

**BAY AREA TOLL AUTHORITY  
FY 2021-22 OPERATING AND CAPITAL BUDGET  
BATA RESOLUTION NO. 144**

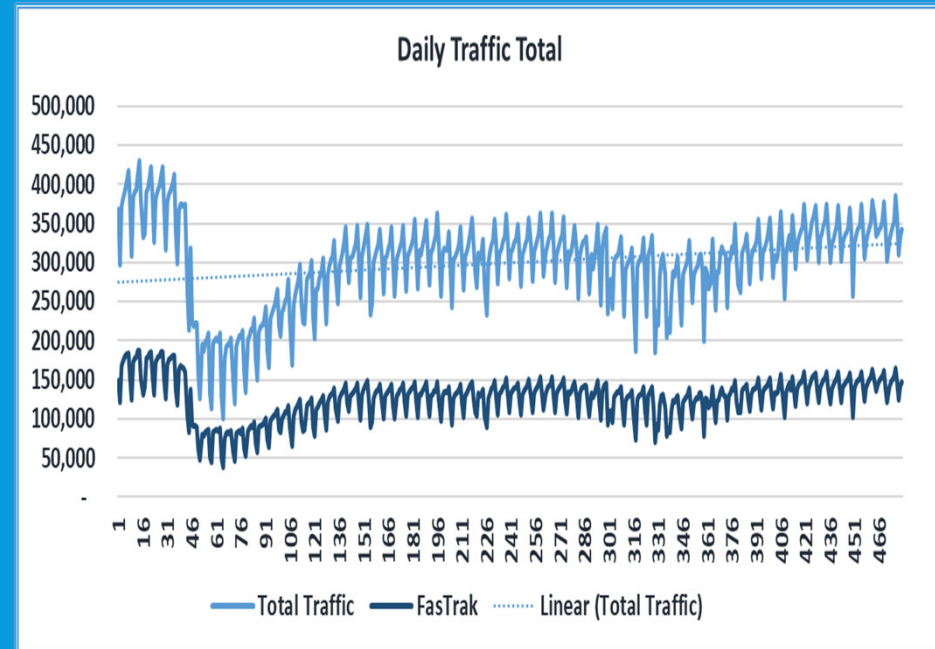
June 9, 2021

# BATA IS RECOVERING FROM A 23% DROP IN PAID TOLL TRAFFIC SINCE FY 2019

- **The events surrounding the pandemic are still not completely settled**
  - Termination of all cash collection
  - Suspension of toll violations
  - Initiating cash invoice process
    - Mailed out over 19 million invoices
    - Mailed out over 7 million reminders
    - Still over 3.5 million outstanding
  - Converting to AET monthly account billing structure in lieu of cash collection
  - Cash collection savings will be more than assumed in the invoicing process
- Traffic impacted operations and cashflow
- Reduced traffic and added operating expense have the combined to cost BATA over \$330 million since the start of the pandemic

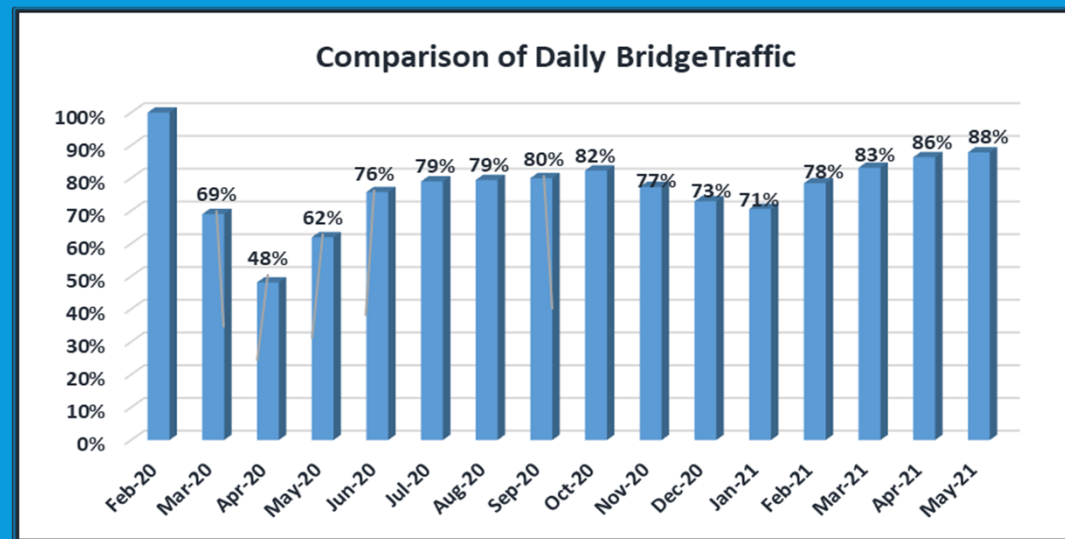
## BATA IS NOW A DIFFERENT ENTERPRISE MORE DEPENDENT ON BILLING FOR REVENUE COLLECTION

