

Date: June 26, 2024
W.I.: 1251/1254, 1255/1256,1258
Referred by: BATA Oversight
Revised: April 23, 2025-BATA

ABSTRACT

BATA Resolution No. 177, Revised

This resolution approves the FY 2024-25 Bay Area Toll Authority (BATA) Toll Bridge Program Operating and Capital Budgets.

Attachment A to this resolution was revised on April 23, 2025. The revision increases the operating revenue by \$66 million and operating expense budget by \$22 million (Attachment A).

- Attachment A: FY 2024-25 Toll Bridge Program Operating Budget
- Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the
the
Core Capacity Challenge and Other Capital Projects.
- Attachment C: Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2024-25 budgets and allocations).
- Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.
- Attachment E: AB 1171 Capital Program Budget.
- Attachment F: RM3 Capital Program Budget, which includes all RM3 capital projects listed as part of the Bay Area Traffic Relief Plan.
- Attachment G: Fund Reserve Designations, effective June 30, 2024.

Further discussion of the BATA Operating and Capital Budgets is contained in the BATA Summary Sheets dated June 26, 2024 and April 9, 2025. A budget is attached as Attachments A through G.

Date: June 26, 2024
W.I.: 1251/1254, 1255/1256,1258

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 177

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 percent 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 2023-24 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; and

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

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

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

WHEREAS, pursuant to Streets and Highway Code § 30914.7, BATA 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), BATA 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 Seismic Retrofit Program (SRP); and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by BATA on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self-Insurance Reserve of at least \$50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the draft BATA budget for FY 2024-25 was presented to BATA for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2024-25 BATA operating budget 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 2024-25, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and capital costs in BATA's budget for FY 2024-25, providing that there shall be no increase in the overall budget without prior approval of BATA; 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 2024-25; and, be it further

RESOLVED, that BATA adopts FY 2024-25 capital budgets for RM 2, RM 3, Rehab, AB 1171, Core Capacity Challenge and Other Capital Projects for the state-owned toll bridges, as listed in Attachments B through F; and be it further

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

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

RESOLVED, that BATA'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 2024-25, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2024, as listed in Attachment G; and be it further

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

RESOLVED, that BATA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to two years of operating revenue and a capital repair and replacement reserve up to the level of accumulated depreciation expense, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to create and designate a Liability Reserve and to transfer from available funds up to \$5 million for FY 2024-25 with a current contract limit of \$3 million and no further expenditures are authorized from the Liability Reserve without prior approval of the BATA Operations Committee; and, be it further

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

BAY AREA TOLL AUTHORITY

Alfred Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 26, 2024.

Date: June 26, 2024
W.I.: 1251/1254, 1255/1256,1258
Referred by: BATA Oversight
Revised: April 23, 2025--BATA

Attachments

BATA Resolution No. 177, Revised
FY2024-25 Toll Bridge Program Operating and Capital Budgets

Attachment A: FY 2024-25 Toll Bridge Program Operating Budget

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

Attachment C: Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2024-25 budgets and allocations).

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

Attachment E: AB 1171 Capital Program Budget.

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

Attachment G: Fund Reserve Designations, effective June 30, 2024.



**ATTACHMENT A
BAY AREA TOLL AUTHORITY
OPERATING BUDGET FY 2024-25
AMENDMENT 1**

BATA Resolution No. 177
Date: June 26, 2024
W.L.: 1251 - 1258
Revised: April 23, 2025

| | Approved FY 2024-25 | Amendment 1 FY 2024-25 | Change \$ Increase/(Decrease) | Change % Increase/(Decrease) |
|--|------------------------|---------------------------|----------------------------------|---------------------------------|
| Operating Revenue | | | | |
| General Toll Revenue | \$884,290,000 | \$895,909,000 | \$11,619,000 | 1.3% |
| Violation & Other Revenue | 22,417,688 | 40,410,123 | 17,992,435 | 80.3% |
| Interest Revenue | 63,470,000 | 99,838,439 | 36,368,439 | 57.3% |
| Reimbursement Revenue | 19,602,000 | 19,602,000 | 0 | 0.0% |
| Rebate for Build America Bonds | 68,470,744 | 68,470,744 | 0 | 0.0% |
| Total Operating Revenue | \$1,058,250,432 | \$1,124,230,306 | \$65,979,874 | 6.2% |
| Total Operating Expense | \$857,765,838 | \$885,154,695 | \$27,388,857 | 3.2% |
| Operating Surplus/(Shortfall) before Transfer | \$200,484,594 | \$239,075,611 | \$38,591,017 | 19.2% |
| Transfers Out and One-Time Expense | \$40,171,180 | \$34,907,055 | (\$5,264,125) | -13.1% |
| Total Operating Surplus/(Shortfall) | \$160,313,414 | \$204,168,556 | \$43,855,142 | 27.4% |
| Transfer to Capital Programs | \$160,313,414 | \$204,168,556 | \$43,855,142 | 27.4% |
| Transfer to (from) Reserves | \$0 | \$0 | \$0 | 0.0% |

**REVENUE DETAIL
BUDGET FY 2024-25**

| | Approved FY 2024-25 | Amendment 1 FY 2024-25 | Change \$ Increase/(Decrease) | Change % Increase/(Decrease) |
|--|------------------------|---------------------------|----------------------------------|---------------------------------|
| Operating Revenue | | | | |
| General Toll Revenue (subtotal) | \$884,290,000 | \$895,909,000 | \$11,619,000 | 1.3% |
| RM 1 & Seismic Toll Revenues | \$500,150,000 | \$506,016,000 | \$5,866,000 | 1.2% |
| RM 2 Toll Revenues | 106,846,000 | 107,690,000 | 844,000 | 0.8% |
| RM 3 Toll Revenues | 277,294,000 | 282,203,000 | 4,909,000 | 1.8% |
| Violation and Other Revenue (subtotal) | \$22,417,688 | \$40,410,123 | \$17,992,435 | 80.3% |
| Violation | \$20,374,820 | \$38,555,000 | \$18,180,180 | 89.2% |
| Other | 2,042,868 | 1,855,123 | (187,745) | -9.2% |
| Interest Revenue (subtotal) | \$63,470,000 | \$99,838,439 | \$36,368,439 | 57.3% |
| RM1 Interest Earnings | \$47,790,000 | \$82,724,475 | \$34,934,475 | 73.1% |
| RM2 Interest Earnings | 4,470,000 | 3,500,638 | (969,362) | -21.7% |
| RM3 Interest Earnings | 11,210,000 | 13,613,325 | 2,403,325 | 21.4% |
| Reimbursement Revenue (subtotal) | \$19,602,000 | \$19,602,000 | \$0 | 0.0% |
| BAIFA | \$2,200,000 | \$2,200,000 | \$0 | 0.0% |
| GGBHTD Fastrak | 8,250,000 | 8,250,000 | 0 | 0.0% |
| ACTC | 2,420,000 | 2,420,000 | 0 | 0.0% |
| VTA Express Lane | 4,400,000 | 4,400,000 | 0 | 0.0% |
| SM Express Lane | 2,332,000 | 2,332,000 | 0 | 0.0% |
| Rebate for Build America Bonds (subtotal) | \$68,470,744 | \$68,470,744 | \$0 | 0.0% |
| Rebate for Build America Bonds | \$68,470,744 | \$68,470,744 | \$0 | 0.0% |
| Total Current Year Revenue | \$1,058,250,432 | \$1,124,230,306 | \$65,979,874 | 6.2% |

