

Bay Area Toll Authority Oversight Committee

June 12, 2019

Agenda Item 5b

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

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

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

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

FY 2018-19 Operating Update

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

Table 1

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

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

Table 2

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

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

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

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

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

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

FY 2019-20 Operating Budget

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

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

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

Operating Revenue

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

General Toll Revenue - \$735 million

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

Other Revenues - \$161 million

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

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

Operating Expense

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

Toll bridge operations and maintenance expense - \$83.5 million

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

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

Toll Bridge Administration - \$32.6 million

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

Transfers to MTC - \$28.8 million

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

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

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

Debt Service - \$612 million

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

FY 2019-20 Capital Budget

Express Lanes

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

Toll Bridge Rehabilitation Program

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

Table 3

Toll Bridge Rehabilitation Program Allocation Summary for FY 2019-20

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

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

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

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

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

Reserve Designations

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

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

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

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

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



Therese W. McMillan

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

ABSTRACT

BATA Resolution No. 130

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

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

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

BAY AREA TOLL AUTHORITY
RESOLUTION No. 130

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

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

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

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

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

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

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

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

WHEREAS, BATA staff has prepared a proposed budget for FY 2019-20 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment H to this resolution, attached hereto and incorporated herein by this reference; and

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

WHEREAS, Caltrans has requested that the Authority adopt budgets for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, the Authority is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, Authority is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan; and

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), the Authority is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic retrofit surcharge funds exceeding legal requirements to fund and finance the SRP; and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by the Authority on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BATA is required to maintain certain reserves and

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

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

RESOLVED, that BATA approves the FY 2019-20 Toll Bridge Program operating budget prepared in accordance to generally accepted accounting principles attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BATA operating budget for FY 2019-20, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and as capital costs in BATA's budget for FY 2019-20, providing that there shall be no increase in the overall budget without prior approval of the Authority; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and other expenditures authorized in the BATA budget for FY 2019-20; and, be it further

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

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budgets within the authorized Toll Bridge Rehabilitation Program Budget List and to move funds between designated contingency projects and active

projects provided there is no overall increase to the total approved Toll Bridge Rehabilitation Program Budget; and be it further

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

RESOLVED, that the Authority's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts, projects, and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2019-20, and be it further

RESOLVED, that BATA has approved a total budget of \$345 million for the planning, design, construction and operation of the Express Lane Network and designates to BAIFA the authority to administer the budget, contracts, expenses and assets of the Express Lane Network; and be it further

RESOLVED, that BATA approves transferring the remaining budget balance, fixed assets and contracts for the Express Lanes Capital Program to BAIFA in FY 2019-20; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2019, as listed in Attachment H; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to use available operating reserves to prepay or retire the BATA share of all pension and OPEB obligations; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct contributions to MTC to assist MTC with the retirement of current and future unfunded pension liabilities; and be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY

Scott Haggerty, Chair

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

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

Attachments
BATA Resolution No. 130

FY2019-20 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2019-20 Toll Bridge Program Operating Budget.

Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the Express Lanes and Core Capacity Challenge projects.

Attachment C: FY 2019-29 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 detailing the FY 2019-20 budgets and allocations and Attachment C-2, detailing the entire ten-year plan).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: SRP Capital Program Budget, which shows the adopted capital budgets for the SRP projects

Attachment F: AB 1171 Capital Program.

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

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



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

| | Amended Budget FY 2018-19 | Draft Budget FY 2019-20 | Change % Inc./Dec) | Change \$ Inc./Dec) |
|--|------------------------------|----------------------------|-----------------------|------------------------|
| General Toll Revenue | \$734,699,350 | \$734,699,350 | 0.0% | \$0 |
| Violation Revenue | 25,000,000 | 25,000,000 | 0.0% | 0 |
| Interest Revenue | 25,000,000 | 50,000,000 | 100.0% | 25,000,000 |
| Reimbursement Revenue | 34,678,000 | 14,764,459 | -57.4% | (19,913,541) |
| Rebate for Build America Bonds | 71,508,476 | 71,713,641 | 0.3% | 205,165 |
| Total Operating Revenue | \$890,885,826 | \$896,177,450 | 0.6% | 5,291,624 |
| Total Operating Expense | \$759,609,580 | \$816,148,141 | 7.4% | 56,538,561 |
| Operating Surplus | \$131,276,246 | \$80,029,309 | -39.0% | (51,246,937) |
| Transfer to Toll Bridge Rehabilitation Program | \$72,000,000 | \$80,029,309 | | |
| Transfer to BAIFA Express Lane | \$0 | \$95,000,000 | | |
| Transfer to (from) Reserves | \$59,276,246 | (\$95,000,000) | | |
| Total Operating Surplus (Shortfall) | \$0 | \$0 | | |

REVENUE DETAIL **BUDGET FY 2019-20**

| | Amended Budget FY 2018-19 | Draft Budget FY 2019-20 | Change % Inc./Dec) | Change \$ Inc./Dec) |
|--|------------------------------|----------------------------|-----------------------|------------------------|
| General Toll Revenue (subtotal) | \$734,699,350 | \$734,699,350 | 0.0% | \$0 |
| RM 1 & Seismic Toll Revenues | \$603,709,547 | \$603,709,547 | 0.0% | \$0 |
| RM 2 Toll Revenues | 130,989,803 | 130,989,803 | 0.0% | 0 |
| Violation and Other Revenue (subtotal) | \$25,000,000 | \$25,000,000 | 0.0% | \$0 |
| Violations | \$25,000,000 | \$25,000,000 | 0.0% | \$0 |
| Interest Revenue (subtotal) | \$25,000,000 | \$50,000,000 | 100.0% | \$25,000,000 |
| RM1 Interest Earnings | \$20,000,000 | \$40,000,000 | 100.0% | \$20,000,000 |
| RM2 Interest Earnings | 5,000,000 | 10,000,000 | 100.0% | 5,000,000 |
| Reimbursement Revenue (subtotal) | \$34,678,000 | \$14,764,459 | -57.4% | (\$19,913,541) |
| BAIFA Reimbursement | \$670,000 | \$780,000 | 16.4% | \$110,000 |
| GGBHTD Fastrak Reimbursement | 6,900,000 | 7,200,000 | 4.3% | 300,000 |
| ACTC Reimbursement | 1,700,000 | 1,700,000 | 0.0% | 0 |
| MTA 237 Express Lane Reimbursement | 135,000 | 660,000 | 388.9% | 525,000 |
| SFO Airport Reimbursement | 463,000 | 463,000 | 0.0% | 0 |
| EBRPD Reimbursement | 0 | 1,361,459 | N/A | 1,361,459 |
| Caltrans Reimbursement | 9,000,000 | 0 | N/A | (9,000,000) |
| TJPA Reimbursement | 510,000 | 600,000 | N/A | 90,000 |
| BAHA Reimbursement | 15,300,000 | 2,000,000 | N/A | (13,300,000) |
| Rebate for Build America Bonds (subtotal) | \$71,508,476 | \$71,713,641 | 0.3% | \$205,165 |
| Rebate for Build America Bonds | \$71,508,476 | \$71,713,641 | 0.3% | \$205,165 |
| Total Current Year Revenue | \$890,885,826 | \$896,177,450 | 0.6% | \$5,291,624 |



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

EXPENSE DETAIL **BUDGET FY 2019-20**

| | Amended Budget FY 2018-19 | Draft Budget FY 2019-20 | Change % Inc./Dec | Change \$ Inc./Dec |
|---|------------------------------|----------------------------|----------------------|-----------------------|
| Operating Expense | | | | |
| Caltrans Operations and Maintenance (Subtotal) | \$29,300,000 | \$29,700,000 | 1.4% | \$400,000 |
| Toll Collection & Operations Services | \$23,600,000 | \$24,000,000 | 1.7% | \$400,000 |
| Toll Bridge & Facility Maintenance (Category A&B) | 5,700,000 | 5,700,000 | 0.0% | 0 |
| Fastrak Operations and Maintenance (Subtotal) | \$50,975,000 | \$53,750,000 | 5.4% | \$2,775,000 |
| RCSC Operations | \$25,500,000 | \$27,000,000 | 5.9% | \$1,500,000 |
| Banking/Credit Card Fees | 15,900,000 | 16,900,000 | 6.3% | 1,000,000 |
| ATCAS Facility and In-lane Maintenance | 3,900,000 | 3,900,000 | 0.0% | 0 |
| ATCAS Hardware/Software Maintenance | 1,675,000 | 1,750,000 | 4.5% | 75,000 |
| Collections Contract | 1,400,000 | 1,600,000 | 14.3% | 200,000 |
| DMV Expenses | 2,600,000 | 2,600,000 | 0.0% | 0 |
| Toll Bridge Operations and Maintenance Total | \$80,275,000 | \$83,450,000 | 4.0% | \$3,175,000 |
| Toll Bridge Administration (Subtotal) | \$36,200,354 | \$32,585,109 | -10.0% | (\$3,615,245) |
| Salaries and Benefits | \$10,504,444 | \$11,414,844 | 8.7% | \$910,400 |
| Temporary Assistance | 88,030 | 493,900 | 461.1% | 405,870 |
| Travel&Training/Printing/Memberships | 397,980 | 432,765 | 8.7% | 34,785 |
| Other | 189,500 | 195,200 | 3.0% | 5,700 |
| Financing Costs | 14,020,400 | 14,073,400 | 0.4% | 53,000 |
| Audit/Accounting/Other | 2,750,000 | 2,350,000 | -14.5% | (400,000) |
| Beale St Assessment | 2,200,000 | 1,800,000 | -18.2% | (400,000) |
| Business Insurance | 600,000 | 600,000 | 0.0% | 0 |
| Misc. Toll Administration Operating Expenses | 2,050,000 | 1,175,000 | -42.7% | (875,000) |
| CTC TBPOC Oversight Committee Reimbursement | 100,000 | 50,000 | -50.0% | (50,000) |
| RM3 Related Expense | 3,300,000 | 0 | N/A | (3,300,000) |
| Consultant Contract/Other (Subtotal) | \$4,215,000 | \$4,450,000 | 5.6% | \$235,000 |
| ETC Marketing | \$2,540,000 | \$2,435,000 | -4.1% | (\$105,000) |
| Toll Plaza Traffic Operations Analysis | 150,000 | 150,000 | 0.0% | 0 |
| RM2 Project Monitoring - Capital & Ops. Program | 265,000 | 265,000 | 0.0% | 0 |
| TJPA - Transbay Transit Center Peer Review Project | 510,000 | 0 | -100.0% | (510,000) |
| Wetland Restoration and Flood Management Project | 0 | 100,000 | N/A | 100,000 |
| Bridge Owners Conference | 0 | 500,000 | N/A | 500,000 |
| BATA Contract Contingency | 250,000 | 500,000 | 100.0% | 250,000 |
| RM2 Contract Contingency | 500,000 | 500,000 | 0.0% | 0 |
| Transfers to MTC (Subtotal) | \$24,421,309 | \$28,804,927 | 17.9% | \$4,383,618 |
| 1% Administration | \$7,846,994 | \$8,096,994 | 3.2% | \$250,000 |
| Additional Transfer | 0 | 2,500,000 | N/A | 2,500,000 |
| Transfer to MTC | 608,300 | 1,320,500 | 117.1% | 712,200 |
| RM2 Marketing | 6,500,000 | 6,940,000 | 6.8% | 440,000 |
| Transfer to Legal Reserve | 3,400,000 | 2,600,000 | -23.5% | (800,000) |
| Disaster Preparedness | 40,000 | 40,000 | 0.0% | 0 |
| Transbay Transit Terminal Maintenance | 5,026,046 | 5,201,958 | 3.5% | 175,912 |
| Transfer to ABAG SFEP | 999,969 | 1,105,475 | 10.6% | 105,506 |
| Transfer to ABAG for IG Contract | 0 | 1,000,000 | N/A | 1,000,000 |
| Debt Service | \$557,086,153 | \$611,981,980 | 9.9% | \$54,895,827 |
| RM2 Transit Operating | \$49,776,125 | \$49,776,125 | 0.0% | \$0 |
| Furniture/Equipment | \$50,000 | \$50,000 | 0.0% | \$0 |
| Provision for Depreciation/Amortization | \$6,110,000 | \$5,050,000 | -17.3% | (\$1,060,000) |
| Contractual Services - Prior Year | \$1,475,640 | \$0 | | |
| Total Operating Expense | \$759,609,580 | \$816,148,141 | 7.4% | \$56,538,561 |



BATA Resolution No. 130
Date: June 26, 2019
W.I.: 6840/6953
Referred by: BATA Oversight Committee

Attachment B Bay Area Toll Authority

Other Capital Projects

| Program # | Other Capital Projects | Prior Approved BATA Budget Thru FY 2018-19 | FY 2019-20 Budget | Life to Date Project Budget |
|-----------|---|--|-------------------|--------------------------------|
| 6840 | Express Lanes Projects - Total ^(i,ii,iii) | \$ 345,186,120 | \$ (132,536,007) | \$ 212,650,113 |
| 6953 | Core Capacity Challenge - Grant | \$ 250,000,000 | - | \$ 250,000,000 |