- Daily FasTrak traffic is now just under 90% of February 2019
- FasTrak accounts for only 40% of total traffic counts
- Balance has to be processed
  - License Plate account
  - I/V Toll
  - Waiver
  - invoiced



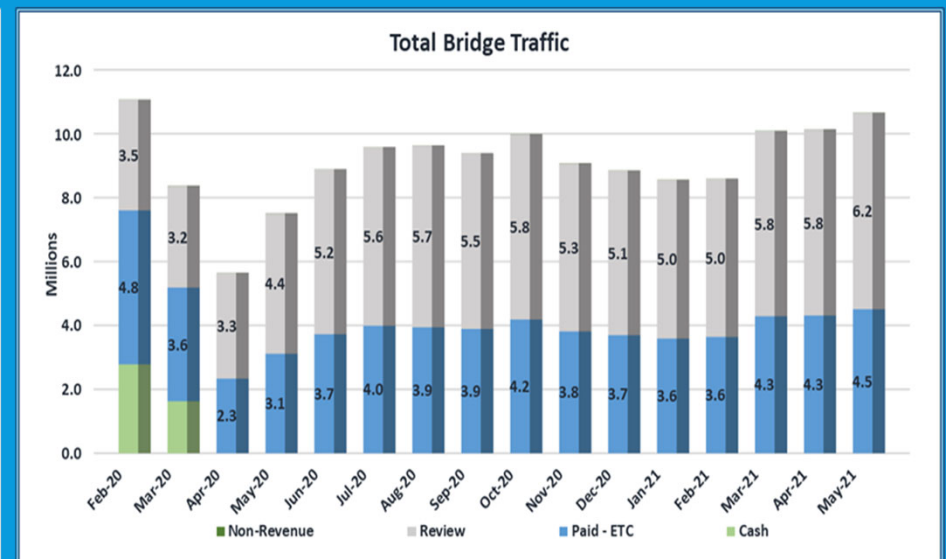
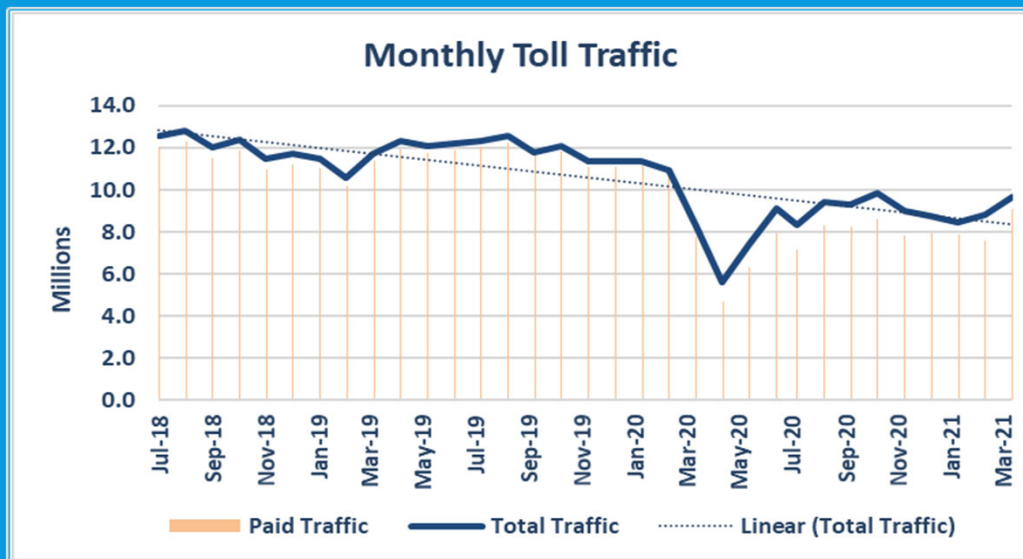
# TRAFFIC IS STILL DOWN BUT RECOVERING FROM THE PANDEMIC