**EXPENSE DETAIL
BUDGET FY 2024-25**

| | Approved FY 2024-25 | Amendment 1 FY 2024-25 | Change \$ Increase/(Decrease) | Change % Increase/(Decrease) |
|---|------------------------|---------------------------|----------------------------------|---------------------------------|
| Operating Expense | | | | |
| Caltrans Operations and Maintenance (Subtotal) | \$13,990,000 | \$13,990,000 | \$0 | 0.0% |
| Toll Bridge & Facility Maintenance (Category A&B) | \$13,990,000 | \$13,990,000 | \$0 | 0.0% |
| Fastrak Operations and Maintenance (Subtotal) | \$116,180,000 | \$140,662,330 | \$24,482,330 | 21.1% |
| RCSC Operations | \$76,994,000 | \$76,994,000 | \$0 | 0.0% |
| RCSC Operations - Carryover Expenses | 0 | 17,180,771 | 17,180,771 | 0.0% |
| Banking/Credit Card Fees | 22,000,000 | 24,700,000 | 2,700,000 | 12.3% |
| ATCAS Facility and In-lane Maintenance | 4,300,000 | 4,300,000 | 0 | 0.0% |
| ATCAS Hardware/Software Maintenance | 2,595,000 | 2,792,926 | 197,926 | 7.6% |
| Collections Contract | 730,000 | 3,833,633 | 3,103,633 | 425.2% |
| DMV Expenses | 9,561,000 | 10,861,000 | 1,300,000 | 13.6% |
| Toll Bridge Operations and Maintenance Total | \$130,170,000 | \$154,652,330 | \$24,482,330 | 18.8% |
| Toll Bridge Administration (Subtotal) | \$40,666,191 | \$41,939,522 | \$1,273,331 | 3.1% |
| Salaries and Benefits | \$ 20,322,694 | \$ 20,462,252 | \$139,558 | 0.7% |
| Temporary Assistance | 290,000 | 290,000 | 0 | 0.0% |
| Travel&Training/Printing/Memberships | 535,853 | 535,853 | 0 | 0.0% |
| Other General Operating Expenses | 1,831,594 | 1,831,594 | 0 | 0.0% |
| Financing & Banking Fees | 11,062,300 | 11,062,300 | 0 | 0.0% |
| Audit/Legal/Other | 1,822,000 | 2,717,888 | 895,888 | 49.2% |
| Beale St Assessment | 2,244,612 | 2,482,497 | 237,885 | 10.6% |
| Business Insurance | 757,138 | 757,138 | 0 | 0.0% |
| Misc. Toll Administration Operating Expenses | 1,800,000 | 1,800,000 | 0 | 0.0% |
| Consultant Contract/Other (Subtotal) | \$6,962,000 | \$6,995,559 | \$33,559 | 0.5% |
| ETC Marketing | \$4,350,000 | \$4,350,000 | \$0 | 0.0% |
| Other Operating Contracts | 2,612,000 | 2,645,559 | 33,559 | 1.3% |
| Debt Service | \$581,216,833 | \$581,216,833 | \$0 | 0.0% |
| RM2 Expenses (Subtotal) | \$53,694,274 | \$54,843,911 | \$1,149,637 | 2.1% |
| RM2 Transit Operating | \$40,601,480 | \$40,601,480 | \$0 | 0.0% |
| RM2 Marketing | 4,540,000 | 4,540,000 | 0 | 0.0% |
| RM2 Project Monitoring & Audit | 274,500 | 274,500 | 0 | 0.0% |
| Transbay Transit Terminal Maintenance | 6,178,294 | \$6,178,294 | 0 | \$0 |
| BART for Inspector General Contract | 2,100,000 | 3,249,637 | 1,149,637 | 54.7% |
| RM3 Expenses (Subtotal) | \$45,056,540 | \$45,506,540 | \$450,000 | 1.0% |
| RM3 Transit Operating | \$44,367,040 | \$44,367,040 | \$0 | 0.0% |
| RM3 Project Monitoring & Audit | 689,500 | 1,139,500 | 450,000 | 65.3% |
| Total Operating Expense | \$857,765,838 | \$885,154,695 | \$27,388,857 | 3.2% |
| Transfers and One-Time Expenses | | | | |
| Transfers Out (Subtotal) | \$26,831,180 | \$26,867,055 | \$35,875 | 0.1% |
| 1% Administration Draw | \$9,681,340 | \$9,681,340 | \$0 | 0.0% |
| Additional 1% Administration Draw | 9,406,191 | 9,406,191 | 0 | 0.0% |
| Transfer to ABAG SFEP Overhead | 275,149 | 275,149 | 0 | 0.0% |
| Transfer to MTC | 2,468,500 | 2,504,375 | 35,875 | 1.5% |
| Transfer to Liability Reserve | 5,000,000 | 5,000,000 | 0 | 0.0% |
| One-Time Expense (Subtotal) | \$13,340,000 | \$8,040,000 | (\$5,300,000) | -39.7% |
| Title 21 - FasTrak Tags Swap | \$5,800,000 | \$500,000 | (\$5,300,000) | -91.4% |
| Transfer to MTC for ERP Implementation | 7,540,000 | 7,540,000 | 0 | 0.0% |
| Total Transfers and One-Time Expense | \$40,171,180 | \$34,907,055 | (\$5,264,125) | -13.1% |
| Total Expenses | \$897,937,018 | \$920,061,750 | \$22,124,732 | 2.5% |



BATA Resolution No. 177
 Date: June 26, 2024
 W.L.: 6953-6957, 8451-8452

**Attachment B
 Bay Area Toll Authority
 Capital Projects**

BATA Transit Program

| Program # | | BATA Actuals Thru March 2024 | BATA Budget Thru FY 2023-24 | Proposed Budget FY 2024-25 | Life to Date Project Budget |
|-----------|---------------------------------|---------------------------------|--------------------------------|-------------------------------|--------------------------------|
| 6953 | Core Capacity Challenge Program | \$ 189,922,907 | \$ 250,000,000 | - | \$ 250,000,000 |

Other Capital Projects (New)

| Program # | | BATA Actuals Thru March 2024 | BATA Budget Thru FY 2023-24 | Proposed Budget FY 2024-25 | Life to Date Project Budget |
|-----------|---|---------------------------------|--------------------------------|-------------------------------|--------------------------------|
| 8451 | I-580 Richmond Parkway Interchange Operational Improvements | \$ - | \$ 7,000,000 | \$ - | \$ 7,000,000 |
| 8452 | Cutting Blvd Transit Priority | - | 3,000,000 | - | 3,000,000 |
| | | | \$ 10,000,000 | \$ - | \$ 10,000,000 |

i - Other Capital Projects is a new capital fund budget funded by Regional Measure 3 and other non-BATA Rehab funds.