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

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

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



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

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

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

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Thru 2019 | 2020 | Adjustments | Thru 2020 |
|----------|-------------|------------|------------|---|---------|---------------|------------|-------------|---------------|
| 1 | Completed | | Var. | Completed/Closed Rehab Projects | Support | \$38,665,694 | | | \$38,665,694 |
| | | REHAB | | | Capital | \$78,636,635 | | | \$78,636,635 |
| | | 8030 | | | Total | \$117,302,329 | \$0 | | \$117,302,329 |
| 2 | CTR 0001 | 00297 | SFO | Construct New Toll Operations Building*** | Support | \$7,625,800 | -\$63,025 | | \$7,562,775 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$7,625,800 | -\$63,025 | | \$7,562,775 |
| 3 | CTR 0002 | 00394 | RSR | RSR Maintenance Building*** | Support | \$5,733,571 | | | \$5,733,571 |
| | | REHAB | | | Capital | \$4,480,035 | | | \$4,480,035 |
| | | 6814 | | | Total | \$10,213,606 | \$0 | | \$10,213,606 |
| 4 | CTR 0003 | 01090 | ALL | Upgrade Existing SCADA System | Support | \$6,180,409 | | | \$6,180,409 |
| | | REHAB | | | Capital | \$5,597,591 | | | \$5,597,591 |
| | | 6828 | | | Total | \$11,778,001 | \$0 | | \$11,778,001 |
| 5 | CTR 0009 | 01407 | SFO | Toll Plaza Median Landscaping*** | Support | \$722,112 | | | \$722,112 |
| | | REHAB | | | Capital | \$202,181 | | | \$202,181 |
| | | 6825 | | | Total | \$924,293 | \$0 | | \$924,293 |
| 6 | CTR 0010 | 0120T | SFO | W4 Substation Upgrade, Foghorn Replacement, | Support | \$4,335,000 | | | \$4,335,000 |
| | | REHAB | BASE | | Capital | \$12,985,000 | | | \$12,985,000 |
| | | 6825 | | | Total | \$17,320,000 | \$0 | | \$17,320,000 |
| 7 | CTR 0012 | 04082 | SFO | Replace Substation Equipment on WS*** | Support | \$957,644 | | | \$957,644 |
| | | REHAB | | | Capital | \$869,782 | | | \$869,782 |
| | | 6825 | | | Total | \$1,827,425 | \$0 | | \$1,827,425 |
| 8 | CTR 0013 | 04100 | SMH | Resurface Orthotropic Deck | Support | \$7,959,000 | -\$120,922 | | \$7,838,078 |
| | | REHAB | | Deck Rehabilitation & 12KV Cable for Entire Bridge*** | Capital | \$28,018,000 | -\$137,186 | | \$27,880,814 |
| | | 6826 | | | Total | \$35,977,000 | -\$258,108 | | \$35,718,892 |
| 9 | CTR 0014 | 3G460 | Var. | Northern Bridge Structural Improvements*** | Support | \$72,662 | | | \$72,662 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6828 | | | Total | \$72,662 | \$0 | | \$72,662 |
| 10 | CTR 0015 | 04224 | SMH | Replace Elec Cable Hangers & Upgrade 12kv System*** | Support | \$2,869,539 | | | \$2,869,539 |
| | | REHAB | | | Capital | \$2,777,316 | | | \$2,777,316 |
| | | 6826 | | | Total | \$5,646,855 | \$0 | | \$5,646,855 |
| 11 | CTR 0016 | 04225 | DUM | Expansion Joint Rehabilitation*** | Support | \$2,091,531 | | | \$2,091,531 |
| | | REHAB | | | Capital | \$2,700,672 | | | \$2,700,672 |
| | | 6827 | | | Total | \$4,792,203 | \$0 | | \$4,792,203 |
| 12 | CTR 0145 | 0120S | SFO | SFOBB East Span YBITS 1 | Support | \$1,640,000 | | | \$1,640,000 |
| | | REHAB | | YBI Resurfacing/BASE | Capital | \$22,150,000 | | | \$22,150,000 |
| | | 6825 | | Replace Lighting w/ HPS Lighting System | Total | \$23,790,000 | \$0 | | \$23,790,000 |
| 13 | CTR 0018 | 04907 | CAR | Replace Pier 3 Fender Structure Support and | Support | \$4,811,400 | | | \$4,811,400 |
| | | REHAB | | Timber Fenders at Piers 2, 3, 4*** | Capital | \$17,652,449 | | | \$17,652,449 |
| | | 6813 | | | Total | \$22,463,849 | \$0 | | \$22,463,849 |
| 14 | CTR 0027 | 1G250 | SFO | Replace Lighting w/ HPS Lighting System (WB)*** | Support | \$714,010 | | | \$714,010 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$714,010 | \$0 | | \$714,010 |
| 15 | CTR 0028 | 1G260 | SFO | Replace Lighting w/ HPS Lighting System (EB)*** | Support | \$554,232 | | | \$554,232 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$554,232 | \$0 | | \$554,232 |
| 16 | CTR 0031 | 1G660 | SFO | SFOBB West Span Pathway | Support | \$1,301,000 | | | \$1,301,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$1,301,000 | \$0 | | \$1,301,000 |
| 17 | CTR 0032 | 1G720 | SFO | Eyebar Monitoring System (ES)*** | Support | \$207,931 | | | \$207,931 |
| | | REHAB | | | Capital | \$3,431,263 | | | \$3,431,263 |
| | | 6825 | | | Total | \$3,639,194 | \$0 | | \$3,639,194 |
| 18 | CTR 0147 | 2F000 | SMH | Replace Damaged Transformer and Substation*** | Support | \$53,276 | | | \$53,276 |
| | | REHAB | | | Capital | \$204,900 | | | \$204,900 |
| | | 6826 | | | Total | \$258,176 | \$0 | | \$258,176 |
| 19 | CTR 0035 | 2G420 | ALL | ATCAS II Oversight*** | Support | \$202,495 | | | \$202,495 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6828 | | | Total | \$202,495 | \$0 | | \$202,495 |

| Line No. | Project No. | EA | Bridge | Description | | | | | |
|----------|-------------|---------|--------|--|---------|--------------|--------------|-------------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | Adjustments | Thru 2020 |
| 20 | CTR 0036 | 2G670 | SMH | Cracked Girder Repairs*** | Support | \$2,756,322 | \$0 | | \$2,756,322 |
| | | REHAB | | | Capital | \$4,034,364 | -\$1,178 | | \$4,033,186 |
| | | 6826 | | | Total | \$6,790,687 | -\$1,178 | | \$6,789,509 |
| 21 | CTR 0043 | 3G300 | Var. | Replace Foghorns/Radar Beacons PID*** | Support | \$67,738 | | | \$67,738 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6828 | | | Total | \$67,738 | \$0 | | \$67,738 |
| 22 | CTR 0045 | 3G442 | SFO | Replace Seismic Dampeners (WS) | Support | \$6,141,000 | \$1,300,000 | | \$7,441,000 |
| | | REHAB | | | Capital | \$23,000,000 | | | \$23,000,000 |
| | | 6825 | | | Total | \$29,141,000 | \$1,300,000 | | \$30,441,000 |
| 23 | CTR 0048 | 3G487 | SFO | Structural Steel Painting, Towers | Support | \$164,669 | \$1,500,000 | | \$1,664,669 |
| | | REHAB | | | Capital | \$0 | \$0 | | \$0 |
| | | 6825 | | | Total | \$164,669 | \$1,500,000 | | \$1,664,669 |
| 24 | CTR 0049 | 3G470 | Var. | Replace travelers and Rails PIDS*** | Support | \$159,815 | | | \$159,815 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6828 | | | Total | \$159,815 | \$0 | | \$159,815 |
| 25 | CTR 0051 | 3G480 | Var. | Caltrans PSR Planning | Support | \$64,164 | | | \$64,164 |
| | | REHAB | | Paint Bridge Structures PID *** | Capital | \$0 | | | \$0 |
| | | 6828 | | | Total | \$64,164 | \$0 | | \$64,164 |
| 26 | CTR 0052 | 3G484 | RSR | Bridge Paint | Support | \$8,275,000 | -\$496,753 | | \$7,778,247 |
| | | REHAB | | (Lower Deck Only) | Capital | \$29,299,836 | | | \$29,299,836 |
| | | 6814 | | Part 1*** | Total | \$37,574,836 | -\$496,753 | | \$37,078,084 |
| 27 | CTR 0053 | 3G486 | SMH | Bridge Paint | Support | \$8,623,000 | | | \$8,623,000 |
| | | REHAB | | Part 1 | Capital | \$54,000,000 | | | \$54,000,000 |
| | | 6826 | | | Total | \$62,623,000 | \$0 | | \$62,623,000 |
| 28 | CTR 0055 | 3G474 | RSR | Structural Steel Painting (Lower Deck and Towers) 2nd Phase | Support | \$5,372,000 | | | \$5,372,000 |
| | | REHAB | | | Capital | \$17,500,000 | \$9,115,000 | | \$26,615,000 |
| | | 6814 | | | Total | \$22,872,000 | \$9,115,000 | | \$31,987,000 |
| 29 | CTR 0056 | 4A860 | SFO | Repair Timber Fender at W5*** | Support | \$335,109 | | | \$335,109 |
| | | REHAB | | | Capital | \$1,429,316 | | | \$1,429,316 |
| | | 6825 | | | Total | \$1,764,424 | \$0 | | \$1,764,424 |
| 30 | CTR 0057 | 4G280 | SFO | Toll Plaza Renovation Oversight*** | Support | \$352,488 | | | \$352,488 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$352,488 | \$0 | | \$352,488 |
| 31 | CTR 0058 | 4G290 | SFO | Toll Plaza Crash Cushion and Pump Station | Support | \$396,591 | | | \$396,591 |
| | | REHAB | | Oversight *** | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$396,591 | \$0 | | \$396,591 |
| 32 | CTR 0059 | 91206 | ALL | OSM Rehab Planning*** | Support | \$158,660 | | | \$158,660 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 8629 | | | Total | \$158,660 | \$0 | | \$158,660 |
| 33 | CTR 0064 | 97037 | ANT | Toll Plaza Rehab Projects*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$179,979 | | | \$179,979 |
| | | 8033 | | | Total | \$179,979 | \$0 | | \$179,979 |
| 34 | CTR 0065 | 97047 | SFO | Toll Plaza Rehab Projects*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$3,386 | | | \$3,386 |
| | | 8033 | | | Total | \$3,386 | \$0 | | \$3,386 |
| 35 | CTR 0078 | 3G462 | BM | Floor Beam Mitigation Phase 1 | Support | \$1,922,000 | | | \$1,922,000 |
| | | REHAB | | (Modification of stringer floor beams due to fatigue cracking) | Capital | \$1,182,000 | | | \$1,182,000 |
| | | 6812 | | and Bearing Shear Bolts | Total | \$3,104,000 | \$0 | | \$3,104,000 |
| 36 | CTR 0088 | 3G403 | CAR | Anchorage Modification, Drainage Improvements, | Support | \$3,822,000 | -\$126,035 | | \$3,695,965 |
| | | REHAB | | Polyester Concrete Overlay (1958) and Ped | Capital | \$8,165,909 | | | \$8,165,909 |
| | | 6813 | | Replace Joint Seals (1958)*** | Total | \$11,987,909 | -\$126,035 | | \$11,861,874 |
| 37 | CTR 0097 | 3G305 | Var. | Replace Fog Horns, Radar Beacons and | Support | \$2,724,000 | | | \$2,724,000 |
| | | REHAB | | Related Electrical Systems on Southern Bridges | Capital | \$4,500,000 | | | \$4,500,000 |
| | | 6828 | | | Total | \$7,224,000 | \$0 | | \$7,224,000 |
| 38 | CTR 0107 | 3G364 | RSR | Substations Upgrade (4 locations) | Support | \$2,087,726 | \$1,100,000 | | \$3,187,726 |
| | | REHAB | | upgrade from 4,160V to 15kV | Capital | \$0 | \$12,500,000 | | \$12,500,000 |
| | | 6814 | | replace power cable 12KV | Total | \$2,087,726 | \$13,600,000 | | \$15,687,726 |
| 39 | CTR 0119 | 3G307 | SFO | Fog Horns (West Spans)*** | Support | \$339,821 | | | \$339,821 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$339,821 | \$0 | | \$339,821 |
| 40 | CTR 0120 | 3G444 | SFO | Main Cable Wrap Investigations Phase 1 | Support | \$1,523,000 | | | \$1,523,000 |
| | | REHAB | | | Capital | \$8,000,000 | | | \$8,000,000 |
| | | 6825 | | | Total | \$9,523,000 | \$0 | | \$9,523,000 |
| 41 | CTR 0121 | 3G477 | SFO | Traveler Replacements and Rail Upgrades | Support | \$380,000 | | | \$380,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$380,000 | \$0 | | \$380,000 |
| 42 | CTR 0126 | 3G448 | SFO | W1 to W7 Concrete Column Repair and Seal | Support | \$0 | \$300,000 | | \$300,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$0 | \$300,000 | | \$300,000 |