- Daily traffic now averages 344,000 vehicles – now 88% of February 2020
- Since January 2020 average daily traffic has increased over 24%



# BRIDGE TRAFFIC IS INCREASING

- Since January 2020 paid traffic increased over 24%
- Traffic exceeded 10M/month since March
- Looking for 90%-95% recovery for FY 2022



# FY 2022 BUDGET ASSUMPTIONS

- **General Budget assumptions**

- 74 full time BATA staff
  - Increase of 8 full time staff
  - 2.8% contracted salary increase
  - 2.5% PERS normal cost increase
- No cash collection costs
- 40% increase in FasTrak operating costs

- **Revenue**

- Traffic 117 million paid
- Toll revenue up 20%
- RM3 revenue recorded and deposited to escrow

- **Capital funding**

- Return to annual target range of \$100 million
- FY 2022 proposal    \$137M

- **Reserve**

- Maintain \$1B liquidity reserve

- **Continuing concerns**

- Stability of back office and billing system
- Cash flow related to billing system
- Cash flow needs of current and future pay-go capital

## BATA EXPECTS TO MAINTAIN THE \$1 BILLION OPERATING / LIQUIDITY RESERVE STRUCTURE FOR FY 2022

- BATA has built its operating reserve since 2008 “Great Recession”
- BATA maintained the \$1B targeted reserve through the 2020 “crash” recession
- The target goal is to maintain 1.5 years operating contingency for regional emergencies

Fund	Reserve (2021)	Budget (2022)	Days Cash
MTC	\$49.2 million	\$48.9 million	210
BATA	\$1 billion	\$1 billion	570
SAFE	\$12.2 million	\$11.8 million	200

# BATA FY 2021-22 OPERATING BUDGET

- BATA operating surplus \$81M
- The surplus will contribute to the capital program
- Surplus depends on
  - Continued traffic growth
  - Advance principal payment
  - Stable FasTrak electronic billing and collection
- RM<sub>3</sub> revenue
  - New \$1.00 starts 1/1/22
  - All RM<sub>3</sub> funds deposited to escrow trust

ATTACHMENT A BAY AREA TOLL AUTHORITY OPERATING BUDGET FY 2021-22					
BATA Resolution No. 144 Date: June 23, 2021 W.I.: 1251 - 1258 Referred by: BATA Oversight Committee					
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
<b>Operating Revenue</b>					
General Toll Revenue	\$262,261,356	\$605,982,407	\$801,000,000	32.2%	\$195,017,593
Violation Revenue	18,468,327	15,000,000	15,000,000	0.0%	\$0
Interest Revenue	3,165,934	24,000,000	25,000,000	4.2%	\$1,000,000
Reimbursement Revenue	2,882,815	7,973,335	14,885,000	86.7%	\$6,911,665
Rebate for Build America Bonds	18,291,981	71,638,789	71,255,709	-0.5%	(\$383,080)
<b>Total Operating Revenue</b>	<b>\$305,070,413</b>	<b>\$724,594,531</b>	<b>\$927,140,709</b>	<b>28.0%</b>	<b>\$202,546,178</b>
<b>Total Operating Expense</b>	<b>\$154,110,140</b>	<b>\$608,130,916</b>	<b>\$641,097,940</b>	<b>5.4%</b>	<b>\$32,967,024</b>
<b>Operating Surplus/(Shortfall) before Transfer and Depreciation</b>	<b>\$150,960,273</b>	<b>\$116,463,615</b>	<b>\$286,042,769</b>	<b>145.6%</b>	<b>\$169,579,154</b>
<b>Transfers</b>	<b>\$13,731,935</b>	<b>\$112,340,552</b>	<b>\$203,229,436</b>	<b>80.9%</b>	<b>\$90,888,884</b>
<b>Depreciation</b>	<b>\$777,397</b>	<b>\$3,600,000</b>	<b>\$1,554,794</b>	<b>-56.8%</b>	<b>(\$2,045,206)</b>
<b>Total Operating Surplus/(Shortfall)</b>	<b>\$136,450,941</b>	<b>\$523,063</b>	<b>\$81,258,540</b>	<b>15435.1%</b>	<b>\$80,735,477</b>
<b>Transfer to Toll Bridge Rehabilitation Program</b>		<b>\$51,343,384</b>	<b>\$0</b>		
<b>Transfer to (from) Reserves</b>		<b>(\$50,820,321)</b>	<b>\$81,258,540</b>		