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

NEW PROJECT

| | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|------------------------------------|----------------------------------|-------------------------|----------------------------------|
| Toll Bridge Rehabilitation Program | Support \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|--|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| 1 | Completed | REHAB 8030 | Var. | Completed/Closed Rehab Projects | Support | \$38,665,694 | | \$38,665,694 |
| | | | | | Capital | \$78,636,635 | | \$78,636,635 |
| | | | | | Total | \$117,302,329 | \$0 | \$117,302,329 |
| 2 | CTR 0001 | REHAB 6825 | SFO | Construct New Toll Operations Building*** | Support | \$7,562,775 | | \$7,562,775 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$7,562,775 | \$0 | \$7,562,775 |
| 3 | CTR 0002 | REHAB 6814 | RSR | RSR Maintenance Building*** | Support | \$5,733,571 | | \$5,733,571 |
| | | | | | Capital | \$4,480,035 | | \$4,480,035 |
| | | | | | Total | \$10,213,606 | \$0 | \$10,213,606 |
| 4 | CTR 0003 | REHAB 6828 | ALL | Upgrade Existing SCADA System | Support | \$6,180,409 | | \$6,180,409 |
| | | | | | Capital | \$5,597,591 | | \$5,597,591 |
| | | | | | Total | \$11,778,001 | \$0 | \$11,778,001 |
| 5 | CTR 0009 | REHAB 6825 | SFO | Toll Plaza Median Landscaping*** | Support | \$722,112 | | \$722,112 |
| | | | | | Capital | \$202,181 | | \$202,181 |
| | | | | | Total | \$924,293 | \$0 | \$924,293 |
| 6 | CTR 0010 | REHAB 6825 | SFO | W4 Substation Upgrade, Foghorn Replacement, BASE | Support | \$2,958,917 | | \$2,958,917 |
| | | | | | Capital | \$11,883,015 | | \$11,883,015 |
| | | | | | Total | \$14,841,932 | \$0 | \$14,841,932 |
| 7 | CTR 0012 | REHAB 6825 | SFO | Replace Substation Equipment on WS*** | Support | \$957,644 | | \$957,644 |
| | | | | | Capital | \$869,782 | | \$869,782 |
| | | | | | Total | \$1,827,425 | \$0 | \$1,827,425 |
| 8 | CTR 0013 | REHAB 6826 | SMH | Resurface Orthotropic Deck Deck Rehabilitation & 12KV Cable for Entire Bridge*** | Support | \$7,838,078 | | \$7,838,078 |
| | | | | | Capital | \$27,880,814 | | \$27,880,814 |
| | | | | | Total | \$35,718,892 | \$0 | \$35,718,892 |
| 9 | CTR 0014 | REHAB 6828 | Var. | Northern Bridge Structural Improvements*** | Support | \$72,662 | | \$72,662 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$72,662 | \$0 | \$72,662 |
| 10 | CTR 0015 | REHAB 6826 | SMH | Replace Elec Cable Hangers & Upgrade 12kv System*** | Support | \$2,869,539 | | \$2,869,539 |
| | | | | | Capital | \$2,777,316 | | \$2,777,316 |
| | | | | | Total | \$5,646,855 | \$0 | \$5,646,855 |
| 11 | CTR 0016 | REHAB 6827 | DUM | Expansion Joint Rehabilitation*** | Support | \$2,091,531 | | \$2,091,531 |
| | | | | | Capital | \$2,700,672 | | \$2,700,672 |
| | | | | | Total | \$4,792,203 | \$0 | \$4,792,203 |
| 12 | CTR 0145 | REHAB 6825 | SFO | SFOBB East Span YBITS 1 YBI Resurfacing/BASE Replace Lighting w/ HPS Lighting System *** | Support | \$1,340,014 | | \$1,340,014 |
| | | | | | Capital | \$21,690,860 | | \$21,690,860 |
| | | | | | Total | \$23,030,874 | \$0 | \$23,030,874 |
| 13 | CTR 0018 | REHAB 6813 | CAR | Replace Pier 3 Fender Structure Support and Timber Fenders at Piers 2, 3, 4*** | Support | \$4,811,400 | | \$4,811,400 |
| | | | | | Capital | \$17,652,449 | | \$17,652,449 |
| | | | | | Total | \$22,463,849 | \$0 | \$22,463,849 |
| 14 | CTR 0027 | REHAB 6825 | SFO | Replace Lighting w/ HPS Lighting System (WB)*** | Support | \$714,010 | | \$714,010 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$714,010 | \$0 | \$714,010 |
| 15 | CTR 0028 | REHAB 6825 | SFO | Replace Lighting w/ HPS Lighting System (EB)*** | Support | \$554,232 | | \$554,232 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$554,232 | \$0 | \$554,232 |
| 16 | CTR 0031 | REHAB 6825 | SFO | SFOBB West Span Pathway | Support | \$1,579,392 | | \$1,579,392 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$1,579,392 | \$0 | \$1,579,392 |
| 17 | CTR 0032 | REHAB 6825 | SFO | Eyebar Monitoring System (ES)*** | Support | \$207,931 | | \$207,931 |
| | | | | | Capital | \$3,431,263 | | \$3,431,263 |
| | | | | | Total | \$3,639,194 | \$0 | \$3,639,194 |
| 18 | CTR 0147 | REHAB 6826 | SMH | Replace Damaged Transformer and Substation*** | Support | \$53,276 | | \$53,276 |
| | | | | | Capital | \$204,900 | | \$204,900 |
| | | | | | Total | \$258,176 | \$0 | \$258,176 |
| 19 | CTR 0035 | REHAB 6828 | ALL | ATCAS II Oversight*** | Support | \$202,495 | | \$202,495 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$202,495 | \$0 | \$202,495 |
| 20 | CTR 0036 | REHAB 6826 | SMH | Cracked Girder Repairs*** | Support | \$2,756,322 | | \$2,756,322 |
| | | | | | Capital | \$4,033,186 | \$1,178 | \$4,034,364 |
| | | | | | Total | \$6,789,509 | \$1,178 | \$6,790,687 |
| 21 | CTR 0043 | REHAB 6828 | Var. | Replace Foghorns/Radar Beacons PID*** | Support | \$67,738 | | \$67,738 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$67,738 | \$0 | \$67,738 |
| 22 | CTR 0045 | REHAB | SFO | Replace Seismic Dampeners (WS) | Support | \$10,436,000 | | \$10,436,000 |
| | | | | | Capital | \$21,905,000 | | \$21,905,000 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|--|--|-------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program Summary | | Support \$462,688,864 | \$76,787,000 | \$539,475,864 |
| | | Capital \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| Total | | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|--|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | 6825 | | | Total | \$32,341,000 | \$0 | \$32,341,000 |
| 23 | CTR 0048 | 3G487 | SFO | West Span Super Structural (Floor Systems) | Support | \$3,664,669 | | \$3,664,669 |
| | | REHAB 6825 | | | Capital | \$53,000,000 | | \$53,000,000 |
| | | | | | Total | \$56,664,669 | \$0 | \$56,664,669 |
| 24 | CTR 0049 | 3G470 | Var. | Replace travelers and Rails PIDS*** | Support | \$159,815 | | \$159,815 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$159,815 | \$0 | \$159,815 |
| 25 | CTR 0051 | 3G480 | Var. | Caltrans PSR Planning | Support | \$64,164 | | \$64,164 |
| | | REHAB 6828 | | Paint Bridge Structures PID *** | Capital | \$0 | | \$0 |
| | | | | | Total | \$64,164 | \$0 | \$64,164 |
| 26 | CTR 0052 | 3G484 | RSR | Bridge Paint (Lower Deck Only) | Support | \$7,778,247 | | \$7,778,247 |