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

| Line No. | Project No. | EA | Bridge | Description | | | | | |
|----------|-------------|---------|--------|--|---------|-------------|--------------|-------------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | Adjustments | Thru 2020 |
| 66 | CTR 0214 | 01413 | SFO | CT Oversight of Bridge Yard | Support | \$476,178 | | | \$476,178 |
| | | REHAB | | (IERBYS Building Retrofit)*** | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$476,178 | \$0 | | \$476,178 |
| 67 | CTR 0215 | 2J190 | SFO | Replace transverse expansion joints *** | Support | \$1,309,010 | | | \$1,309,010 |
| | | REHAB | | West Span | Capital | \$1,944,698 | | | \$1,944,698 |
| | | 6825 | | | Total | \$3,253,708 | \$0 | | \$3,253,708 |
| 68 | CTR 0216 | 2J410 | CARQ | Al Zampa (CARQ) Joint Repair *** | Support | \$146,672 | | | \$146,672 |
| | | REHAB | | | Capital | \$183,592 | | | \$183,592 |
| | | 6813 | | | Total | \$330,265 | \$0 | | \$330,265 |
| 69 | CTR 0217 | 2J400 | SFO | I-880 Overhead Signage and Delineation Upgrade | Support | \$46,649 | | | \$46,649 |
| | | REHAB | | Oversight*** | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$46,649 | \$0 | | \$46,649 |
| 70 | CTR 0219 | 0K220 | SFO | Metering Lights Upgrade Oversight | Support | \$366,000 | \$134,000 | | \$500,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$366,000 | \$134,000 | | \$500,000 |
| 71 | CTR 0222 | TBD | SFO | SFOBB Maintenance Administration | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$1,000,000 | | | \$1,000,000 |
| | | 6825 | | | Total | \$1,000,000 | \$0 | | \$1,000,000 |
| 72 | CTR 0225 | 4J710 | RSR | RSR Access - Bike Ped Oversight | Support | \$937,000 | | | \$937,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6814 | | | Total | \$937,000 | \$0 | | \$937,000 |
| 73 | CTR 0226 | 1K450 | SFO | Roof Repairs at Sterling Substation | Support | \$72,000 | | | \$72,000 |
| | | REHAB | | Minor Rehab*** | Capital | \$119,999 | | | \$119,999 |
| | | 8033 | | | Total | \$191,999 | \$0 | | \$191,999 |
| 74 | CTR 0227 | 1K470 | SMH | Roof Repairs at toll admin building (Toll Plaza) | Support | \$60,000 | | | \$60,000 |
| | | REHAB | | Minor Rehab*** | Capital | \$99,550 | | | \$99,550 |
| | | 8033 | | | Total | \$159,550 | \$0 | | \$159,550 |
| 75 | CTR 0228 | 1K460 | BM | Bird abatement at Benicia Toll Plaza | Support | \$150,000 | | | \$150,000 |
| | | REHAB | | Minor Rehab*** | Capital | \$249,950 | | | \$249,950 |
| | | 8033 | | | Total | \$399,950 | \$0 | | \$399,950 |
| 76 | CTR 0229 | 0K691 | SFO | Install Grease Caps and Repair Pre-stress Tendons | Support | \$1,200,000 | | | \$1,200,000 |
| | | REHAB | | East Span- Director's Order | Capital | \$3,460,000 | | | \$3,460,000 |
| | | 6825 | | | Total | \$4,660,000 | \$0 | | \$4,660,000 |
| 77 | CTR 0230 | 3G482 | BM | Repair Seismic Joint - Pier 3 | Support | \$148,912 | | | \$148,912 |
| | | REHAB | | Director's Order*** | Capital | \$250,846 | | | \$250,846 |
| | | 6812 | | | Total | \$399,758 | \$0 | | \$399,758 |
| 78 | CTR 0231 | TBD | RSR | Replace Aircraft Beacon, Fog Horns, Radar Beacons | Support | \$0 | \$0 | | \$0 |
| | | REHAB | | and Related Electrical Systems | Capital | \$0 | \$0 | | \$0 |
| | | 6814 | | and connect with SCADA | Total | \$0 | \$0 | | \$0 |
| 79 | CTR 0232 | 2K960 | SFO | YBI Tunnel Concrete Repair | Support | \$695,000 | | | \$695,000 |
| | | REHAB | | | Capital | \$1,580,000 | | | \$1,580,000 |
| | | 6825 | | | Total | \$2,275,000 | \$0 | | \$2,275,000 |
| 80 | CTR 0233 | 3G445 | SFO | Fender Repair | Support | \$1,280,000 | | | \$1,280,000 |
| | | REHAB | | Director's Order | Capital | \$4,700,000 | | | \$4,700,000 |
| | | 6825 | | | Total | \$5,980,000 | \$0 | | \$5,980,000 |
| 81 | CTR 0234 | 2K560 | SFO | Repair SFOBB Seismic Dampers | Support | \$185,712 | | | \$185,712 |
| | | REHAB | | Director's Order*** | Capital | \$291,000 | -\$11,737 | | \$279,263 |
| | | 6825 | | | Total | \$476,712 | -\$11,737 | | \$464,976 |
| 82 | CTR 0240 | TBD | CARQ | Replace Radar Beacons and Related Electrical Systems | Support | \$0 | | | \$0 |
| | | REHAB | | and connect with SCADA | Capital | \$0 | | | \$0 |
| | | 6813 | | | Total | \$0 | \$0 | | \$0 |
| 83 | CTR 0243 | TBD | SFO | Replace Fender System and Skirt Modifications | Support | \$0 | \$2,000,000 | | \$2,000,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$0 | \$2,000,000 | | \$2,000,000 |
| 84 | CTR 0244 | TBD | RSR | TBD Work on RSR lower deck, towers, columns, travelers | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | \$11,200,000 | | \$11,200,000 |
| | | 6814 | | | Total | \$0 | \$11,200,000 | | \$11,200,000 |
| 85 | CTR 0245 | 0P560 | Var. | Install BASE radio links | Support | \$300,000 | | | \$300,000 |
| | | REHAB | | Director's Order | Capital | \$750,000 | | | \$750,000 |
| | | 6828 | | | Total | \$1,050,000 | \$0 | | \$1,050,000 |
| 86 | CTR 0246 | 0Q470 | SFO | East Span Skyway Polyester Concrete Overlay Repairs | Support | \$90,000 | | | \$90,000 |
| | | REHAB | | Director's Order | Capital | \$200,000 | | | \$200,000 |
| | | 6825 | | | Total | \$290,000 | \$0 | | \$290,000 |
| 87 | CTR 0247 | 1Q490 | SFO | East Span Replace Expansion Joint Panels | Support | \$86,000 | | | \$86,000 |
| | | REHAB | | Director's Order | Capital | \$314,000 | | | \$314,000 |
| | | 6825 | | | Total | \$400,000 | \$0 | | \$400,000 |
| 88 | CTR 0248 | 1Q500 | BM | Repair Water Line | Support | \$120,000 | | | \$120,000 |
| | | REHAB | | Director's Order | Capital | \$314,000 | | | \$314,000 |
| | | 6812 | | | Total | \$434,000 | \$0 | | \$434,000 |

| Line No. | Project No. | EA | Bridge | Description | | | | | |
|----------|-------------|---------|--------|--|---------|--------------|--------------|-------------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | Adjustments | Thru 2020 |
| 89 | CTR 0249 | 1Q360 | SFO | SFOBB Replace Seismic Joint Headers and Strip Seals | Support | \$200,000 | | | \$200,000 |
| | | REHAB | | (West Approach & Anchorage) | Capital | \$560,000 | | | \$560,000 |
| | | 6825 | | Director's Order | Total | \$760,000 | \$0 | | \$760,000 |
| 90 | CTR 0250 | 1Q950 | SFO | SFOBB YBI tunnel Repair Fire Suppression System | Support | \$251,000 | | | \$251,000 |
| | | REHAB | | Director's Order | Capital | \$314,000 | | | \$314,000 |
| | | 6825 | | | Total | \$565,000 | \$0 | | \$565,000 |
| 91 | CTR 0251 | 2Q910 | Var | High Mast Arm Light (HMAL) repair and conversion to LED | Support | \$100,000 | | | \$100,000 |
| | | REHAB | | | Capital | \$1,925,000 | | | \$1,925,000 |
| | | 8033 | | | Total | \$2,025,000 | \$0 | | \$2,025,000 |
| 92 | CTR 0252 | 0P680 | CAR | Toll Plaza Asphalt Paving and Polyester Overlay*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$908,118 | \$0 | | \$908,118 |
| | | 8033 | | | Total | \$908,118 | \$0 | | \$908,118 |
| 93 | CTR 0253 | 2Q930 | SMH | Toll Admin bldg.: Remove underground diesel storage tank (UST) | Support | \$12,500 | | | \$12,500 |
| | | REHAB | | | Capital | \$250,000 | | | \$250,000 |
| | | 8033 | | | Total | \$262,500 | \$0 | | \$262,500 |
| 94 | CTR 0254 | 2Q920 | SMH | Toll Paint Facility and Plaza – Replace Metals Doors And Other Upg | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$450,000 | | | \$450,000 |
| | | 8033 | | | Total | \$450,000 | \$0 | | \$450,000 |
| 95 | CTR 0256 | TBD | ANT | Replace and upgrade Radar Beacons, Navigational Lights | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6811 | | | Total | \$0 | \$0 | | \$0 |
| 96 | CTR 0258 | TBD | ANT | Replace Fender System | Support | \$0 | \$70,000 | | \$70,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6811 | | | Total | \$0 | \$70,000 | | \$70,000 |
| 97 | CTR 0259 | TBD | CAR | Seismic Transmission Unit (STU) Replacement | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6813 | | | Total | \$0 | \$0 | | \$0 |
| 98 | CTR 0260 | TBD | DUM | Steel Crack Mitigation | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6827 | | | Total | \$0 | \$0 | | \$0 |
| 99 | CTR 0261 | TBD | SMH | Structural Steel Painting (Towers) | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$8,950,000 | | | \$8,950,000 |
| | | 6826 | | | Total | \$8,950,000 | \$0 | | \$8,950,000 |
| 100 | CTR 0262 | 2Q980 | BM | Repair Expansion Joint Assemblies | Support | \$500,000 | | | \$500,000 |
| | | REHAB | | | Capital | \$1,950,000 | | | \$1,950,000 |
| | | 6812 | | | Total | \$2,450,000 | \$0 | | \$2,450,000 |
| 101 | CTR 0263 | 3G454 | Var. | Concrete Repairs on SMHB Spandrel beam and bent caps | Support | \$700,000 | \$1,764,000 | | \$2,464,000 |
| | | REHAB | | | Capital | \$0 | \$11,325,000 | | \$11,325,000 |
| | | 6828 | | | Total | \$700,000 | \$13,089,000 | | \$13,789,000 |
| 102 | CTR 0264 | 01358 | SFO | SFOBB East Span Pier Retention-CMGC | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$3,050,000 | | | \$3,050,000 |
| | | 6825 | | | Total | \$3,050,000 | \$0 | | \$3,050,000 |
| 103 | CTR 0265 | 2Q360 | SFO | SFOBB WS Remove Truss Web Scaffolds | Support | \$220,000 | | | \$220,000 |
| | | REHAB | | | Capital | \$550,000 | | | \$550,000 |
| | | 6825 | | | Total | \$770,000 | \$0 | | \$770,000 |
| 104 | CTR 0266 | 01411 | SFO | Construct Maintenance Building and Parking Lot | Support | \$0 | | | \$0 |
| | | REHAB | | (MC3-Training Center) | Capital | \$9,300,000 | | | \$9,300,000 |
| | | 6825 | | | Total | \$9,300,000 | \$0 | | \$9,300,000 |
| 105 | CTR 0267 | 3Q940 | RSR | Reconstruct sliding plate joints | Support | \$2,600,000 | | | \$2,600,000 |
| | | REHAB | | upper deck - 31 joints | Capital | \$8,370,000 | | | \$8,370,000 |
| | | 6814 | | | Total | \$10,970,000 | \$0 | | \$10,970,000 |
| 106 | CTR 0268 | 4Q340 | RSR | Richmond-San Rafael Bridge Truss Straightening | Support | \$300,000 | | | \$300,000 |
| | | REHAB | | Repair vehicle collision damage Director's Order | Capital | \$900,000 | | | \$900,000 |
| | | 6814 | | | Total | \$1,200,000 | \$0 | | \$1,200,000 |
| 107 | CTR 0271 | TBD | SFO | Structural Steel Paint System, Truss Web North and South, | Support | \$0 | | | \$0 |
| | | REHAB | | spans 1-6 | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$0 | \$0 | | \$0 |
| 108 | CTR 0272 | TBD | BM | Replace 480V power cable, utility transformers | Support | \$0 | \$400,000 | | \$400,000 |
| | | REHAB | | and utility panels (Old Bridge) | Capital | \$0 | | | \$0 |
| | | 6812 | | | Total | \$0 | \$400,000 | | \$400,000 |
| 109 | CTR 0273 | TBD | BM | Repair 12KV Transfer Scheme and connect it with SCADA | Support | \$0 | \$200,000 | | \$200,000 |
| | | REHAB | | for remote control and monitoring | Capital | \$0 | | | \$0 |
| | | 6812 | | | Total | \$0 | \$200,000 | | \$200,000 |
| 110 | CTR 0274 | TBD | SFO | Replace Generators | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$0 | \$0 | | \$0 |
| 111 | CTR 0275 | TBD | SFO | Replace Comm. Cable (SCADA 50 Pair Cable) West Span | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | 6825 | | | Total | \$0 | \$0 | | \$0 |