# BATA FY 2022 OPERATING BUDGET

## OPERATING REVENUE

- Operating revenue will be up significantly in FY 2022
- Total operating revenue - \$751M – up 19%
  - Total budget \$927M
  - Less RM 3 \$176M deposit
- Paid toll revenue up 20%
- Reimbursement up 87% -

	REVENUE DETAIL				
	BUDGET FY 2021-22				
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
<b>General Toll Revenue (subtotal)</b>	<b>\$262,261,356</b>	<b>\$605,982,407</b>	<b>\$801,000,000</b>	<b>32.2%</b>	<b>\$195,017,593</b>
RM 1 & Seismic Toll Revenues	\$216,786,829	\$422,596,683	\$508,500,000	20.3%	\$85,903,317
RM 2 Toll Revenues	45,474,527	91,692,862	117,000,000	27.6%	\$25,307,138
RM 3 Toll Revenues	0	91,692,862	175,500,000	100.0%	175,500,000
<b>Violation and Other Revenue (subtotal)</b>	<b>\$18,468,327</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>0.0%</b>	<b>\$0</b>
Violations & Other	\$18,468,327	\$15,000,000	\$15,000,000	0.0%	\$0
<b>Interest Revenue (subtotal)</b>	<b>\$3,165,934</b>	<b>\$24,000,000</b>	<b>\$25,000,000</b>	<b>4.2%</b>	<b>\$1,000,000</b>
RM1 Interest Earnings	\$2,532,747	\$19,200,000	\$20,000,000	4.2%	\$800,000
RM2 Interest Earnings	633,187	4,800,000	5,000,000	4.2%	\$200,000
<b>Reimbursement Revenue (subtotal)</b>	<b>\$2,882,815</b>	<b>\$7,973,335</b>	<b>\$14,885,000</b>	<b>86.7%</b>	<b>\$6,911,665</b>
BAIFA	\$235,771	\$1,687,500	\$2,985,000	76.9%	\$1,297,500
GGBHTD Fastrak	960,804	3,768,120	6,500,000	72.5%	\$2,731,880
ACTC	404,487	889,695	2,000,000	124.8%	\$1,110,305
VTA Express Lane	253,707	366,345	2,100,000	473.2%	\$1,733,655
SFO Airport	28,046	261,675	300,000	14.6%	\$38,325
BAHA	1,000,000	1,000,000	1,000,000	0.0%	\$0
<b>Rebate for Build America Bonds (subtotal)</b>	<b>\$18,291,981</b>	<b>\$71,638,789</b>	<b>\$71,255,709</b>	<b>-0.5%</b>	<b>(\$383,080)</b>
Rebate for Build America Bonds	\$18,291,981	\$71,638,789	71,255,709	-0.5%	(\$383,080)
<b>Total Current Year Revenue</b>	<b>\$305,070,413</b>	<b>\$724,594,531</b>	<b>\$927,140,709</b>	<b>28.0%</b>	<b>\$202,546,178</b>