| | | REHAB 6814 | | Part 1*** | Capital | \$29,299,836 | | \$29,299,836 |
| | | | | | Total | \$37,078,084 | \$0 | \$37,078,084 |
| 27 | CTR 0053 | 3G486 | SMH | Bridge Paint Part 1 *** | Support | \$8,402,126 | | \$8,402,126 |
| | | REHAB 6826 | | | Capital | \$50,885,407 | | \$50,885,407 |
| | | | | | Total | \$59,287,533 | \$0 | \$59,287,533 |
| 28 | CTR 0055 | 3G474 | RSR | Structural Steel Painting (Lower Deck and Towers) 2nd Phase | Support | \$5,372,000 | | \$5,372,000 |
| | | REHAB 6814 | | | Capital | \$58,974,000 | | \$58,974,000 |
| | | | | | Total | \$64,346,000 | \$0 | \$64,346,000 |
| 29 | CTR 0056 | 4A860 | SFO | Repair Timber Fender at W5*** | Support | \$335,109 | | \$335,109 |
| | | REHAB 6825 | | | Capital | \$1,429,316 | | \$1,429,316 |
| | | | | | Total | \$1,764,424 | \$0 | \$1,764,424 |
| 30 | CTR 0057 | 4G280 | SFO | Toll Plaza Renovation Oversight*** | Support | \$352,488 | | \$352,488 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$352,488 | \$0 | \$352,488 |
| 31 | CTR 0058 | 4G290 | SFO | Toll Plaza Crash Cushion and Pump Station Oversight *** | Support | \$396,591 | | \$396,591 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$396,591 | \$0 | \$396,591 |
| 32 | CTR 0059 | 91206 | ALL | OSM Rehab Planning*** | Support | \$158,660 | | \$158,660 |
| | | REHAB 8629 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$158,660 | \$0 | \$158,660 |
| 33 | CTR 0064 | 97037 | ANT | Toll Plaza Rehab Projects*** | Support | \$0 | | \$0 |
| | | REHAB 8033 | | | Capital | \$179,979 | | \$179,979 |
| | | | | | Total | \$179,979 | \$0 | \$179,979 |
| 34 | CTR 0065 | 97047 | SFO | Toll Plaza Rehab Projects*** | Support | \$0 | | \$0 |
| | | REHAB 8033 | | | Capital | \$3,386 | | \$3,386 |
| | | | | | Total | \$3,386 | \$0 | \$3,386 |
| 35 | CTR 0078 | 3G462 | BM | Floor Beam Mitigation Phase 1 (Modification of stringer floor beams due to fatigue cracking) and Bearing Shear Bolts | Support | \$2,132,800 | | \$2,132,800 |
| | | REHAB 6812 | | | Capital | \$971,200 | | \$971,200 |
| | | | | | Total | \$3,104,000 | \$0 | \$3,104,000 |
| 36 | CTR 0088 | 3G403 | CAR | Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) and Ped Replace Joint Seals (1958)*** | Support | \$3,695,965 | | \$3,695,965 |
| | | REHAB 6813 | | | Capital | \$8,165,909 | | \$8,165,909 |
| | | | | | Total | \$11,861,874 | \$0 | \$11,861,874 |
| 37 | CTR 0097 | 3G305 | Var. | Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges | Support | \$2,979,498 | | \$2,979,498 |
| | | REHAB 6828 | | | Capital | \$4,291,623 | | \$4,291,623 |
| | | | | | Total | \$7,271,121 | \$0 | \$7,271,121 |
| 38 | CTR 0107 | 3G364 | RSR | Substations Upgrade (4 locations) upgrade from 4,160V to 15kV replace power cable 12kV | Support | \$4,457,726 | | \$4,457,726 |
| | | REHAB 6814 | | | Capital | \$14,150,000 | | \$14,150,000 |
| | | | | | Total | \$18,607,726 | \$0 | \$18,607,726 |
| 39 | CTR 0110 | TBD | RSR | Upgrade radar beacons and connect it with SCADA for remote control | Support | \$0 | \$1,000,000 | \$1,000,000 |
| | | REHAB 6814 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$1,000,000 | \$1,000,000 |
| 40 | CTR 0119 | 3G307 | SFO | Fog Horns (West Spans)*** | Support | \$339,821 | | \$339,821 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$339,821 | \$0 | \$339,821 |
| 41 | CTR 0120 | 3G444 | SFO | Main Cable Wrap Investigations Phase 1 | Support | \$5,023,000 | \$4,000,000 | \$9,023,000 |
| | | REHAB 6825 | | | Capital | \$28,000,000 | | \$28,000,000 |
| | | | | | Total | \$33,023,000 | \$4,000,000 | \$37,023,000 |
| 42 | CTR 0121 | 3G477 | SFO | Traveler Replacements and Rail Upgrades | Support | \$380,000 | | \$380,000 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$380,000 | \$0 | \$380,000 |
| 43 | CTR 0126 | 3G448 | SFO | W1 to W7 Concrete Column Repair and Seal | Support | \$300,000 | | \$300,000 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$300,000 | \$0 | \$300,000 |
| 44 | CTR 0129 | 3G457 | SFO | SFOB - Replace Joint Seals (Upper & Lower Deck); | Support | \$3,905,504 | | \$3,905,504 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|------------------------------------|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|---|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | REHAB 6825 | | RSR - Replace Joint Seals (Upper Deck) and Resurfacing*** | Capital | \$5,368,882 | | \$5,368,882 |
| | | | | | Total | \$9,274,386 | \$0 | \$9,274,386 |
| 45 | CTR 0134 | 4H970 | SFO | Gateway Park Oversight | Support | \$1,910,000 | | \$1,910,000 |
| | | REHAB 6825 | | and Link (4H971) PAED | Capital | \$0 | | \$0 |
| | | | | | Total | \$1,910,000 | \$0 | \$1,910,000 |
| 46 | CTR 0147_A | 01408 | SFO | SFOBB Maintenance Complex | Support | \$2,915,337 | | \$2,915,337 |
| | | REHAB 6825 | | Maintenance Complex*** | Capital | \$41,587,338 | | \$41,587,338 |
| | | | | | Total | \$44,502,675 | \$0 | \$44,502,675 |
| 47 | CTR 0148 | 01410 | SFO | SFOBB Maintenance Complex | Support | \$0 | | \$0 |
| | | REHAB 6825 | | Maintenance Warehouse Phase 2*** | Capital | \$18,414,937 | | \$18,414,937 |
| | | | | | Total | \$18,414,937 | \$0 | \$18,414,937 |
| 48 | CTR 0151 | 3G443 | SFO | Replace Grating Shields and Access Ladders*** | Support | \$1,715,469 | | \$1,715,469 |
| | | REHAB 6825 | | | Capital | \$1,473,044 | | \$1,473,044 |
| | | | | | Total | \$3,188,512 | \$0 | \$3,188,512 |
| 49 | CTR 0152 | 0120M | SFO | Toll Plaza Repaving*** | Support | \$825,782 | | \$825,782 |
| | | REHAB 6825 | | | Capital | \$7,450,000 | | \$7,450,000 |
| | | | | | Total | \$8,275,782 | \$0 | \$8,275,782 |
| 50 | CTR 0153 | 1G310 | SFO | Toll Plaza Repaving*** | Support | \$0 | | \$0 |
| | | REHAB 6825 | | | Capital | \$1,602,286 | | \$1,602,286 |
| | | | | | Total | \$1,602,286 | \$0 | \$1,602,286 |
| 51 | CTR 0154 | 3G440 | SFO | Various Structural PIDS*** | Support | \$159,900 | | \$159,900 |
| | | REHAB 6825 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$159,900 | \$0 | \$159,900 |
| 52 | CTR 0155 | 3G450 | VAR | Bridge Joint Seals*** | Support | \$57,611 | | \$57,611 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$57,611 | \$0 | \$57,611 |
| 53 | CTR 0156 | 3G390 | VAR | Bridge Lighting*** | Support | \$99,415 | | \$99,415 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$99,415 | \$0 | \$99,415 |