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

| Line No. | Project No. | EA | Bridge | Description | | | | | |
|----------|-------------|---------|--------|--------------------------------------|---------|--------------|--------------|-------------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | Adjustments | Thru 2020 |
| 135 | 880/92 | 2G362 | 880/92 | Landscaping** | Support | \$836,000 | | | \$836,000 |
| | | RM1 | | | Capital | \$0 | | | \$0 |
| | | 8615 | | | Total | \$836,000 | \$0 | | \$836,000 |
| 136 | BM | 0060A | BM | Modification to 1962 Bridge** | Support | \$6,211 | | | \$6,211 |
| | | RM1 | | *** | Capital | \$0 | | | \$0 |
| | | 8210 | | | Total | \$6,211 | \$0 | | \$6,211 |
| 137 | BM | 0060C | BM | Replacement Planting** | Support | \$584,000 | | | \$584,000 |
| | | RM1 | | *** | Capital | \$1,125,000 | | | \$1,125,000 |
| | | 8210 | | | Total | \$1,709,000 | \$0 | | \$1,709,000 |
| 138 | CAR | 0130J | CAR | Site Mitigation 3** | Support | \$150,000 | | | \$150,000 |
| | | RM1 | | * | Capital | \$0 | | | \$0 |
| | | 8315 | | | Total | \$150,000 | \$0 | | \$150,000 |
| 139 | CAR | 0130K | CAR | Misc Landscaping** | Support | \$4,177 | | | \$4,177 |
| | | RM1 | | *** | Capital | \$0 | | | \$0 |
| | | 8315 | | | Total | \$4,177 | \$0 | | \$4,177 |
| 140 | 880/92 | 01601 | 880/92 | 880/92 Interchange** | Support | \$344,000 | | | \$344,000 |
| | | RM1 | | *** | Capital | \$2,500,000 | | | \$2,500,000 |
| | | 8615 | | | Total | \$2,844,000 | \$0 | | \$2,844,000 |
| 141 | SMH | 27790 | SMH | Bay Trail Improvement** | Support | \$0 | | | \$0 |
| | | RM1 | | *** | Capital | \$115,000 | -\$115,000 | | \$0 |
| | | 8637 | | | Total | \$115,000 | -\$115,000 | | \$0 |
| 142 | BR 0001 | 8531 | BATA | Benicia ORT*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$4,153,000 | | | \$4,153,000 |
| | | | | | Total | \$4,153,000 | \$0 | | \$4,153,000 |
| 143 | BR 0002 | 8539 | BATA | SFOBB Eyebar Review*** | Support | \$2,914,000 | | | \$2,914,000 |
| | | REHAB | | | Capital | \$0 | | | \$0 |
| | | | | | Total | \$2,914,000 | \$0 | | \$2,914,000 |
| 144 | BR 0003 | 8594 | BATA | SFOBB West Span Pathway Planning | Support | \$1,750,000 | | | \$1,750,000 |
| | | REHAB | | | Capital | \$10,550,000 | | | \$10,550,000 |
| | | | | | Total | \$12,300,000 | \$0 | | \$12,300,000 |
| 145 | BR 0004 | 8909 | BATA | Gateway Park | Support | \$1,273,000 | | | \$1,273,000 |
| | | REHAB | | | Capital | \$26,701,863 | | | \$26,701,863 |
| | | | | | Total | \$27,974,863 | \$0 | | \$27,974,863 |
| 146 | BR 0005 | 8913 | BATA | SFOBB Administration Building*** | Support | \$5,000,000 | | | \$5,000,000 |
| | | REHAB | | | Capital | \$20,619,200 | -\$300,000 | | \$20,319,200 |
| | | | | | Total | \$25,619,200 | -\$300,000 | | \$25,319,200 |
| 147 | BR 0006 | 8918 | BATA | SFOBB Maintenance Complex | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$531,000 | | | \$531,000 |
| | | | | | Total | \$531,000 | \$0 | | \$531,000 |
| 148 | BR 0008 | 8921 | BATA | SFOBB FasTrak Lane Conversion*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$3,575,000 | -\$1,800,000 | | \$1,775,000 |
| | | | | | Total | \$3,575,000 | -\$1,800,000 | | \$1,775,000 |
| 149 | BR 0009 | 8922 | BATA | Metering Lights Upgrade | Support | \$0 | \$500,000 | | \$500,000 |
| | | REHAB | | | Capital | \$9,680,000 | \$1,000,000 | | \$10,680,000 |
| | | | | | Total | \$9,680,000 | \$1,500,000 | | \$11,180,000 |
| 150 | BR 0010 | 8920 | BATA | SFO Plaza and Canopy Improvements*** | Support | \$3,991,000 | | | \$3,991,000 |
| | | REHAB | | | Capital | \$5,272,000 | | | \$5,272,000 |
| | | | | | Total | \$9,263,000 | \$0 | | \$9,263,000 |
| 151 | BR 0011 | 8923 | BATA | Bridge Documentation | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$500,000 | | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | | \$500,000 |
| 152 | BR 0013 | 8602 | BATA | Hybrid/ETC Lane Modifications*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$874,000 | | | \$874,000 |
| | | | | | Total | \$874,000 | \$0 | | \$874,000 |
| 153 | BR 0014 | 8907 | BATA | Toll Plaza Maintenance Agreement | Support | \$350,000 | \$75,000 | | \$425,000 |
| | | REHAB | | | Capital | \$26,098,000 | \$2,310,000 | | \$28,408,000 |
| | | | | | Total | \$26,448,000 | \$2,385,000 | | \$28,833,000 |
| 154 | BR 0016 | 8631 | BATA | Callboxes*** | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$2,344,000 | | | \$2,344,000 |
| | | | | | Total | \$2,344,000 | \$0 | | \$2,344,000 |
| 155 | BR 0017 | 8900 | BATA | 2003 CSC Procurement | Support | \$1,679,000 | | | \$1,679,000 |
| | | REHAB | | | Capital | \$10,679,000 | | | \$10,679,000 |
| | | | | | Total | \$12,358,000 | \$0 | | \$12,358,000 |
| 156 | BR 0018 | 8901 | BATA | Ongoing Toll Tag Procurement | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$88,999,532 | \$10,500,000 | | \$99,499,532 |
| | | | | | Total | \$88,999,532 | \$10,500,000 | | \$99,499,532 |
| 157 | BR 0019 | 8902 | BATA | 2012 CSC Procurement | Support | \$0 | | | \$0 |
| | | REHAB | | | Capital | \$20,750,000 | \$2,700,000 | | \$23,450,000 |
| | | | | | Total | \$20,750,000 | \$2,700,000 | | \$23,450,000 |

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

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

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

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



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

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

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

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|----------|-------------|------------|------------|---|---------|---------------|------------|------|------|------|------|------|------|------|------|------|---------------|
| 1 | Completed | | Var. | Completed/Closed Rehab Projects | Support | \$38,665,694 | | | | | | | | | | | \$38,665,694 |
| | | REHAB 8030 | | | Capital | \$78,636,635 | | | | | | | | | | | \$78,636,635 |
| | | | | | Total | \$117,302,329 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$117,302,329 |
| 2 | CTR 0001 | 00297 | SFO | Construct New Toll Operations Building*** | Support | \$7,625,800 | -\$63,025 | | | | | | | | | | \$7,562,775 |
| | | REHAB 6825 | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$7,625,800 | -\$63,025 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,562,775 |
| 3 | CTR 0002 | 00394 | RSR | RSR Maintenance Building*** | Support | \$5,733,571 | | | | | | | | | | | \$5,733,571 |
| | | REHAB 6814 | | | Capital | \$4,480,035 | | | | | | | | | | | \$4,480,035 |
| | | | | | Total | \$10,213,606 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,213,606 |
| 4 | CTR 0003 | 01090 | ALL | Upgrade Existing SCADA System | Support | \$6,180,409 | | | | | | | | | | | \$6,180,409 |
| | | REHAB 6828 | | | Capital | \$5,597,591 | | | | | | | | | | | \$5,597,591 |
| | | | | | Total | \$11,778,001 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,778,001 |
| 5 | CTR 0009 | 01407 | SFO | Toll Plaza Median Landscaping*** | Support | \$722,112 | | | | | | | | | | | \$722,112 |
| | | REHAB 6825 | | | Capital | \$202,181 | | | | | | | | | | | \$202,181 |
| | | | | | Total | \$924,293 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$924,293 |
| 6 | CTR 0010 | 0120T | SFO | W4 Substation Upgrade, Foghorn Replacement | Support | \$4,335,000 | | | | | | | | | | | \$4,335,000 |
| | | REHAB 6825 | | BASE | Capital | \$12,985,000 | | | | | | | | | | | \$12,985,000 |
| | | | | | Total | \$17,320,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,320,000 |
| 7 | CTR 0012 | 04082 | SFO | Replace Substation Equipment on WS*** | Support | \$957,644 | | | | | | | | | | | \$957,644 |
| | | REHAB 6825 | | | Capital | \$869,782 | | | | | | | | | | | \$869,782 |
| | | | | | Total | \$1,827,425 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,827,425 |
| 8 | CTR 0013 | 04100 | SMH | Resurface Orthotropic Deck | Support | \$7,959,000 | -\$120,922 | | | | | | | | | | \$7,838,078 |
| | | REHAB 6826 | | Deck Rehabilitation & 12KV Cable for Entire Bridge*** | Capital | \$28,018,000 | -\$137,186 | | | | | | | | | | \$27,880,814 |
| | | | | | Total | \$35,977,000 | -\$258,108 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,718,892 |
| 9 | CTR 0014 | 3G460 | Var. | Northern Bridge Structural Improvements*** | Support | \$72,662 | | | | | | | | | | | \$72,662 |
| | | REHAB 6828 | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$72,662 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$72,662 |
| 10 | CTR 0015 | 04224 | SMH | Replace Elec Cable Hangers & Upgrade 12kv System*** | Support | \$2,869,539 | | | | | | | | | | | \$2,869,539 |
| | | REHAB 6826 | | | Capital | \$2,777,316 | | | | | | | | | | | \$2,777,316 |
| | | | | | Total | \$5,646,855 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,646,855 |
| 11 | CTR 0016 | 04225 | DUM | Expansion Joint Rehabilitation*** | Support | \$2,091,531 | | | | | | | | | | | \$2,091,531 |
| | | REHAB 6827 | | | Capital | \$2,700,672 | | | | | | | | | | | \$2,700,672 |
| | | | | | Total | \$4,792,203 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,792,203 |
| 12 | CTR 0145 | 0120S | SFO | SFOBB East Span YBITS 1 | Support | \$1,640,000 | | | | | | | | | | | \$1,640,000 |
| | | REHAB 6825 | | YBI Resurfacing/BASE | Capital | \$22,150,000 | | | | | | | | | | | \$22,150,000 |
| | | | | Replace Lighting w/ HPS Lighting System | Total | \$23,790,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,790,000 |
| 13 | CTR 0018 | 04907 | CAR | Replace Pier 3 Fender Structure Support and | Support | \$4,811,400 | | | | | | | | | | | \$4,811,400 |
| | | REHAB 6813 | | Timber Fenders at Piers 2, 3, 4*** | Capital | \$17,652,449 | | | | | | | | | | | \$17,652,449 |
| | | | | | Total | \$22,463,849 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$22,463,849 |
| 14 | CTR 0027 | 1G250 | SFO | Replace Lighting w/ HPS Lighting System (WB)*** | Support | \$714,010 | | | | | | | | | | | \$714,010 |
| | | REHAB 6825 | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$714,010 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$714,010 |