# BATA FY 2022 OPERATING BUDGET

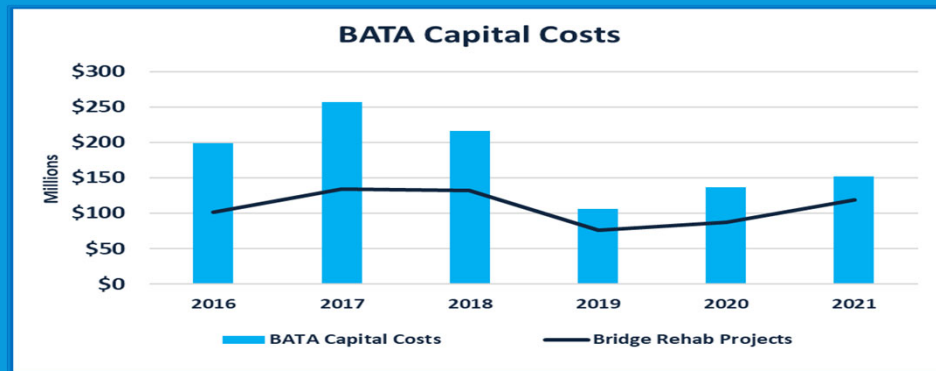
## OPERATING EXPENSE

- Total operating expense \$846M
- Cash/electronic costs offset
  - Caltrans operations down 77%
  - FasTrak operations up 39%
- Toll Bridge admin up 13%
  - Realignment 9 positions sharing MTC and BATA admin responsibility
- Increase of 8 FTE
  - CSC billing conversion
  - Upgrade CSC oversight
  - Enhanced legal support
- RM3 escrow deposit
  - Existing \$1.00
  - New \$1.00 starting 1/1/2022

	EXPENSE DETAIL				
	BUDGET FY 2021-22				
	Actual as of 12/31/2020	Approved FY 2020-21	Draft Budget FY 2021-22	Change % Inc./Dec	Change \$ Inc./Dec
Operating Expense					
Caltrans Operations and Maintenance (Subtotal)	\$3,266,584	\$30,825,000	\$7,000,000	-77.3%	(\$23,825,000)
Fastrak Operations and Maintenance (Subtotal)	\$21,882,722	\$56,940,000	\$79,103,000	38.9%	\$22,163,000
Toll Bridge Operations and Maintenance Total	\$25,149,306	\$87,765,000	\$86,103,000	-1.9%	(\$1,662,000)
Toll Bridge Administration (Subtotal)	\$9,796,985	\$35,352,898	\$39,962,475	13.0%	\$4,609,577
Consultant Contract/Other (Subtotal)	\$1,062,942	\$5,710,000	\$7,605,000	33.2%	\$1,895,000
Debt Service	\$112,539,219	\$439,968,730	\$458,497,465	4.2%	\$18,528,735
RM2 Marketing	\$672,864	\$4,491,000	\$4,470,000	-0.5%	(\$21,000)
RM2 Transit Operating	\$4,888,824	\$34,843,288	\$44,460,000	27.6%	\$9,616,712
Total Operating Expense	\$154,110,140	\$608,130,916	\$641,097,940	5.4%	\$32,967,024
Transfers In					
Prior Year RM3 Revenue	\$0	\$183,775,975	\$0	-100.0%	(\$183,775,975)
Transfers Out and Depreciation					
Transfers Out	\$13,731,935	\$20,647,690	\$27,729,436	34.3%	\$7,081,746
Deposit to RM3 Escrow	\$0	\$275,468,837	\$175,500,000	100.0%	\$0
Provision for Depreciation/Amortization	\$777,397	\$3,600,000	\$1,554,794	-56.8%	(\$2,045,206)
Total Transfers Out and Depreciation	\$14,509,332	\$299,716,527	\$204,784,230	-31.7%	(\$94,932,297)
Total Operating Expense and Transfer	\$168,619,472	\$724,071,468	\$845,882,170	16.8%	\$121,810,702

# BATA DRAFT FY 2022 BUDGET CAPITAL PROJECTS

- BATA has a current capital program balance of \$650 million\*
  - RM2 \$ 87 million
  - Bridge Rehab \$340 million
  - 1171 (RM1) \$ 81 million
  - Core Capacity Challenge Program \$146 million
  - excluding \$345 million ELN
- BATA capital funding – last 5 years
  - Total capital program \$1,065 million
  - Bridge rehab costs \$ 650 million
- Capital projects require significant cashflow –
- Current reserve is lowest point in years
- BATA still maintains over 1.5 years of operating reserve




# BATA DRAFT FY 2022 CAPITAL BUDGET

## PROPOSED BUDGET FOR FY 2022 \$138 MILLION

### • Proposed capital budget for FY 2022

- FY 2021 \$ 51 million
- FY 2022 \$138 million
  - Caltrans \$ 77 million
  - BATA \$ 61 million
- 10 year total \$1,210 million
- 10 year average \$121 million

	FY 22-31 totals by group
Capital Operations	\$347,547,000
Bridge Integrity	\$270,400,000
Paint	\$300,576,311
ETC	\$261,454,000
Other	\$17,702,000
savings/overruns/in construction	\$14,189,811