| 54 | CTR 0157 | 3G400 | VAR | Bridge Overlays*** | Support | \$134,556 | | \$134,556 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$134,556 | \$0 | \$134,556 |
| 55 | CTR 0158 | 0120F | SFO | East Span Base *** | Support | \$0 | | \$0 |
| | | REHAB 6825 | | | Capital | \$1,930,691 | | \$1,930,691 |
| | | | | | Total | \$1,930,691 | \$0 | \$1,930,691 |
| 56 | CTR 0159 | 2J870 | SFO | West Span BASE*** | Support | \$938,249 | | \$938,249 |
| | | REHAB 6825 | | | Capital | \$8,790,393 | | \$8,790,393 |
| | | | | | Total | \$9,728,641 | \$0 | \$9,728,641 |
| 57 | CTR 0160 | 4H180 | SFO | Refill Seismic Dampeners*** | Support | \$22,052 | | \$22,052 |
| | | REHAB 6825 | | | Capital | \$252,546 | | \$252,546 |
| | | | | | Total | \$274,597 | \$0 | \$274,597 |
| 58 | CTR 0163 | 3G447 | SFO | Rebuild Damaged Fender System *** | Support | \$238,798 | | \$238,798 |
| | | REHAB 6825 | | WG | Capital | \$772,842 | | \$772,842 |
| | | | | | Total | \$1,011,640 | \$0 | \$1,011,640 |
| 59 | CTR 0182 | 3G478 | Var | PID - Water Line System | Support | \$193,307 | | \$193,307 |
| | | REHAB 6828 | | Air Compressor, Airlines | Capital | \$0 | | \$0 |
| | | | | | Total | \$193,307 | \$0 | \$193,307 |
| 60 | CTR 0201 | 0J120 | RSR | Replace Expansion Joint at Pier 44E*** | Support | \$68,600 | | \$68,600 |
| | | REHAB 6814 | | | Capital | \$270,000 | | \$270,000 |
| | | | | | Total | \$338,600 | \$0 | \$338,600 |
| 61 | CTR 0202 | 0J870 | SFO | Install Air Gap Monitoring System*** | Support | \$95,994 | | \$95,994 |
| | | REHAB 6825 | | | Capital | \$128,755 | | \$128,755 |
| | | | | | Total | \$224,749 | \$0 | \$224,749 |
| 62 | CTR 0203 | 3G360 | Var. | Replace Various Navigational and Utility Equipment | Support | \$127,649 | | \$127,649 |
| | | REHAB 6828 | | Supplemental PID*** | Capital | \$0 | | \$0 |
| | | | | | Total | \$127,649 | \$0 | \$127,649 |
| 63 | CTR 0204 | 3G301 | Var. | Replace Fog Horns, Radar Beacons and | Support | \$4,956,394 | | \$4,956,394 |
| | | REHAB 6828 | | Related Electrical Systems on Northern Bridges | Capital | \$6,000,000 | | \$6,000,000 |
| | | | | | Total | \$10,956,394 | \$0 | \$10,956,394 |
| 64 | CTR 0206 | 2J680 | RSR | RSR Access – PPUL Oversight | Support | \$3,500,000 | | \$3,500,000 |
| | | REHAB 6814 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$3,500,000 | \$0 | \$3,500,000 |
| 65 | CTR 0212 | 3G368 | Var | Substation and Power Cable | Support | \$219,112 | | \$219,112 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$219,112 | \$0 | \$219,112 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|--|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program Summary | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|--|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| 66 | 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 |
| 67 | 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 |
| 68 | CTR 0215 | 21190 | 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 |
| 69 | CTR 0216 | 21410 | CARQ | Al Zampa (CARQ) Joint Repair *** | Support | \$146,672 | | \$146,672 |
| | | REHAB | | | Capital | \$183,592 | | \$183,592 |
| | | 6813 | | | Total | \$330,265 | \$0 | \$330,265 |
| 70 | CTR 0217 | 21400 | 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 |
| 71 | CTR 0219 | 0K220 | SFO | Metering Lights Upgrade Oversight | Support | \$2,100,000 | | \$2,100,000 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6825 | | | Total | \$2,100,000 | \$0 | \$2,100,000 |
| 72 | CTR 0222 | TBD | SFO | SFOBB Maintenance Administration | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$978,064 | \$500,000 | \$1,478,064 |
| | | 6825 | | | Total | \$978,064 | \$500,000 | \$1,478,064 |
| 73 | CTR 0225 | 4J710 | RSR | RSR Access - Bike Ped Oversight | Support | \$855,000 | | \$855,000 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6814 | | | Total | \$855,000 | \$0 | \$855,000 |
| 74 | 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 |
| 75 | 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 |
| 76 | 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 |
| 77 | CTR 0229 | 0K691 | SFO | Install Grease Caps and Repair Pre-stress Tendons | Support | \$1,188,816 | | \$1,188,816 |
| | | REHAB | | East Span- Director's Order*** | Capital | \$3,318,043 | | \$3,318,043 |
| | | 6825 | | | Total | \$4,506,859 | \$0 | \$4,506,859 |
| 78 | 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 |
| 79 | CTR 0232 | 2K960 | SFO | YBI Tunnel Concrete Repair | Support | \$811,591 | | \$811,591 |
| | | REHAB | | | Capital | \$1,463,409 | | \$1,463,409 |
| | | 6825 | | | Total | \$2,275,000 | \$0 | \$2,275,000 |
| 80 | CTR 0233 | 3G445 | SFO | Fender Repair | Support | \$735,111 | | \$735,111 |
| | | REHAB | | Director's Order*** | Capital | \$4,302,040 | | \$4,302,040 |
| | | 6825 | | | Total | \$5,037,151 | \$0 | \$5,037,151 |
| 81 | CTR 0234 | 2K560 | SFO | Repair SFOBB Seismic Dampers | Support | \$185,712 | | \$185,712 |
| | | REHAB | | Director's Order*** | Capital | \$279,263 | | \$279,263 |
| | | 6825 | | | Total | \$464,976 | \$0 | \$464,976 |
| 82 | CTR 0243 | 0W140 | SFO | Replace Fender System and Skirt Modifications | Support | \$7,000,000 | | \$7,000,000 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6825 | | | Total | \$7,000,000 | \$0 | \$7,000,000 |
| 83 | CTR 0244 | TBD | RSR | TBD Work on RSR lower deck, towers, columns, travelers | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6814 | | | Total | \$0 | \$0 | \$0 |
| 84 | CTR 0245 | 0P560 | Var. | Install BASE radio links | Support | \$300,583 | | \$300,583 |
| | | REHAB | | Director's Order *** | Capital | \$483,201 | | \$483,201 |
| | | 6828 | | | Total | \$783,784 | \$0 | \$783,784 |
| 85 | CTR 0246 | 0Q470 | SFO | East Span Skyway Polyester Concrete Overlay Repairs | Support | \$22,760 | | \$22,760 |
| | | REHAB | | Director's Order *** | Capital | \$183,163 | | \$183,163 |
| | | 6825 | | | Total | \$205,922 | \$0 | \$205,922 |
| 86 | CTR 0247 | 1Q490 | SFO | East Span Replace Expansion Joint Panels | Support | \$97,631 | | \$97,631 |
| | | REHAB | | Director's Order *** | Capital | \$169,396 | | \$169,396 |
| | | 6825 | | | Total | \$267,027 | \$0 | \$267,027 |
| 87 | CTR 0248 | 1Q500 | BM | Repair Water Line | Support | \$118,911 | | \$118,911 |
| | | REHAB | | Director's Order *** | Capital | \$230,583 | | \$230,583 |
| | | | | | | | | |