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | Total |
|----------|-------------|---------|--------|---|---------|--------------|-------------|--------------|--------------|--------------|------|------|------|------|------|------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 15 | CTR 0028 | 1G260 | SFO | Replace Lighting w/ HPS Lighting System (EB)*** | Support | \$554,232 | | | | | | | | | | | \$554,232 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$554,232 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$554,232 |
| 16 | CTR 0031 | 1G660 | SFO | SFOBB West Span Pathway | Support | \$1,301,000 | | | | | | | | | | | \$1,301,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$1,301,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,301,000 |
| 17 | CTR 0032 | 1G720 | SFO | Eyebar Monitoring System (ES)*** | Support | \$207,931 | | | | | | | | | | | \$207,931 |
| | | REHAB | | | Capital | \$3,431,263 | | | | | | | | | | | \$3,431,263 |
| | | 6825 | | | Total | \$3,639,194 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,639,194 |
| 18 | CTR 0147 | 2F000 | SMH | Replace Damaged Transformer and Substation*** | Support | \$53,276 | | | | | | | | | | | \$53,276 |
| | | REHAB | | | Capital | \$204,900 | | | | | | | | | | | \$204,900 |
| | | 6826 | | | Total | \$258,176 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$258,176 |
| 19 | CTR 0035 | 2G420 | ALL | ATCAS II Oversight*** | Support | \$202,495 | | | | | | | | | | | \$202,495 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$202,495 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$202,495 |
| 20 | CTR 0036 | 2G670 | SMH | Cracked Girder Repairs*** | Support | \$2,756,322 | \$0 | | | | | | | | | | \$2,756,322 |
| | | REHAB | | | Capital | \$4,034,364 | -\$1,178 | | | | | | | | | | \$4,033,186 |
| | | 6826 | | | Total | \$6,790,687 | -\$1,178 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,789,509 |
| 21 | CTR 0043 | 3G300 | Var. | Replace Foghorns/Radar Beacons PID*** | Support | \$67,738 | | | | | | | | | | | \$67,738 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$67,738 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$67,738 |
| 22 | CTR 0045 | 3G442 | SFO | Replace Seismic Dampeners (WS) | Support | \$6,141,000 | \$1,300,000 | \$1,300,000 | | | | | | | | | \$8,741,000 |
| | | REHAB | | | Capital | \$23,000,000 | | | | | | | | | | | \$23,000,000 |
| | | 6825 | | | Total | \$29,141,000 | \$1,300,000 | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$31,741,000 |
| 23 | CTR 0048 | 3G487 | SFO | Structural Steel Painting, Towers | Support | \$164,669 | \$1,500,000 | \$3,000,000 | \$3,000,000 | \$2,500,000 | | | | | | | \$10,164,669 |
| | | REHAB | | | Capital | \$0 | \$0 | \$0 | \$26,000,000 | \$16,000,000 | | | | | | | \$42,000,000 |
| | | 6825 | | | Total | \$164,669 | \$1,500,000 | \$3,000,000 | \$29,000,000 | \$18,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$52,164,669 |
| 24 | CTR 0049 | 3G470 | Var. | Replace travelers and Rails PIDS*** | Support | \$159,815 | | | | | | | | | | | \$159,815 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$159,815 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$159,815 |
| 25 | CTR 0051 | 3G480 | Var. | Caltrans PSR Planning | Support | \$64,164 | | | | | | | | | | | \$64,164 |
| | | REHAB | | Paint Bridge Structures PID *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$64,164 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$64,164 |
| 26 | CTR 0052 | 3G484 | RSR | Bridge Paint | Support | \$8,275,000 | -\$496,753 | | | | | | | | | | \$7,778,247 |
| | | REHAB | | (Lower Deck Only) | Capital | \$29,299,836 | | | | | | | | | | | \$29,299,836 |
| | | 6814 | | Part 1*** | Total | \$37,574,836 | -\$496,753 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$37,078,084 |
| 27 | CTR 0053 | 3G486 | SMH | Bridge Paint | Support | \$8,623,000 | | | | | | | | | | | \$8,623,000 |
| | | REHAB | | Part 1 | Capital | \$54,000,000 | | | | | | | | | | | \$54,000,000 |
| | | 6826 | | | Total | \$62,623,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$62,623,000 |
| 28 | CTR 0055 | 3G474 | RSR | Structural Steel Painting (Lower Deck and Towers) 2nd Phase | Support | \$5,372,000 | | | | | | | | | | | \$5,372,000 |
| | | REHAB | | | Capital | \$17,500,000 | \$9,115,000 | \$17,000,000 | \$17,000,000 | | | | | | | | \$60,615,000 |
| | | 6814 | | | Total | \$22,872,000 | \$9,115,000 | \$17,000,000 | \$17,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,987,000 |
| 29 | CTR 0056 | 4A860 | SFO | Repair Timber Fender at W5*** | Support | \$335,109 | | | | | | | | | | | \$335,109 |
| | | REHAB | | | Capital | \$1,429,316 | | | | | | | | | | | \$1,429,316 |
| | | 6825 | | | Total | \$1,764,424 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,764,424 |
| 30 | CTR 0057 | 4G280 | SFO | Toll Plaza Renovation Oversight*** | Support | \$352,488 | | | | | | | | | | | \$352,488 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$352,488 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$352,488 |
| 31 | CTR 0058 | 4G290 | SFO | Toll Plaza Crash Cushion and Pump Station | Support | \$396,591 | | | | | | | | | | | \$396,591 |
| | | REHAB | | Oversight *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$396,591 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$396,591 |
| 32 | CTR 0059 | 91206 | ALL | OSM Rehab Planning*** | Support | \$158,660 | | | | | | | | | | | \$158,660 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 8629 | | | Total | \$158,660 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$158,660 |
| 33 | CTR 0064 | 97037 | ANT | Toll Plaza Rehab Projects*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$179,979 | | | | | | | | | | | \$179,979 |
| | | 8033 | | | Total | \$179,979 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$179,979 |

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

| Line No. | Project No. | EA | Bridge | Description Status | | | | | | | | | | | | | Total |
|----------|-------------|---------|--------|--|---------|--------------|-------------|-----------|-----------|-----------|------|------|------|------|------|------|--------------|
| | | Program | CCA | | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 53 | CTR 0157 | 3G400 | VAR | Bridge Overlays*** | Support | \$134,556 | | | | | | | | | | | \$134,556 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$134,556 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$134,556 |
| 54 | CTR 0158 | 0120F | SFO | East Span Base | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$1,965,000 | | | | | | | | | | | \$1,965,000 |
| | | 6825 | | | Total | \$1,965,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,965,000 |
| 55 | CTR 0159 | 2J870 | SFO | West Span BASE | Support | \$588,000 | | | | | | | | | | | \$588,000 |
| | | REHAB | | | Capital | \$9,500,000 | | | | | | | | | | | \$9,500,000 |
| | | 6825 | | | Total | \$10,088,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,088,000 |
| 56 | CTR 0160 | 4H180 | SFO | Refill Seismic Dampeners*** | Support | \$22,052 | | | | | | | | | | | \$22,052 |
| | | REHAB | | | Capital | \$252,546 | | | | | | | | | | | \$252,546 |
| | | 6825 | | | Total | \$274,597 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$274,597 |
| 57 | CTR 0163 | 3G447 | SFO | Rebuild Damaged Fender System *** | Support | \$238,798 | | | | | | | | | | | \$238,798 |
| | | REHAB | | W6 | Capital | \$772,842 | | | | | | | | | | | \$772,842 |
| | | 6825 | | | Total | \$1,011,640 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,011,640 |
| 58 | CTR 0182 | 3G478 | Var | PID - Water Line System | Support | \$193,307 | | | | | | | | | | | \$193,307 |
| | | REHAB | | Air Compressor, Airlines | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$193,307 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$193,307 |
| 59 | CTR 0201 | 0J120 | RSR | Replace Expansion Joint at Pier 44E*** | Support | \$68,600 | | | | | | | | | | | \$68,600 |
| | | REHAB | | | Capital | \$270,000 | | | | | | | | | | | \$270,000 |
| | | 6814 | | | Total | \$338,600 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$338,600 |
| 60 | CTR 0202 | 0J870 | SFO | Install Air Gap Monitoring System*** | Support | \$95,994 | | | | | | | | | | | \$95,994 |
| | | REHAB | | | Capital | \$128,755 | | | | | | | | | | | \$128,755 |
| | | 6825 | | | Total | \$224,749 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$224,749 |
| 61 | CTR 0203 | 3G360 | Var. | Replace Various Navigational and Utility Equipment | Support | \$127,649 | | | | | | | | | | | \$127,649 |
| | | REHAB | | Supplemental PID*** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$127,649 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$127,649 |
| 62 | CTR 0204 | 3G301 | Var. | Replace Fog Horns, Radar Beacons and | Support | \$1,556,394 | \$700,000 | \$700,000 | \$700,000 | \$300,000 | | | | | | | \$3,956,394 |
| | | REHAB | | Related Electrical Systems on Northern Bridges | Capital | \$0 | \$6,000,000 | | | | | | | | | | \$6,000,000 |
| | | 6828 | | | Total | \$1,556,394 | \$6,700,000 | \$700,000 | \$700,000 | \$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,956,394 |
| 63 | CTR 0206 | 2J680 | RSR | RSR Access – PPUL Oversight | Support | \$3,418,000 | | | | | | | | | | | \$3,418,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6814 | | | Total | \$3,418,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,418,000 |
| 64 | CTR 0212 | 3G368 | Var | Substation and Power Cable | Support | \$250,000 | | | | | | | | | | | \$250,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$250,000 |
| 65 | CTR 0213 | 01412 | SFO | CT Oversight of Bridge Yard | Support | \$276,198 | | | | | | | | | | | \$276,198 |
| | | REHAB | | (IERBYS Building Slab) *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$276,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$276,198 |
| 66 | CTR 0214 | 01413 | SFO | CT Oversight of Bridge Yard | Support | \$476,178 | | | | | | | | | | | \$476,178 |
| | | REHAB | | (IERBYS Building Retrofit)*** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$476,178 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$476,178 |
| 67 | CTR 0215 | 2J190 | SFO | Replace transverse expansion joints *** | Support | \$1,309,010 | | | | | | | | | | | \$1,309,010 |
| | | REHAB | | West Span | Capital | \$1,944,698 | | | | | | | | | | | \$1,944,698 |
| | | 6825 | | | Total | \$3,253,708 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,253,708 |
| 68 | CTR 0216 | 2J410 | CARQ | Al Zampa (CARQ) Joint Repair *** | Support | \$146,672 | | | | | | | | | | | \$146,672 |
| | | REHAB | | | Capital | \$183,592 | | | | | | | | | | | \$183,592 |
| | | 6813 | | | Total | \$330,265 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$330,265 |
| 69 | CTR 0217 | 2J400 | SFO | 1-880 Overhead Signage and Delineation Upgrade | Support | \$46,649 | | | | | | | | | | | \$46,649 |
| | | REHAB | | Oversight*** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$46,649 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$46,649 |
| 70 | CTR 0219 | 0K220 | SFO | Metering Lights Upgrade Oversight | Support | \$366,000 | \$134,000 | | | | | | | | | | \$500,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6825 | | | Total | \$366,000 | \$134,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| 71 | CTR 0222 | TBD | SFO | SFOBB Maintenance Administration | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$1,000,000 | | | | | | | | | | | \$1,000,000 |
| | | 6825 | | | Total | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | Total |
|----------|-------------|------------|--------|---|---------|-------------|--------------|-------------|--------------|--------------|------|------|------|------|-----------|------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 72 | CTR 0225 | 4J710 | RSR | RSR Access - Bike Ped Oversight | Support | \$937,000 | | | | | | | | | | | \$937,000 |
| | | REHAB 6814 | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$937,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$937,000 |
| 73 | CTR 0226 | 1K450 | SFO | Roof Repairs at Sterling Substation | Support | \$72,000 | | | | | | | | | | | \$72,000 |
| | | REHAB 8033 | | Minor Rehab*** | Capital | \$119,999 | | | | | | | | | | | \$119,999 |
| | | | | | Total | \$191,999 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$191,999 |
| 74 | CTR 0227 | 1K470 | SMH | Roof Repairs at toll admin building (Toll Plaza) | Support | \$60,000 | | | | | | | | | | | \$60,000 |
| | | REHAB 8033 | | Minor Rehab*** | Capital | \$99,550 | | | | | | | | | | | \$99,550 |
| | | | | | Total | \$159,550 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$159,550 |
| 75 | CTR 0228 | 1K460 | BM | Bird abatement at Benicia Toll Plaza | Support | \$150,000 | | | | | | | | | | | \$150,000 |
| | | REHAB 8033 | | Minor Rehab*** | Capital | \$249,950 | | | | | | | | | | | \$249,950 |
| | | | | | Total | \$399,950 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$399,950 |
| 76 | CTR 0229 | 0K691 | SFO | Install Grease Caps and Repair Pre-stress Tendons | Support | \$1,200,000 | | | | | | | | | | | \$1,200,000 |
| | | REHAB 6825 | | East Span- Director's Order | Capital | \$3,460,000 | | | | | | | | | | | \$3,460,000 |
| | | | | | Total | \$4,660,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,660,000 |
| 77 | CTR 0230 | 3G482 | BM | Repair Seismic Joint - Pier 3 | Support | \$148,912 | | | | | | | | | | | \$148,912 |
| | | REHAB 6812 | | Director's Order | Capital | \$250,846 | | | | | | | | | | | \$250,846 |
| | | | | | Total | \$399,758 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$399,758 |
| 78 | CTR 0231 | TBD | RSR | Replace Aircraft Beacon, Fog Horns, Radar Beacons | Support | \$0 | \$0 | \$1,000,000 | \$1,400,000 | | | | | | | | \$2,400,000 |
| | | REHAB 6814 | | and Related Electrical Systems and connect with SCADA | Capital | \$0 | \$0 | \$7,000,000 | | | | | | | | | \$7,000,000 |
| | | | | | Total | \$0 | \$0 | \$8,000,000 | \$1,400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,400,000 |
| 79 | CTR 0232 | 2K960 | SFO | YBI Tunnel Concrete Repair | Support | \$695,000 | | | | | | | | | | | \$695,000 |
| | | REHAB 6825 | | | Capital | \$1,580,000 | | | | | | | | | | | \$1,580,000 |
| | | | | | Total | \$2,275,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,275,000 |
| 80 | CTR 0233 | 3G445 | SFO | Fender Repair | Support | \$1,280,000 | | | | | | | | | | | \$1,280,000 |
| | | REHAB 6825 | | Director's Order | Capital | \$4,700,000 | | | | | | | | | | | \$4,700,000 |
| | | | | | Total | \$5,980,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,980,000 |
| 81 | CTR 0234 | 2K560 | SFO | Repair SFOBB Seismic Dampers | Support | \$185,712 | | | | | | | | | | | \$185,712 |
| | | REHAB 6825 | | Director's Order*** | Capital | \$291,000 | -\$11,737 | | | | | | | | | | \$279,263 |
| | | | | | Total | \$476,712 | -\$11,737 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$464,976 |
| 82 | CTR 0240 | TBD | CARQ | Replace Radar Beacons and Related Electrical Systems | Support | \$0 | | \$800,000 | | | | | | | \$150,000 | | \$950,000 |
| | | REHAB 6813 | | and connect with SCADA | Capital | \$0 | | \$2,500,000 | | | | | | | | | \$2,500,000 |
| | | | | | Total | \$0 | \$0 | \$3,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 | \$0 | \$3,450,000 |
| 83 | CTR 0243 | TBD | SFO | Replace Fender System and Skirt Modifications | Support | \$0 | \$2,000,000 | \$2,000,000 | \$2,000,000 | \$2,000,000 | | | | | | | \$8,000,000 |
| | | REHAB 6825 | | | Capital | \$0 | | | \$40,000,000 | \$20,000,000 | | | | | | | \$60,000,000 |
| | | | | | Total | \$0 | \$2,000,000 | \$2,000,000 | \$42,000,000 | \$22,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$68,000,000 |
| 84 | CTR 0244 | TBD | RSR | TBD Work on RSR lower deck, towers, columns, travelers | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB 6814 | | | Capital | \$0 | \$11,200,000 | | | \$31,663,000 | | | | | | | \$42,863,000 |
| | | | | | Total | \$0 | \$11,200,000 | \$0 | \$0 | \$31,663,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$42,863,000 |
| 85 | CTR 0245 | 0P560 | Var. | Install BASE radio links | Support | \$300,000 | | | | | | | | | | | \$300,000 |
| | | REHAB 6828 | | Director's Order | Capital | \$750,000 | | | | | | | | | | | \$750,000 |
| | | | | | Total | \$1,050,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,050,000 |
| 86 | CTR 0246 | 0Q470 | SFO | East Span Skyway Polyester Concrete Overlay Repairs | Support | \$90,000 | | | | | | | | | | | \$90,000 |
| | | REHAB 6825 | | Director's Order | Capital | \$200,000 | | | | | | | | | | | \$200,000 |
| | | | | | Total | \$290,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$290,000 |
| 87 | CTR 0247 | 1Q490 | SFO | East Span Replace Expansion Joint Panels | Support | \$86,000 | | | | | | | | | | | \$86,000 |
| | | REHAB 6825 | | Director's Order | Capital | \$314,000 | | | | | | | | | | | \$314,000 |
| | | | | | Total | \$400,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$400,000 |
| 88 | CTR 0248 | 1Q500 | BM | Repair Water Line | Support | \$120,000 | | | | | | | | | | | \$120,000 |
| | | REHAB 6812 | | Director's Order | Capital | \$314,000 | | | | | | | | | | | \$314,000 |
| | | | | | Total | \$434,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$434,000 |
| 89 | CTR 0249 | 1Q360 | SFO | SFOBB Replace Seismic Joint Headers and Strip Seals (West Approach & Anchorage) | Support | \$200,000 | | | | | | | | | | | \$200,000 |
| | | REHAB 6825 | | Director's Order | Capital | \$560,000 | | | | | | | | | | | \$560,000 |
| | | | | | Total | \$760,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$760,000 |
| 90 | CTR 0250 | 1Q050 | SFO | SFOBB YBI tunnel Repair Fire Suppression System | Support | \$251,000 | | | | | | | | | | | \$251,000 |
| | | REHAB 6825 | | Director's Order | Capital | \$314,000 | | | | | | | | | | | \$314,000 |
| | | | | | Total | \$565,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$565,000 |