		Attachment C-1 Bay Area Toll Authority Rehabilitation Program Budget Summary				BATA Resolution No. 144 Date: June 23, 2021 WL: 1251 Referred by: BATA Oversight Committee	
NEW PROJECT			Thru 2021	2022	Adjustments	Thru 2022	
UPDATED PROJECT							
Toll Bridge Rehabilitation Program		Support	\$320,997,488	\$39,702,375	\$0	\$353,822,863	
Summary		Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810	
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932	
			Thru 2021	2021	Adjustments	Thru 2022	
Toll Bridge Rehabilitation Program		Support	\$320,997,488	\$39,702,375	\$0	\$360,699,863	
Summary		Capital	\$1,237,116,323	\$98,056,746	\$0	\$1,335,173,069	
		Total	\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932	
Caltrans Rehabilitation Program		Support	\$294,531,488	\$32,825,375	\$0	\$327,356,863	
Summary		Capital	\$552,397,361	\$44,182,746	\$0	\$596,580,107	
		Total	\$846,928,848	\$77,008,122	\$0	\$923,936,970	
BATA Rehabilitation Program		Support	\$26,466,000	\$6,877,000	\$0	\$33,343,000	
Summary		Capital	\$684,718,962	\$53,874,000	\$0	\$738,592,962	
		Total	\$711,184,962	\$60,751,000	\$0	\$771,935,962	
			Thru 2021	2022	Adjustments	Thru 2022	
Additional Funding		Program					
Funding		BR 0063	\$0	\$4,302,000		\$4,302,000	
Active Transportation Program		BR 0059	\$0	\$3,000,000		\$3,000,000	
Measure BB ACTC		BR 0060	\$0	\$3,177,000		\$3,177,000	
SB-1 LPP			\$0				
Total			\$0	\$10,479,000		\$10,479,000	

\*Caltrans Capital includes capital outlay construction and right-of-way.  
 \*\*Previous expenses covered in RM1 Program.  
 \*\*\* Project closed to expenditure reimbursement June 30, 2021 or earlier.