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

NEW PROJECT

| | | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|------------------------------------|--------------|----------------------------------|-------------------------|----------------------------------|
| Toll Bridge Rehabilitation Program | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|----------|-------------|------------|------------|---|---------|----------------------------------|-------------------------|----------------------------------|
| | | 6812 | | | Total | \$349,494 | \$0 | \$349,494 |
| 88 | CTR 0249 | 1Q360 | SFO | SFOBB Replace Seismic Joint Headers and Strip Seals | Support | \$195,905 | | \$195,905 |
| | | REHAB | | (West Approach & Anchorage) | Capital | \$163,601 | | \$163,601 |
| | | 6825 | | Director's Order *** | Total | \$359,506 | \$0 | \$359,506 |
| 89 | CTR 0250 | 1Q950 | SFO | SFOBB YBI tunnel Repair Fire Suppression System | Support | \$646,850 | | \$646,850 |
| | | REHAB | | Director's Order *** | Capital | \$181,157 | | \$181,157 |
| | | 6825 | | | Total | \$828,007 | \$0 | \$828,007 |
| 90 | CTR 0251 | 2Q910 | Var | High Mast Arm Light (HMAL) repair and conversion to LED*** | Support | \$3,270 | | \$3,270 |
| | | REHAB | | | Capital | \$739,335 | | \$739,335 |
| | | 8033 | | | Total | \$742,605 | \$0 | \$742,605 |
| 91 | CTR 0252 | 0P680 | CAR | Toll Plaza Asphalt Paving and Polyester Overlay*** | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$908,118 | | \$908,118 |
| | | 8033 | | | Total | \$908,118 | \$0 | \$908,118 |
| 92 | CTR 0253 | 2Q930 | SMH | Toll Admin bldg.: Remove underground diesel storage tank (UST) | Support | \$0 | | \$0 |
| | | REHAB | | *** | Capital | \$93,558 | | \$93,558 |
| | | 8033 | | | Total | \$93,558 | \$0 | \$93,558 |
| 93 | CTR 0254 | 2Q920 | Var | Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgrades | Support | \$0 | | \$0 |
| | | REHAB | | *** | Capital | \$153,690 | | \$153,690 |
| | | 8033 | | | Total | \$153,690 | \$0 | \$153,690 |
| 94 | CTR 0258 | TBD | ANT | Replace Fender System | Support | \$70,000 | | \$70,000 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6811 | | | Total | \$70,000 | \$0 | \$70,000 |
| 95 | CTR 0261 | 3G488 | SMH | Structural Steel Painting (Towers) | Support | \$4,920,000 | | \$4,920,000 |
| | | REHAB | | | Capital | \$13,618,000 | | \$13,618,000 |
| | | 6826 | | | Total | \$18,538,000 | \$0 | \$18,538,000 |
| 96 | CTR 0262 | 2Q980 | BM | Repair Expansion Joint Assemblies *** | Support | \$373,755 | | \$373,755 |
| | | REHAB | | | Capital | \$743,542 | | \$743,542 |
| | | 6812 | | | Total | \$1,117,297 | \$0 | \$1,117,297 |
| 97 | CTR 0263 | 3G454 | SMH | Concrete Repairs on SMHB Spandrel beam and bent caps | Support | \$8,964,000 | | \$8,964,000 |
| | | REHAB | | | Capital | \$43,372,000 | | \$43,372,000 |
| | | 6826 | | | Total | \$52,336,000 | \$0 | \$52,336,000 |
| 98 | CTR 0264 | 01358 | SFO | SFOBB East Span Pier Retention-CMGC | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$787,344 | | \$787,344 |
| | | 6825 | | | Total | \$787,344 | \$0 | \$787,344 |
| 99 | CTR 0265 | 2Q360 | SFO | SFOBB WS Remove Truss Web Scaffolds *** | Support | \$81,456 | | \$81,456 |
| | | REHAB | | | Capital | \$535,773 | | \$535,773 |
| | | 6825 | | | Total | \$617,229 | \$0 | \$617,229 |
| 100 | CTR 0266 | 01411 | SFO | Construct Maintenance Building and Parking Lot | Support | \$0 | | \$0 |
| | | REHAB | | (MC3-Training Center) *** | Capital | \$10,000,000 | | \$10,000,000 |
| | | 6825 | | | Total | \$10,000,000 | \$0 | \$10,000,000 |
| 101 | CTR 0267 | 3Q940 | RSR | Reconstruct sliding plate joints | Support | \$744,282 | | \$744,282 |
| | | REHAB | | upper deck - 31 joints*** | Capital | \$5,517,710 | | \$5,517,710 |
| | | 6814 | | | Total | \$6,261,993 | \$0 | \$6,261,993 |
| 102 | CTR 0268 | 4Q340 | RSR | Richmond-San Rafael Bridge Truss Straightening | Support | \$460,000 | | \$460,000 |
| | | REHAB | | Repair vehicle collision damage Director's Order | Capital | \$1,400,000 | | \$1,400,000 |
| | | 6814 | | | Total | \$1,860,000 | \$0 | \$1,860,000 |
| 103 | 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 |
| 104 | CTR 0272 | TBD | BM | Replace 480V power cable, utility transformers | Support | \$0 | \$800,000 | \$800,000 |
| | | REHAB | | and utility panels (Old Bridge) | Capital | \$0 | | \$0 |
| | | 6812 | | | Total | \$0 | \$800,000 | \$800,000 |
| 105 | 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 |
| 106 | CTR 0277 | TBD | DUM | Air Compressor, Pier 44- Replace | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6827 | | | Total | \$0 | \$0 | \$0 |
| 107 | CTR 0278 | TBD | SMH | Replace Generators | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 6826 | | | Total | \$0 | \$0 | \$0 |
| 108 | CTR 0279 | TBD | VAR | Replace Generators for Dum and RSR | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$0 | | \$0 |
| | | 8629 | | | Total | \$0 | \$0 | \$0 |
| 109 | CTR 0280 | TBD | DUM | Substations Upgrade | Support | \$0 | \$400,000 | \$400,000 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|--|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program Summary | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|---|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | REHAB 6827 | | | Capital | \$0 | | \$0 |