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | Total |
|----------|-------------|---------|--------|---|---------|--------------|--------------|-------------|-------------|-------------|--------------|-------------|-------------|-----------|-----------|-----------|--------------|
| | | Program | CCA | | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 91 | CTR 0251 | 2Q910 | Var | High Mast Arm Light (HMAL) repair and conversion to LED | Support | \$100,000 | | | | | | | | | | | \$100,000 |
| | | REHAB | | | Capital | \$1,925,000 | | | | | | | | | | | \$1,925,000 |
| | | 8033 | | | Total | \$2,025,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,025,000 |
| 92 | CTR 0252 | 0P680 | CAR | Toll Plaza Asphalt Paving and Polyester Overlay | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$908,118 | \$0 | | | | | | | | | | \$908,118 |
| | | 8033 | | | Total | \$908,118 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$908,118 |
| 93 | CTR 0253 | 2Q930 | SMH | Toll Admin bldg.: Remove underground diesel storage tank (UST) | Support | \$12,500 | | | | | | | | | | | \$12,500 |
| | | REHAB | | | Capital | \$250,000 | | | | | | | | | | | \$250,000 |
| | | 8033 | | | Total | \$262,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$262,500 |
| 94 | CTR 0254 | 2Q920 | SMH | Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgr | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$450,000 | | | | | | | | | | | \$450,000 |
| | | 8033 | | | Total | \$450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$450,000 |
| 95 | CTR 0256 | TBD | ANT | Replace and upgrade Radar Beacons, Navigational Lights | Support | \$0 | | | | | | \$200,000 | \$250,000 | | | | \$450,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | \$400,000 | | | | \$400,000 |
| | | 6811 | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 | \$650,000 | \$0 | \$0 | \$0 | \$850,000 |
| 96 | CTR 0258 | TBD | ANT | Replace Fender System | Support | \$0 | \$70,000 | \$230,000 | \$300,000 | \$100,000 | | | | | | | \$700,000 |
| | | REHAB | | | Capital | \$0 | | | \$2,000,000 | | | | | | | | \$2,000,000 |
| | | 6811 | | | Total | \$0 | \$70,000 | \$230,000 | \$2,300,000 | \$100,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,700,000 |
| 97 | CTR 0259 | TBD | CAR | Seismic Transmission Unit (STU) Replacement | Support | \$0 | | | | | | | | | \$300,000 | \$300,000 | \$600,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | \$600,000 | \$600,000 |
| | | 6813 | | | Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 | \$900,000 | \$1,200,000 |
| 98 | CTR 0260 | TBD | DUM | Steel Crack Mitigation | Support | \$0 | | | \$250,000 | \$250,000 | | | | | | | \$500,000 |
| | | REHAB | | | Capital | \$0 | | | \$700,000 | | | | | | | | \$700,000 |
| | | 6827 | | | Total | \$0 | \$0 | \$0 | \$250,000 | \$950,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |
| 99 | CTR 0261 | TBD | SMH | Structural Steel Painting (Towers) | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$8,950,000 | | | | | | | | | | | \$8,950,000 |
| | | 6826 | | | Total | \$8,950,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,950,000 |
| 100 | CTR 0262 | 2Q980 | BM | Repair Expansion Joint Assemblies | Support | \$500,000 | | | | | | | | | | | \$500,000 |
| | | REHAB | | | Capital | \$1,950,000 | | | | | | | | | | | \$1,950,000 |
| | | 6812 | | | Total | \$2,450,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,450,000 |
| 101 | CTR 0263 | 3G454 | Var. | Concrete Repairs on SMHB Spandrel beam and bent caps | Support | \$700,000 | \$1,764,000 | | | | | | | | | | \$2,464,000 |
| | | REHAB | | | Capital | \$0 | \$11,325,000 | | | | | | | | | | \$11,325,000 |
| | | 6828 | | | Total | \$700,000 | \$13,089,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$13,789,000 |
| 102 | CTR 0264 | 01358 | SFO | SFOBB East Span Pier Retention-CMGC | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$3,050,000 | | | | | | | | | | | \$3,050,000 |
| | | 6825 | | | Total | \$3,050,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,050,000 |
| 103 | CTR 0265 | 2Q360 | SFO | SFOBB WS Remove Truss Web Scaffolds | Support | \$220,000 | | | | | | | | | | | \$220,000 |
| | | REHAB | | | Capital | \$550,000 | | | | | | | | | | | \$550,000 |
| | | 6825 | | | Total | \$770,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$770,000 |
| 104 | CTR 0266 | 01411 | SFO | Construct Maintenance Building and Parking Lot (MC3-Training Center) | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$9,300,000 | | | | | | | | | | | \$9,300,000 |
| | | 6825 | | | Total | \$9,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,300,000 |
| 105 | CTR 0267 | 3Q940 | RSR | Reconstruct sliding plate joints upper deck - 31 joints | Support | \$2,600,000 | | | | | | | | | | | \$2,600,000 |
| | | REHAB | | | Capital | \$8,370,000 | | | | | | | | | | | \$8,370,000 |
| | | 6814 | | | Total | \$10,970,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,970,000 |
| 106 | CTR 0268 | 4Q340 | RSR | Richmond-San Rafael Bridge Truss Straightening | Support | \$300,000 | | | | | | | | | | | \$300,000 |
| | | REHAB | | Repair vehicle collision damage Director's Order | Capital | \$900,000 | | | | | | | | | | | \$900,000 |
| | | 6814 | | | Total | \$1,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,200,000 |
| 107 | CTR 0271 | TBD | SFO | Structural Steel Paint System, Truss Web North and South, spans 1-6 | Support | \$0 | | | | \$4,000,000 | \$4,000,000 | \$5,000,000 | \$5,000,000 | | | | \$18,000,000 |
| | | REHAB | | | Capital | \$0 | | | | \$0 | \$45,000,000 | \$0 | \$0 | | | | \$45,000,000 |
| | | 6825 | | | Total | \$0 | \$0 | \$0 | \$0 | \$4,000,000 | \$49,000,000 | \$5,000,000 | \$5,000,000 | \$0 | \$0 | \$0 | \$63,000,000 |
| 108 | CTR 0272 | TBD | BM | Replace 480V power cable, utility transformers and utility panels (Old Bridge) | Support | \$0 | \$400,000 | \$200,000 | | | | | \$400,000 | \$100,000 | | | \$1,100,000 |
| | | REHAB | | | Capital | \$0 | | \$3,000,000 | | | | | \$2,000,000 | \$0 | | | \$5,000,000 |
| | | 6812 | | | Total | \$0 | \$400,000 | \$3,200,000 | \$0 | \$0 | \$0 | \$0 | \$2,400,000 | \$100,000 | \$0 | \$0 | \$6,100,000 |
| 109 | CTR 0273 | TBD | BM | Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring | Support | \$0 | \$200,000 | \$0 | | | | | | | | | \$200,000 |
| | | REHAB | | | Capital | \$0 | | \$800,000 | | | | | | | | | \$800,000 |
| | | 6812 | | | Total | \$0 | \$200,000 | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |

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

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | Total |
|----------|-------------|---------|--------|---|---------|--------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 129 | CTR 0235 | 92685 | Var. | Structural Steel Paint by State Forces | Support | \$13,700,000 | \$8,500,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$112,200,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$13,700,000 | \$8,500,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$10,000,000 | \$112,200,000 |
| 130 | CTR 0069 | 97708 | Var. | Caltrans ETC Traffic Operations Support | Support | \$6,950,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$10,950,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 6828 | | | Total | \$6,950,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$400,000 | \$10,950,000 |
| 131 | CTR 0269 | TBD | Var. | Bridge Facilities Capital Rehab by State forces | Support | \$0 | \$400,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$3,100,000 |
| | | REHAB | | | Capital | \$0 | \$1,300,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$700,000 | \$7,600,000 |
| | | 6828 | | | Total | \$0 | \$1,700,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$10,700,000 |
| 132 | CTR 0270 | TBD | Var. | Load Rating | Support | \$0 | \$400,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$4,400,000 |
| | | REHAB | | | Capital | \$0 | \$1,200,000 | | | | | | | | | | \$1,200,000 |
| | | 6828 | | | Total | \$0 | \$1,600,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$800,000 | \$5,600,000 |
| 133 | CTR Res | CTR Res | Var. | Caltrans Program Contingency | Support | \$28,000 | | | | | | | | | | | \$28,000 |
| | | REHAB | | | Capital | \$0 | \$6,000,000 | | | | | | | | | | \$6,000,000 |
| | | 6829 | | | Total | \$28,000 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,028,000 |
| 134 | 880/92 | 2G361 | 880/92 | Landscaping** | Support | \$1,160,000 | | | | | | | | | | | \$1,160,000 |
| | | RM1 | | | Capital | \$1,800,000 | | | | | | | | | | | \$1,800,000 |
| | | 8615 | | | Total | \$2,960,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,960,000 |
| 135 | 880/92 | 2G362 | 880/92 | Landscaping** | Support | \$836,000 | | | | | | | | | | | \$836,000 |
| | | RM1 | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 8615 | | | Total | \$836,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$836,000 |
| 136 | BM | 0060A | BM | Modification to 1962 Bridge** | Support | \$6,211 | | | | | | | | | | | \$6,211 |
| | | RM1 | | *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 8210 | | | Total | \$6,211 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,211 |
| 137 | BM | 0060C | BM | Replacement Planting** | Support | \$584,000 | | | | | | | | | | | \$584,000 |
| | | RM1 | | *** | Capital | \$1,125,000 | | | | | | | | | | | \$1,125,000 |
| | | 8210 | | | Total | \$1,709,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,709,000 |
| 138 | CAR | 0130J | CAR | Site Mitigation 3** | Support | \$150,000 | | | | | | | | | | | \$150,000 |
| | | RM1 | | *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 8315 | | | Total | \$150,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| 139 | CAR | 0130K | CAR | Misc Landscaping** | Support | \$4,177 | | | | | | | | | | | \$4,177 |
| | | RM1 | | *** | Capital | \$0 | | | | | | | | | | | \$0 |
| | | 8315 | | | Total | \$4,177 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,177 |
| 140 | 880/92 | 01601 | 880/92 | 880/92 Interchange** | Support | \$344,000 | | | | | | | | | | | \$344,000 |
| | | RM1 | | *** | Capital | \$2,500,000 | | | | | | | | | | | \$2,500,000 |
| | | 8615 | | | Total | \$2,844,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,844,000 |
| 141 | SMH | 27790 | SMH | Bay Trail Improvement** | Support | \$0 | | | | | | | | | | | \$0 |
| | | RM1 | | *** | Capital | \$115,000 | -\$115,000 | | | | | | | | | | \$0 |
| | | 8637 | | | Total | \$115,000 | -\$115,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| 142 | BR 0001 | 8531 | BATA | Benicia ORT*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$4,153,000 | | | | | | | | | | | \$4,153,000 |
| | | | | | Total | \$4,153,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,153,000 |
| 143 | BR 0002 | 8539 | BATA | SFOBB Eyebare Review*** | Support | \$2,914,000 | | | | | | | | | | | \$2,914,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$2,914,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,914,000 |
| 144 | BR 0003 | 8594 | BATA | SFOBB West Span Pathway Planning | Support | \$1,750,000 | | | | | | | | | | | \$1,750,000 |
| | | REHAB | | | Capital | \$10,550,000 | | | | | | | | | | | \$10,550,000 |
| | | | | | Total | \$12,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,300,000 |
| 145 | BR 0004 | 8909 | BATA | Gateway Park | Support | \$1,273,000 | | | | | | | | | | | \$1,273,000 |
| | | REHAB | | | Capital | \$26,701,863 | | | | | | | | | | | \$26,701,863 |
| | | | | | Total | \$27,974,863 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$27,974,863 |
| 146 | BR 0005 | 8913 | BATA | SFOBB Administration Building*** | Support | \$5,000,000 | | | | | | | | | | | \$5,000,000 |
| | | REHAB | | | Capital | \$20,619,200 | -\$300,000 | | | | | | | | | | \$20,319,200 |
| | | | | | Total | \$25,619,200 | -\$300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,319,200 |
| 147 | BR 0006 | 8918 | BATA | SFOBB Maintenance Complex | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$531,000 | | | | | | | | | | | \$531,000 |
| | | | | | Total | \$531,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$531,000 |