# FY 2022 BATA CAPITOL PROGRAM

NEW PROJECT						Thru 2021	2022	Adjustments	Thru 2022
UPDATED PROJECT		Toll Bridge Rehabilitation Program		Support		\$320,997,488	\$39,702,375	\$0	\$353,822,863
		Summary		Capital		\$1,237,116,323	\$98,056,746	\$0	\$1,301,124,810
				Total		\$1,558,113,811	\$137,759,122	\$0	\$1,695,872,932
Line No.	Project No.	EA Program	Bridge CCA	Description Status		JUL-SEPT			
						Thru 2021	2022	Adjustments	Thru 2022
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,346,596	\$42,154		\$1,388,750
		REHAB			Capital	\$0			\$0
		6825			Total	\$1,346,596	\$42,154	\$0	\$1,388,750
		REHAB		Part 1 ***	Capital	\$51,000,000	\$ (115,815)		\$50,884,185
		6826			Total	\$59,623,000	-\$336,689	\$0	\$59,286,311
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000			\$5,372,000
		REHAB			Capital	\$26,615,000	\$11,200,000		\$37,815,000
		6814			Total	\$31,987,000	\$11,200,000	\$0	\$43,187,000
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Support	\$2,977,097	\$2,401		\$2,979,498
		REHAB			Capital	\$4,291,623			\$4,291,623
		6828			Total	\$7,268,720	\$2,401	\$0	\$7,271,121
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$1,523,000	\$2,000,000		\$3,523,000
		REHAB			Capital	\$4,000,000	-\$4,000,000		\$0
		6825			Total	\$5,523,000	-\$2,000,000	\$0	\$3,523,000
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support	\$2,256,394	\$1,700,000		\$3,956,394
		REHAB			Capital	\$6,000,000			\$6,000,000
		6828			Total	\$8,256,394	\$1,700,000	\$0	\$9,956,394
81	CTR 0243	OW140	SFO	Replace Fender System and Skirt Modifications	Support	\$2,000,000	\$5,000,000		\$7,000,000
		REHAB			Capital	\$0			\$0
		6825			Total	\$2,000,000	\$5,000,000	\$0	\$7,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0			\$0
		REHAB			Capital	\$11,200,000	-\$11,200,000		\$0
		6814			Total	\$11,200,000	-\$11,200,000	\$0	\$0
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$64,764	\$1,000,000		\$1,064,764
		REHAB			Capital	\$8,885,236			\$8,885,236
		6826			Total	\$8,950,000	\$1,000,000	\$0	\$9,950,000
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$400,000	-\$400,000		\$0
		REHAB			Capital	\$0			\$0
		6812			Total	\$400,000	-\$400,000	\$0	\$0
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$200,000	-\$200,000		\$0
		REHAB			Capital	\$0			\$0
112	CTR 0291	IAC70	Var	SMHB Toll Admin Building Repairs and	Support				\$53,380
		REHAB		Replace HVAC System at RSR Paint facility	Capital				\$35,005
		6829			Total				\$88,386
113	CTR 0292	IAA20	RSR	Replace roof at RSR Paint facility ***	Support	\$80,000	-\$80,000		\$0
		REHAB			Capital	\$250,000	-\$201,100		\$48,900
		6829			Total	\$330,000	-\$281,100	\$0	\$48,900
125	CTR 0304	IW060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$2,750,000	\$3,670,000		\$6,420,000
		REHAB		Director's Order	Capital	\$8,000,000	\$7,430,000		\$15,430,000
		6825			Total	\$10,750,000	\$11,100,000	\$0	\$21,850,000
130	CTR 0309	TBD	SMH	Trestle Repairs Ph 2	Support		\$400,000		\$400,000
		REHAB			Capital				\$0
		6826			Total	\$0	\$400,000	\$0	\$400,000
129	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$9,868,000	\$800,000		\$10,668,000
		REHAB			Capital				\$0
		6828			Total	\$9,868,000	\$800,000	\$0	\$10,668,000
134	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$33,860,000	\$4,430,000		\$38,290,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$33,860,000	\$4,430,000	\$0	\$38,290,000
135	CTR 0062	93870	ALL	Base Security	Support	\$16,840,000	\$1,600,000		\$18,440,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$16,840,000	\$1,600,000	\$0	\$18,440,000
136	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$33,200,000	\$13,300,000		\$46,500,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$33,200,000	\$13,300,000	\$0	\$46,500,000
137	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$7,750,000	\$400,000		\$8,150,000
		REHAB			Capital	\$0			\$0
		6828			Total	\$7,750,000	\$400,000	\$0	\$8,150,000
139	CTR 0270	TBD	Var.	TBD Paint	Support	\$0			\$0
		REHAB			Capital	\$0	\$22,000,000		\$22,000,000
		6828			Total	\$0	\$22,000,000	\$0	\$22,000,000

# FY 2022 BATA CAPITOL PROGRAM

140	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$28,000			\$28,000
		REHAB			Capital	\$30,000	\$21,500,000		\$21,530,000
		6829			Total	\$58,000	\$21,500,000	\$0	\$21,558,000
144	BM	0060C	BM	Replacement Planting**	Support	\$584,000	-\$477,748		\$106,252
		RM1		***	Capital	\$1,125,000	-\$706,846		\$418,154
		8210			Total	\$1,709,000	-\$1,184,594	\$0	\$524,406
147	880/92	01601	880/92	880/92 Interchange**	Support	\$344,000	-\$143,939		\$200,061
		RM1		***	Capital	\$2,500,000	-\$1,598,498		\$901,502
		8615			Total	\$2,844,000	-\$1,742,437	\$0	\$1,101,563
160	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000			\$425,000
		REHAB			Capital	\$29,408,000	\$2,000,000		\$31,408,000
		8907			Total	\$29,833,000	\$2,000,000	\$0	\$31,833,000
163	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	0			\$0
		REHAB			Capital	\$108,299,532	\$9,600,000		\$117,899,532
		8901			Total	\$108,299,532	\$9,600,000	\$0	\$117,899,532
164	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0			\$0
		REHAB			Capital	\$24,050,000	\$600,000		\$24,650,000
		8902			Total	\$24,050,000	\$600,000	\$0	\$24,650,000
165	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0			\$0
		REHAB		(ATCAS)	Capital	\$36,145,000	\$1,500,000		\$37,645,000
		8903			Total	\$36,145,000	\$1,500,000	\$0	\$37,645,000
167	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000			\$400,000
		REHAB			Capital	\$28,453,741	\$2,000,000		\$30,453,741
		8905			Total	\$28,853,741	\$2,000,000	\$0	\$30,853,741
168	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0			\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$4,835,000	\$600,000		\$5,435,000
		8908			Total	\$4,835,000	\$600,000	\$0	\$5,435,000
172	BR 0028	8917	BATA	BATA Technology Security	Support	\$0			\$0
		REHAB			Capital	\$2,300,000	\$900,000		\$3,200,000
		8917			Total	\$2,300,000	\$900,000	\$0	\$3,200,000