| | | TBD | SMH | Replace Power Cable (480V) | Total | \$0 | \$400,000 | \$400,000 |
| 110 | CTR 0281 | REHAB 6826 | | | Support | \$0 | \$400,000 | \$400,000 |
| | | REHAB 6826 | | | Capital | \$0 | | \$0 |
| | | TBD | VAR | Existing Water Line System, Air compressor and Air lines | Total | \$0 | \$400,000 | \$400,000 |
| 111 | CTR 0282 | REHAB 6828 | | North Bridges | Support | \$0 | | \$0 |
| | | REHAB 6828 | | | Capital | \$0 | | \$0 |
| | | TBD | SFO | Air Compressors at YBI Substation | Total | \$0 | \$0 | \$0 |
| 112 | CTR 0288 | 1AA40 | | Director's Order *** | Support | \$125,438 | | \$125,438 |
| | | REHAB 6825 | | | Capital | \$1,129,813 | | \$1,129,813 |
| | | TBD | SMH | Air Compressors at Bridge and Pier 1- Replace | Total | \$1,255,251 | \$0 | \$1,255,251 |
| 113 | CTR 0289 | REHAB 6826 | | | Support | \$0 | | \$0 |
| | | REHAB 6826 | | | Capital | \$0 | | \$0 |
| | | TBD | SFO | Repair armored joint Assemblies on SFOBB | Total | \$0 | \$0 | \$0 |
| 114 | CTR 0290 | 1AA60 | | Director's Order *** | Support | \$197,122 | | \$197,122 |
| | | REHAB 6825 | | | Capital | \$734,187 | | \$734,187 |
| | | TBD | Var | SMHB Toll Admin Building Repairs and Replace HVAC System at RSR Paint facility *** | Total | \$931,309 | \$0 | \$931,309 |
| 115 | CTR 0291 | 1AC70 | | | Support | \$53,380 | | \$53,380 |
| | | REHAB 8629 | | | Capital | \$31,625 | | \$31,625 |
| | | TBD | RSR | Replace roof at RSR Paint facility *** | Total | \$85,006 | \$0 | \$85,006 |
| 116 | CTR 0292 | 1AA20 | | | Support | \$0 | | \$0 |
| | | REHAB 8629 | | | Capital | \$48,900 | | \$48,900 |
| | | TBD | SFO | Repair burned rest area facility at SFOBB in Oakland | Total | \$48,900 | \$0 | \$48,900 |
| 117 | CTR 0293 | 1AC00 | | Director's Order *** | Support | \$52,853 | | \$52,853 |
| | | REHAB 6825 | | | Capital | \$44,338 | | \$44,338 |
| | | TBD | CAR | Repair burned electrical facilities at Carquinez Bridge Toll Plaza in Solano County | Total | \$97,191 | \$0 | \$97,191 |
| 118 | CTR 0294 | 2AC50 | | Director's Order *** | Support | \$243,534 | | \$243,534 |
| | | REHAB 6813 | | | Capital | \$507,857 | | \$507,857 |
| | | TBD | SFO | SFOBB environmental close out | Total | \$751,391 | \$0 | \$751,391 |
| 119 | CTR 0295 | 01359 | | | Support | \$6,300,000 | | \$6,300,000 |
| | | REHAB 6825 | | | Capital | \$4,200,000 | | \$4,200,000 |
| | | TBD | CAR | Repair burned toll facilities and vista point at Carquinez Bridge Toll Plaza in Solano County | Total | \$10,500,000 | \$0 | \$10,500,000 |
| 120 | CTR 0296 | 2AC10 | | Director's Order *** | Support | \$708,371 | | \$708,371 |
| | | REHAB 6813 | | | Capital | \$4,318,636 | | \$4,318,636 |
| | | TBD | DUM | Pier 31 Dumbarton Seismic Joint | Total | \$5,027,007 | \$0 | \$5,027,007 |
| 121 | CTR 0297 | 1W080 | | | Support | \$175,905 | | \$175,905 |
| | | REHAB 6827 | | | Capital | \$200,289 | | \$200,289 |
| | | TBD | SMH | Replace Booster Pump & Fire Pump Controllers | Total | \$376,193 | \$0 | \$376,193 |
| 122 | CTR 0298 | REHAB 6826 | | | Support | \$0 | | \$0 |
| | | REHAB 6826 | | | Capital | \$0 | | \$0 |
| | | TBD | SFO | Modify SAS Tower Elevator Landings | Total | \$0 | \$0 | \$0 |
| 123 | CTR 0299 | 1W350 | | Director's Order *** | Support | \$51,604 | | \$51,604 |
| | | REHAB 6825 | | | Capital | \$217,988 | | \$217,988 |
| | | TBD | RSR | Repair Car Fire Damage on RSR | Total | \$269,592 | \$0 | \$269,592 |
| 124 | CTR 0300 | 1W340 | | Director's Order *** | Support | \$80,067 | | \$80,067 |
| | | REHAB 6814 | | | Capital | \$86,966 | | \$86,966 |
| | | TBD | SFO | Repair Overlay and Joint | Total | \$167,033 | \$0 | \$167,033 |
| 125 | CTR 0301 | 1W330 | | Director's Order *** | Support | \$105,063 | | \$105,063 |
| | | REHAB 6825 | | | Capital | \$383,811 | | \$383,811 |
| | | TBD | DUM | Dumbarton Bridge Operational Improvements | Total | \$488,874 | \$0 | \$488,874 |
| 126 | CTR 0302 | 2Q280 | | Oversight | Support | \$0 | | \$0 |
| | | REHAB 6827 | | | Capital | \$0 | | \$0 |
| | | TBD | SFO | SFOBB Repair Expansion Joint on lower deck span W2 | Total | \$0 | \$0 | \$0 |
| 127 | CTR 0303 | 1W670 | | Director's Order *** | Support | \$90,642 | | \$90,642 |
| | | REHAB 6825 | | | Capital | \$180,560 | | \$180,560 |
| | | TBD | SFO | SFOBB Rehabilitate Fire Protection System at YBI Tunnel | Total | \$271,202 | \$0 | \$271,202 |
| 128 | CTR 0304 | 1W060 | | Director's Order | Support | \$6,024,150 | | \$6,024,150 |
| | | REHAB 6825 | | | Capital | \$15,430,000 | | \$15,430,000 |
| | | TBD | SFO | SFOBB Replace Finger Joint Support Expansion Shoe Plates | Total | \$21,454,150 | \$0 | \$21,454,150 |
| 129 | CTR 0305 | 1W720 | | Director's Order *** | Support | \$190,416 | | \$190,416 |
| | | REHAB 6825 | | | Capital | \$141,713 | | \$141,713 |
| | | TBD | SMH | SMH Replace Fire Damaged Polyester Concrete Overlay | Total | \$332,129 | \$0 | \$332,129 |
| 130 | CTR 0306 | 1W970 | | Director's Order *** | Support | \$52,133 | | \$52,133 |
| | | REHAB 6826 | | | Capital | \$66,405 | | \$66,405 |
| | | TBD | | | Total | \$118,539 | \$0 | \$118,539 |