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | Total |
|----------|-------------|---------|--------|--|---------|--------------|--------------|-------------|-------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | |
| 148 | BR 0008 | 8921 | BATA | SFOBB FasTrak Lane Conversion*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$3,575,000 | -\$1,800,000 | | | | | | | | | | \$1,775,000 |
| | | | | | Total | \$3,575,000 | -\$1,800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,775,000 |
| 149 | BR 0009 | 8922 | BATA | Metering Lights Upgrade | Support | \$0 | \$500,000 | \$500,000 | | | | | | | | | \$1,000,000 |
| | | REHAB | | | Capital | \$9,680,000 | \$1,000,000 | | | | | | | | | | \$10,680,000 |
| | | | | | Total | \$9,680,000 | \$1,500,000 | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,680,000 |
| 150 | BR 0010 | 8920 | BATA | SFO Plaza and Canopy Improvements*** | Support | \$3,991,000 | | | | | | | | | | | \$3,991,000 |
| | | REHAB | | | Capital | \$5,272,000 | | | | | | | | | | | \$5,272,000 |
| | | | | | Total | \$9,263,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,263,000 |
| 151 | BR 0011 | 8923 | BATA | Bridge Documentation | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$500,000 | | | | | | | | | | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| 152 | BR 0013 | 8602 | BATA | Hybrid/etc Lane Modifications*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$874,000 | | | | | | | | | | | \$874,000 |
| | | | | | Total | \$874,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$874,000 |
| 153 | BR 0014 | 8907 | BATA | Toll Plaza Maintenance Agreement | Support | \$350,000 | \$75,000 | | \$150,000 | \$200,000 | | | | | | | \$775,000 |
| | | REHAB | | | Capital | \$26,098,000 | \$2,310,000 | \$4,010,000 | \$5,185,000 | \$3,860,000 | \$3,510,000 | \$3,810,000 | \$3,710,000 | \$3,610,000 | \$6,030,000 | \$3,500,000 | \$65,633,000 |
| | | | | | Total | \$26,448,000 | \$2,385,000 | \$4,010,000 | \$5,335,000 | \$4,060,000 | \$3,510,000 | \$3,810,000 | \$3,710,000 | \$3,610,000 | \$6,030,000 | \$3,500,000 | \$66,408,000 |
| 154 | BR 0016 | 8631 | BATA | Callboxes*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$2,344,000 | | | | | | | | | | | \$2,344,000 |
| | | | | | Total | \$2,344,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,344,000 |
| 155 | BR 0017 | 8900 | BATA | 2003 CSC Procurement | Support | \$1,679,000 | | | | | | | | | | | \$1,679,000 |
| | | REHAB | | | Capital | \$10,679,000 | | | | | | | | | | | \$10,679,000 |
| | | | | | Total | \$12,358,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,358,000 |
| 156 | BR 0018 | 8901 | BATA | Ongoing Toll Tag Procurement | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$88,999,532 | \$10,500,000 | \$8,800,000 | \$9,600,000 | \$10,500,000 | \$11,500,000 | \$12,600,000 | \$13,900,000 | \$15,200,000 | \$16,500,000 | \$18,000,000 | \$216,099,532 |
| | | | | | Total | \$88,999,532 | \$10,500,000 | \$8,800,000 | \$9,600,000 | \$10,500,000 | \$11,500,000 | \$12,600,000 | \$13,900,000 | \$15,200,000 | \$16,500,000 | \$18,000,000 | \$216,099,532 |
| 157 | BR 0019 | 8902 | BATA | 2012 CSC Procurement | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$20,750,000 | \$2,700,000 | \$600,000 | \$600,000 | | | | | | | | \$24,650,000 |
| | | | | | Total | \$20,750,000 | \$2,700,000 | \$600,000 | \$600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$24,650,000 |
| 158 | BR 0020 | 8903 | BATA | Future Lane/Host Upgrades and Replacement (ATCAS) | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$33,545,000 | | | \$4,145,000 | \$6,000,000 | | | | | | | \$43,690,000 |
| | | | | | Total | \$33,545,000 | \$0 | \$0 | \$4,145,000 | \$6,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$43,690,000 |
| 159 | BR 0021 | 8904 | BATA | FasTrak Sign and Sign Structure Improvements (Strategic Plan) | Support | \$1,000,000 | | | | | | | | | | | \$1,000,000 |
| | | REHAB | | | Capital | \$28,510,130 | | | | | | | | | | | \$28,510,130 |
| | | | | | Total | \$29,510,130 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$29,510,130 |
| 160 | BR 0022 | 8905 | BATA | Misc Bridge Improvements | Support | \$400,000 | | | | | | | | | | | \$400,000 |
| | | REHAB | | | Capital | \$23,314,000 | | | | | | | | | | | \$23,314,000 |
| | | | | | Total | \$23,714,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,714,000 |
| 161 | BR 0023 | 8908 | BATA | BATA Technology Infrastructure (HW, SW, NETWORK) | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$4,035,000 | \$800,000 | | | | | | | | | | \$4,835,000 |
| | | | | | Total | \$4,035,000 | \$800,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,835,000 |
| 162 | BR 0025 | 8912 | BATA | Tag Inventory Conversion (Upgrade Technology)*** | Support | \$200,000 | | | | | | | | | | | \$200,000 |
| | | REHAB | | | Capital | \$1,736,500 | | | | | | | | | | | \$1,736,500 |
| | | | | | Total | \$1,936,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,936,500 |
| 163 | BR 0026 | 8914 | BATA | Violation Enforcement System*** | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$7,842,000 | | | | | | | | | | | \$7,842,000 |
| | | | | | Total | \$7,842,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,842,000 |
| 164 | BR 0027 | 8916 | BATA | Bay Crossing Study*** | Support | \$540,000 | | | | | | | | | | | \$540,000 |
| | | REHAB | | | Capital | \$0 | | | | | | | | | | | \$0 |
| | | | | | Total | \$540,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$540,000 |
| 165 | BR 0028 | 8917 | BATA | BATA Technology Security and Bridge Corridor Communications Infrastructure (Dumbarton, SMH, SFOBB) | Support | \$0 | | | | | \$200,000 | \$200,000 | \$200,000 | \$300,000 | \$300,000 | \$300,000 | \$1,500,000 |
| | | REHAB | | | Capital | \$750,000 | \$550,000 | \$500,000 | | \$2,000,000 | \$2,000,000 | | | | | | \$5,800,000 |
| | | | | | Total | \$750,000 | \$550,000 | \$500,000 | \$0 | \$2,000,000 | \$2,200,000 | \$200,000 | \$200,000 | \$300,000 | \$300,000 | \$300,000 | \$7,300,000 |
| 166 | BR 0029 | 8926 | BATA | Bridge Modeling and Investigations | Support | \$2,000,000 | | | | | | | | | | | \$2,000,000 |
| | | REHAB | | | Capital | \$3,801,198 | | | | | | | | | | | \$3,801,198 |
| | | | | | Total | \$5,801,198 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,801,198 |

| Line No. | Project No. | EA | Bridge | Description | | | | | | | | | | | | | |
|----------|-------------|---------|--------|--|---------|--------------|--------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | | Program | CCA | Status | | Thru 2019 | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
| 167 | BR 0030 | 8000-16 | BATA | Program Monitoring | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$46,444,709 | | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$49,144,709 |
| | | | | | Total | \$46,444,709 | \$0 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$300,000 | \$49,144,709 |
| 168 | BR 0031 | 8000-05 | BATA | Capital Program Audits | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$8,300,000 | | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$12,800,000 |
| | | | | | Total | \$8,300,000 | \$0 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$12,800,000 |
| 169 | BR 0034 | 8924 | BATA | Antioch Bridge | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | CCTA 160/4 Interchange | Capital | \$50,000,000 | | | | | | | | | | | \$50,000,000 |
| | | | | | Total | \$50,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000,000 |
| 170 | BR 0035 | 8930 | BATA | Richmond-San Rafael Bridge | Support | \$1,494,000 | | | | | | | | | | | \$1,494,000 |
| | | REHAB | | I-580 Access Improvements | Capital | \$80,434,000 | \$1,500,000 | | | | | | | | | | \$81,934,000 |
| | | | | | Total | \$81,928,000 | \$1,500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$83,428,000 |
| 171 | BR 0038 | 8937 | BATA | 2020 CSC Procurement | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$4,000,000 | \$30,000,000 | | | \$600,000 | \$600,000 | \$650,000 | \$650,000 | \$700,000 | \$700,000 | \$700,000 | \$38,600,000 |
| | | | | | Total | \$4,000,000 | \$30,000,000 | \$0 | \$0 | \$600,000 | \$600,000 | \$650,000 | \$650,000 | \$700,000 | \$700,000 | \$700,000 | \$38,600,000 |
| 172 | BR 0039 | 8933 | BATA | Plan Bay Area TMS | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$9,000,000 | | | | | | | | | | | \$9,000,000 |
| | | | | | Total | \$9,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,000,000 |
| 173 | BR 0040 | 8012 | BATA | All Electronic Tolling | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$1,263,000 | \$4,700,000 | \$12,200,000 | \$1,900,000 | \$13,500,000 | \$5,200,000 | | | | | | \$38,763,000 |
| | | | | | Total | \$1,263,000 | \$4,700,000 | \$12,200,000 | \$1,900,000 | \$13,500,000 | \$5,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$38,763,000 |
| 174 | BR 0043 | 8936 | BATA | Backhaul Connection Infrastructure | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$1,000,000 | | | | | | | | | | | \$1,000,000 |
| | | | | | Total | \$1,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| 175 | BR 0044 | 8540 | BATA | Regional Transportation Sea Level Rise Asset | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$2,000,000 | | | | | | | | | | | \$2,000,000 |
| | | | | | Total | \$2,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,000,000 |
| 176 | BR 0045 | 8530 | BATA | Drainage studies for the Bridges | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$500,000 | | | | | | | | | | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$500,000 |
| 177 | BR 0046 | 8528 | BATA | Bay Lights Maintenance | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$640,000 | \$160,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$3,140,000 |
| | | | | | Total | \$640,000 | \$160,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$260,000 | \$3,140,000 |
| 178 | BR 0047 | 8938 | BATA | Misc East Span Project Improvements | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$12,083,854 | | | | | | | | | | | \$12,083,854 |
| | | | | | Total | \$12,083,854 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,083,854 |
| 179 | BR 0048 | 8939 | BATA | Asset Management | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$3,700,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$13,700,000 |
| | | | | | Total | \$3,700,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$13,700,000 |
| 180 | BR 0049 | 8941 | BATA | CHIP - COZEEP/MAZEPP | Support | \$200,000 | | | | | | | | | | | \$200,000 |
| | | REHAB | | | Capital | \$0 | \$100,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$1,900,000 |
| | | | | | Total | \$200,000 | \$100,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$200,000 | \$2,100,000 |
| 181 | BR 0050 | 8940 | BATA | HOV Lane Enforcement | Support | \$1,300,000 | \$1,300,000 | \$1,300,000 | | | | | | | | | \$3,900,000 |
| | | REHAB | | Vehicle Occupancy | Capital | \$0 | \$4,000,000 | | | | | | | | | | \$4,000,000 |
| | | | | | Total | \$1,300,000 | \$5,300,000 | \$1,300,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,900,000 |
| 182 | BR 0051 | 8942 | BATA | Bridge Yard Capital Improvements | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$500,000 | | | | | \$500,000 | \$500,000 | | | | \$700,000 | \$2,200,000 |
| | | | | | Total | \$500,000 | \$0 | \$0 | \$0 | \$0 | \$500,000 | \$500,000 | \$0 | \$0 | \$0 | \$700,000 | \$2,200,000 |
| 183 | BR 0052 | 8943 | BATA | Link: Bike/Ped Access to East Span of SFOBB | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$200,000 | \$1,000,000 | \$3,000,000 | | | | | | | | | \$4,200,000 |
| | | | | | Total | \$200,000 | \$1,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,200,000 |
| 184 | BR 0053 | 8944 | BATA | Dumbarton Bridge Operational Improvement | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$3,000,000 | \$14,000,000 | | | | | | | | | | \$17,000,000 |
| | | | | | Total | \$3,000,000 | \$14,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,000,000 |
| 185 | BR 0054 | 8945 | BATA | Next Gen Clipper (C2) System | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$9,600,000 | | | | | | | | | | | \$9,600,000 |
| | | | | | Total | \$9,600,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$9,600,000 |
| 186 | BR 0055 | TBD | BATA | I-680/I-80/SR-12 Interchange Package 2A | Support | \$0 | | | | | | | | | | | \$0 |
| | | REHAB | | | Capital | \$0 | \$7,200,000 | | | | | | | | | | \$7,200,000 |
| | | | | | Total | \$0 | \$7,200,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,200,000 |