174	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0			\$0
		REHAB			Capital	\$46,644,709	\$200,000		\$46,844,709
		8000-16			Total	\$46,644,709	\$200,000	\$0	\$46,844,709
175	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0			\$0
		REHAB			Capital	\$8,300,000	\$400,000		\$8,700,000
		8000-05			Total	\$8,300,000	\$400,000	\$0	\$8,700,000
177	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000			\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$85,734,000	\$150,000		\$85,884,000
		8930			Total	\$87,228,000	\$150,000	\$0	\$87,378,000
180	BR 0040	8012	BATA	All Electronic Tolling	Support	\$0			\$0
		REHAB			Capital	\$5,963,000	\$14,000,000		\$19,963,000
		8012			Total	\$5,963,000	\$14,000,000	\$0	\$19,963,000
184	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0			\$0
		REHAB			Capital	\$1,350,000	\$420,000		\$1,770,000
		8528			Total	\$1,350,000	\$420,000	\$0	\$1,770,000
186	BR 0048	8939	BATA	Asset Management	Support	\$0			\$0
		REHAB			Capital	\$6,747,976	\$2,100,000		\$8,847,976
		8939			Total	\$6,747,976	\$2,100,000	\$0	\$8,847,976
187	BR 0049	8941	BATA	CHP - COZEER/MAZEER	Support	\$200,000			\$200,000
		REHAB			Capital	\$506,000	\$200,000		\$706,000
		8941			Total	\$706,000	\$200,000	\$0	\$906,000
195	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$0			\$0
		REHAB		Open Road Tolling and HOV Lane	Capital	\$2,000,000	\$2,000,000		\$4,000,000
		8948			Total	\$2,000,000	\$2,000,000	\$0	\$4,000,000
196	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0			\$0
		REHAB		Carryover from FY19-20	Capital	\$1,075,500	\$925,000		\$2,000,500
		8949			Total	\$1,075,500	\$925,000	\$0	\$2,000,500
197	BR 0059	TBD	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support		\$3,000,000		\$3,000,000
		REHAB			Capital		\$3,000,000		\$3,000,000
		TBD			Total	\$0	\$6,000,000	\$0	\$6,000,000
198	BR 0060	TBD	BATA	SFOBB ORT Civil Design	Support		\$3,177,000		\$3,177,000
		REHAB			Capital		\$3,177,000		\$3,177,000
		TBD			Total	\$0	\$6,354,000	\$0	\$6,354,000
200	BR 0062	TBD	BATA	Bay Skyway - CCO to YBI	Support				\$0
		REHAB			Capital		\$2,700,000		\$2,700,000
		TBD			Total	\$0	\$2,700,000	\$0	\$2,700,000
201	BR 0063	TBD	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support		\$700,000		\$700,000
		REHAB			Capital		\$4,302,000		\$4,302,000
		TBD			Total	\$0	\$5,002,000	\$0	\$5,002,000
202	BR Res	8928	BATA	BATA Program Contingency	Support	\$0			\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$3,768,759	\$3,100,000		\$6,868,759
		8928			Total	\$3,768,759	\$3,100,000	\$0	\$6,868,759

## RESOLUTION 144

- **BATA Resolution no. 144 sets parameters for administration of the BATA FY 2022 Budget, including**
  - No increase to overall budget without board approval
  - Approval of contracts and services delegated to Oversight Committee
  - Authority to close projects to contingency account and reallocate funding to other projects, within the adopted budget
  - Authority to carry over and re-budget all remaining contract, grant and encumbrance balances
  - Authorizes the \$1B reserve designations (Attachment G)
- Authority to utilize available reserves to retire any unfunded pension and OBEP liability within the authority of S&H Code Section 30959
- Designates all RM3 revenue received since January 2019 to be deposited into the restricted RM3 escrow trust account with no release of any RM3 funds without prior approval of the Authority
- Authorizes transfer of \$5 million to restricted liability reserve with a \$3 million contract limit without further approval of the Authority