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

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

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



BATA Resolution No. 130
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 W.L.: 1255
 Referred by: BATA Oversight Committee

Attachment D
Bay Area Toll Authority
Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary*

| Capital Program 30914(c) Project No. | Project Title | Project Sponsor(s) | Toll Funding (thousands) |
|---|---|--|--------------------------|
| 1 | BART/Muni Connection at Embarcadero and Civic Center Stations | BART | \$3,000,000 |
| 2 | SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility | SF MTA | \$30,000,000 |
| 3 | SF MUNI Historic Streetcars Rehabilitation | SF MTA | \$10,000,000 |
| 4 | Dumbarton Commuter Rail | San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC) | \$9,157,000 |
| 5 | Vallejo Station | City of Vallejo | \$26,000,000 |
| 6 | Solano County Express Bus Intermodal Facilities | Solano Transportation Authority | \$12,251,422 |
| 7 | I-80 / I-680 / SR 12 Interchange | Solano Transportation Authority | \$100,000,000 |
| 8 | I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge | Caltrans | \$37,174,545 |
| 9 | Richmond Parkway Park & Ride | Solano Transportation Authority | \$3,850,000 |
| 10 | SMART Extension to Larkspur or San Quentin | Sonoma Marin Area Rail Transit District (SMART) | \$56,500,000 |
| 11 | U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements | Transportation Authority of Marin | \$43,500,000 |
| 12 | Direct HOV Lane Connector from I-680 to Pleasant Hill BART | Contra Costa Transportation Authority | \$20,425,000 |
| 13 | E-BART | Contra Costa Transportation Authority and BART | \$96,000,000 |
| 14 | Capital Corridor Station and Track Improvements in Solano County | Capital Corridor JPA / STA | \$35,950,126 |
| 15 | Central Contra Costa BART Crossover | BART | \$25,000,000 |
| 16 | Benicia-Martinez Bridge: New Span | Bay Area Toll Authority | \$50,000,000 |
| 17 | Express Bus North | Competitive | \$18,798,452 |
| 18 | Clipper | Metropolitan Transportation Commission | \$35,000,000 |
| 19 | Real Time Transit | Metropolitan Transportation Commission | \$20,000,000 |
| 20 | Safe Routes to Transit | East Bay Bicycle Coalition / Transform | \$22,500,000 |
| 21 | BART Tube Seismic Retrofit | BART | \$33,801,000 |
| 22 | Transbay Terminal/Downtown Caltrain Extension | Transbay Joint Powers Authority | \$150,000,000 |
| 23 | Oakland Airport Connector | Port of Oakland and BART | \$115,199,000 |
| 24 | AC Transit Enhanced Bus | AC Transit | \$77,760,172 |
| 25 | Commute Ferry Service for Alameda/Oakland/Harbor Bay | Water Transit Authority | \$12,000,000 |
| 26 | Commute Ferry Service for Berkeley/Albany | Water Transit Authority | \$12,000,000 |
| 27 | Commute Ferry Service for South San Francisco | Water Transit Authority | \$12,000,000 |
| 28 | Water Transit Facility Improvements | Water Transit Authority | \$48,000,000 |
| 29 | Express Bus South | AC Transit and Alameda County Transportation Commission (ACTC) | \$54,932,828 |
| 30 | I-880 North Safety Improvements | Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans | \$12,300,000 |
| 31 | BART Warm Springs Extension | BART | \$186,000,000 |
| 32 | I-580 (Tri Valley) Rapid Transit Corridor Improvements | Alameda County Transportation Commission (ACTC) | \$65,000,000 |
| 33 | San Francisco Bay Area Rail Study | BART | \$6,500,000 |
| 34 | Integrated Fare Structure Program | TransLink® Consortium | \$1,500,000 |
| 35 | Transit Commute Benefits Promotion | Metropolitan Transportation Commission | \$5,000,000 |
| 36 | Caldecott Tunnel Improvements - Fourth Bore | Contra Costa Transportation Authority | \$45,075,000 |
| 37 | BART Transit Capital Rehabilitation | BART | \$64,000,000 |
| 38 | Regional Express Lane Network | MTC | \$4,825,455 |
| 39 | Modifications in I-80 and San Pablo | Contra Costa Transportation Authority | \$8,000,000 |
| 40 | Caltrain Electrification | Caltrain | \$20,000,000 |
| TOTAL | | | \$1,589,000,000 |

* Modifications to this list are subject to and approved via California Streets and Highway Code Section 30914 (f)



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Attachment E
Bay Area Toll Authority
Toll Bridge Seismic Retrofit Program Budget Summary

| Toll Bridge Seismic Retrofit Projects | Current Total Project Budget | Propose Project Budget Changes | Revised Total Project Budget |
|--|------------------------------|--------------------------------|------------------------------|
| | a | b | c = a + b |
| San Francisco-Oakland Bay Bridge East Span Replacement | \$ 6,519,801,000 | | \$ 6,519,801,000 |
| San Francisco-Oakland Bay Bridge West Span Retrofit | \$ 305,316,000 | | \$ 305,316,000 |
| San Francisco-Oakland Bay Bridge West Approach Replacement | \$ 452,550,000 | | \$ 452,550,000 |
| Richmond-San Rafael Bridge Retrofit | \$ 794,950,000 | | \$ 794,950,000 |
| Benicia-Martinez Bridge Retrofit | \$ 177,830,000 | | \$ 177,830,000 |
| Carquinez Bridge Retrofit | \$ 114,206,000 | | \$ 114,206,000 |
| San Mateo-Hayward Bridge Retrofit | \$ 163,412,000 | | \$ 163,412,000 |
| Antioch Bridge Retrofit | \$ 71,100,000 | | \$ 71,100,000 |
| Dumbarton Bridge Retrofit | \$ 112,400,000 | | \$ 112,400,000 |
| Subtotal for Bay Area Bridges | \$ 8,711,565,000 | \$ - | \$ 8,711,565,000 |
| Vincent Thomas Bridge Retrofit (<i>non-BATA, for information only</i>) | \$ 58,420,000 | | \$ 58,420,000 |
| San Diego-Coronado Bridge Retrofit (<i>non-BATA, for information only</i>) | \$ 103,240,000 | | \$ 103,240,000 |
| Program Indirects | \$ 26,030,000 | \$ - | \$ 26,030,000 |
| Subtotal for All Bridges | \$ 8,899,255,000 | \$ - | \$ 8,899,255,000 |
| Program Contingency | \$ - | \$ - | \$ - |
| Total for Toll Bridge Seismic Retrofit Program | \$ 8,899,255,000 | \$ - * | \$ 8,899,255,000 |

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



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Attachment F
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

| Project No. | Project Title | Project Sponsor(s) | Toll Funding (thousands) |
|--------------|--|--|-----------------------------|
| 1 | South Access to the Golden Gate Bridge - Doyle Drive Replacement Project | SFCTA, MTC, CT, GGBTHD | \$80,000 |
| 2 | E BART | BART, MTC | \$111,500 |
| 3 | Transbay Terminal/Downtown Extension Phase 1 | TJPA, MTC | \$150,000 |
| 4 | Tri-Valley Transit Access Improvements to BART | San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC) | \$95,000 |
| 5 | I-80/I-680 Interchange | STA, MTC | \$100,000 |
| 6 | Fairfield/Vacaville Train Station | STA, MTC | \$9,000 |
| 7 | BART to Warm Springs | BART, MTC | \$5,000 |
| 8 | Regional Express Lanes Network | MTC | \$2,800 |
| 9 | VTA Mission/Warren/Truck Rail Facility | VTA | \$6,500 |
| 10 | Other Corridor Improvements | MTC | \$10,200 |
| TOTAL | | | \$570,000 |



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

| Project Number | Project Title | Toll Funding (thousands) |
|----------------|--|--------------------------|
| 1 | BART Expansion Cars | \$ 500,000,000 |
| 2 | Bay Area Corridor Express Lanes | \$ 300,000,000 |
| 3 | Goods Movement and Mitigation | \$ 160,000,000 |
| 4 | San Francisco Bay Trail/Safe Routes to Transit | \$ 150,000,000 |
| 5 | Ferry Enhancement Program | \$ 300,000,000 |
| 6 | BART to San Jose Phase 2 | \$ 375,000,000 |
| 7 | Sonoma-Marin Area Rail Transit District (SMART) | \$ 40,000,000 |
| 8 | Capitol Corridor | \$ 90,000,000 |
| 9 | Caltrain Downtown Extension | \$ 325,000,000 |
| 10 | MUNI Fleet Expansion and Facilities | \$ 140,000,000 |
| 11 | Core Capacity Transit Improvements | \$ 140,000,000 |
| 12 | Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements | \$ 100,000,000 |
| 13 | Transbay Rail Crossing | \$ 50,000,000 |
| 14 | Tri-Valley Transit Access Improvements | \$ 100,000,000 |
| 15 | Eastridge to BART Regional Connector | \$ 130,000,000 |
| 16 | San Jose Diridon Station | \$ 100,000,000 |
| 17 | Dumbarton Corridor Improvements | \$ 130,000,000 |
| 18 | Highway 101/State Route 92 Interchange | \$ 50,000,000 |
| 19 | Contra Costa Interstate 680/State Route 4 Interchange Improvements | \$ 210,000,000 |
| 20 | Highway 101-Marin/Sonoma Narrows | \$ 120,000,000 |
| 21 | Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project | \$ 150,000,000 |
| 22 | Interstate 80 Westbound Truck Scales | \$ 105,000,000 |
| 23 | State Route 37 Improvements | \$ 100,000,000 |
| 24 | San Rafael Transit Center | \$ 30,000,000 |
| 25 | Richmond-San Rafael Bridge Access Improvements | \$ 210,000,000 |
| 26 | North Bay Transit Access Improvements | \$ 100,000,000 |



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| | | |
|----|--|------------------------|
| 27 | State Route 29 | \$ 20,000,000 |
| 28 | Next-Generation Clipper Transit Fare Payment System | \$ 50,000,000 |
| 29 | Interstate 680/Interstate 880/Route 262 Freeway Connector | \$ 15,000,000 |
| 30 | Interstate 680/State Route 84 Interchange Reconstruction Project | \$ 85,000,000 |
| 31 | Interstate 80 Transit Improvements | \$ 25,000,000 |
| 32 | Byron Highway-Vasco Road Airport Connector | \$ 10,000,000 |
| 33 | Vasco Road Safety Improvements | \$ 15,000,000 |
| 34 | East Contra Costa County Transit Intermodal Center | \$ 15,000,000 |
| 35 | Interstate 680 Transit Improvements | \$ 10,000,000 |
| | TOTAL | \$4,450,000,000 |



BATA Resolution No. 130

Date: June 26, 2019

W.I.: 1254

Referred by: BATA Oversight Committee

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

Pursuant to the Plan of Finance (Resolution No. 57) approved in 2005, the 2013-14 Plan of Finance (Resolution No. 110) approved November 20, 2013, the Master Indenture and subsequent indentures, the Authority designates and reserves an amount not less than \$1 billion to be maintained for authorized purposes, including but not limited to:

- 2 years Operations & Maintenance* \$ 175 million
- Rehabilitation Reserve \$ 210 million
 (2 years @ \$105 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 285 million
- Project/Self Insurance Reserve (SIR) \$ 280 million

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

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