BATA Resolution No. 177
 Date: June 26, 2024
 W.I.: 6811-6829, 8000-8956

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

NEW PROJECT

| | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|------------------------------------|----------------------------------|-------------------------|----------------------------------|
| Toll Bridge Rehabilitation Program | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Support | | | |
| Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|----------|-------------|------------------|------------|---|---------|----------------------------------|-------------------------|----------------------------------|
| 131 | CTR 0307 | 2W120 REHAB 6814 | RSR | Richmond-San Rafael Bridge Gusset Plate Strengthening | Support | \$2,800,000 | | \$2,800,000 |
| | | | | | Capital | \$10,300,000 | | \$10,300,000 |
| | | | | | Total | \$13,100,000 | \$0 | \$13,100,000 |
| 132 | CTR 0308 | 2W690 REHAB 6825 | SFO | Repair the fog warning system on the East Span | Support | \$152,000 | | \$152,000 |
| | | | | | Capital | \$333,000 | | \$333,000 |
| | | | | | Total | \$485,000 | \$0 | \$485,000 |
| 133 | CTR 0309 | 1Y690 REHAB 6826 | SMH | Trestle Repairs Ph 2 | Support | \$400,000 | | \$400,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$400,000 | \$0 | \$400,000 |
| 134 | CTR 0310 | TBD REHAB 6825 | SFO | Main Cable Wrap West Span (Ph 2) | Support | \$0 | | \$0 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 |
| 135 | CTR 0311 | TBD REHAB 6814 | RSR | Replace Existing Damper | Support | \$0 | | \$0 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 |
| 136 | CTR 0312 | TBD REHAB 6814 | RSR | Structural Steel Paint, Superstructure and Upper Towers- Rehab | Support | \$0 | | \$0 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 |
| 137 | CTR 0313 | 0W030 REHAB 6814 | RSR | .580 Richmond-San Rafael Bridge Forward CT Oversight Open Road Tolling and HOV Lane | Support | \$896,080 | \$1,900,000 | \$2,796,080 |
| | | | | | Capital | \$0 | \$3,300,000 | \$3,300,000 |
| | | | | | Total | \$896,080 | \$5,200,000 | \$6,096,080 |
| 138 | CTR 0314 | 3W830 REHAB 6825 | SFO | Repair fire damaged polyester concrete overlay and joint seal at the westbound upper deck, Director's Order | Support | \$120,000 | | \$120,000 |
| | | | | | Capital | \$200,000 | | \$200,000 |
| | | | | | Total | \$320,000 | \$0 | \$320,000 |
| 139 | CTR 0315 | 4W010 REHAB 6825 | SFO | Interim repair of the SFOBB West Span fender system, Piers W3, W4, W5, and W6 | Support | \$1,825,000 | | \$1,825,000 |
| | | | | | Capital | \$9,940,000 | | \$9,940,000 |
| | | | | | Total | \$11,765,000 | \$0 | \$11,765,000 |
| 140 | CTR 0316 | OY530 REHAB 6814 | RSR | Director's Order: Fire damage repair on Richmond-San Rafael bridge | Support | \$400,000 | | \$400,000 |
| | | | | | Capital | \$1,019,000 | | \$1,019,000 |
| | | | | | Total | \$1,419,000 | \$0 | \$1,419,000 |
| 141 | CTR 0317 | 92602 REHAB 6828 | ALL | Caltrans Asset Management | Support | \$3,869,000 | | \$3,869,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$3,869,000 | \$0 | \$3,869,000 |
| 142 | CTR 0318 | 4W950 REHAB 6825 | SFO | Director's Order: YBI Electrical Repairs for SFOBB systems | Support | \$1,220,000 | | \$1,220,000 |
| | | | | | Capital | \$4,680,000 | | \$4,680,000 |
| | | | | | Total | \$5,900,000 | \$0 | \$5,900,000 |
| 143 | CTR 0319 | 3G452 REHAB 6812 | BM | Replace Joint Seals (1962) and Expansion Joints Repair, Reconstruct Seismic Jo | Support | \$450,000 | | \$450,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$450,000 | \$0 | \$450,000 |
| 144 | CTR 0320 | 2Y220 REHAB 6814 | RSR | Structural Steel Painting (Tower) 3rd Phase | Support | \$1,000,000 | \$4,000,000 | \$5,000,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$1,000,000 | \$4,000,000 | \$5,000,000 |
| 145 | CTR 0321 | 1X190 REHAB 6813 | CAR | Seismic Transmission Unit (STU) Replacement | Support | \$300,000 | \$300,000 | \$600,000 |
| | | | | | Capital | \$0 | \$600,000 | \$600,000 |
| | | | | | Total | \$300,000 | \$900,000 | \$1,200,000 |
| 146 | CTR 0322 | TBD REHAB 8033 | BM | Modify Existing Garage Fence and Repair Fire Proofing Material | Support | \$500,000 | | \$500,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$500,000 | \$0 | \$500,000 |
| 147 | CTR 0323 | 17Y20 REHAB 6825 | SFOBB | Armor Joint Reconstruction | Support | \$2,000,000 | | \$2,000,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$2,000,000 | \$0 | \$2,000,000 |
| 148 | CTR 0324 | 3W490 REHAB 6825 | SFOBB | Structural Steel Paint (Towers) | Support | \$0 | \$3,000,000 | \$3,000,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$3,000,000 | \$3,000,000 |
| 149 | CTR 0325 | 1Y700 REHAB 6813 | CAR | Al Zampa (CARQ) Bridge Deck Rehabilitation | Support | \$700,000 | \$400,000 | \$1,100,000 |
| | | | | | Capital | \$0 | \$4,000,000 | \$4,000,000 |
| | | | | | Total | \$700,000 | \$4,400,000 | \$5,100,000 |
| 150 | CTR 0326 | 2W520 REHAB 6828 | Var. | ORT support for Northern bridges (ANT, BM, CARQ) Oversight | Support | \$430,000 | \$340,000 | \$770,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$430,000 | \$340,000 | \$770,000 |
| 151 | CTR 0327 | 1Y890 REHAB 6828 | Var. | ORT support for Southern bridges (SMH, DM) Oversight | Support | \$260,000 | \$350,000 | \$610,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$260,000 | \$350,000 | \$610,000 |
| 152 | CTR 0328 | OY450 | SFOBB | ORT support for SFOBB Oversight | Support | \$200,000 | \$100,000 | \$300,000 |
| | | | | | Capital | \$0 | | \$0 |



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

| NEW PROJECT | Toll Bridge Rehabilitation Program Summary | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|-------------|--|--------------|------------------------|----------------------|------------------------|
| | | | Thru 2024 | 2025 | Thru 2025 |
| | | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| | | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------------|------------|---|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | 6825 | | | Total | \$200,000 | \$100,000 | \$300,000 |
| 153 | CTR 0329 | 2Y130 REHAB 6813 | CAR | Director's Order: CARQ Repair fire damaged conduit, paint, and deck overlay | Support | \$405,000 | | \$405,000 |
| | | | | | Capital | \$850,000 | | \$850,000 |
| | | | | | Total | \$1,255,000 | \$0 | \$1,255,000 |
| 154 | CTR 0330 | TBD REHAB 6828 | Var. | USGS Monitoring Station | Support | \$150,000 | | \$150,000 |
| | | | | | Capital | \$150,000 | | \$150,000 |
| | | | | | Total | \$300,000 | \$0 | \$300,000 |
| 155 | CTR 0332 | 3Y410 REHAB 6828 | Var. | Non-Destructive Testing (NDT) of T-1 Steel Connections | Support | \$3,000,000 | | \$3,000,000 |
| | | | | | Capital | \$15,000,000 | | \$15,000,000 |
| | | | | | Total | \$18,000,000 | \$0 | \$18,000,000 |
| 156 | CTR 0333 | 4W480 REHAB 6825 | SFO | West Oakland Link CT Oversight | Support | \$0 | | \$0 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$0 | \$0 |
| 157 | CTR 0334 | 4Y990 REHAB 6814 | RSR | DDO: RSR Repair Lower Level Bridge Deck and Barrier | Support | \$116,000 | | \$116,000 |
| | | | | | Capital | \$388,000 | | \$388,000 |
| | | | | | Total | \$504,000 | \$0 | \$504,000 |
| 158 | CTR 0335 | TBD REHAB 6811 | ANT | Substation Upgrade (2 Locations) | Support | \$0 | \$300,000 | \$300,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$300,000 | \$300,000 |
| 159 | CTR 0336 | TBD REHAB 6813 | CAR | Structural Steel Painting | Support | \$0 | \$4,000,000 | \$4,000,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$4,000,000 | \$4,000,000 |
| 160 | CTR 0337 | TBD REHAB 6814 | RSR | Deck Replacement (PID) | Support | \$0 | \$500,000 | \$500,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$500,000 | \$500,000 |
| 161 | CTR 0338 | TBD REHAB 6813 | CAR | Upgrade radar beacons and connect with SCADA | Support | \$0 | \$300,000 | \$300,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$300,000 | \$300,000 |
| 162 | CTR 0339 | TBD REHAB 6827 | DUM | Replace SCADA communication cable with fiber, upgrade SCADA (software and hardware) | Support | \$0 | \$100,000 | \$100,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$100,000 | \$100,000 |
| 163 | CTR 0340 | TBD REHAB 6826 | SMH | Upgrade SCADA (Software and Hardware) | Support | \$0 | \$100,000 | \$100,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$100,000 | \$100,000 |
| 164 | CTR 0341 | TBD REHAB 6825 | SFO | Air Compressors and Air Line at YBI and Sterling - Replace | Support | \$0 | \$4,400,000 | \$4,400,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$4,400,000 | \$4,400,000 |
| 165 | CTR 0342 | TBD REHAB 6826 | SMH | Air Compressor Replacement | Support | \$0 | \$650,000 | \$650,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$0 | \$650,000 | \$650,000 |
| 166 | CTR 0060 | 91207 REHAB 6828 | Var. | Caltrans Capital Coordination | Support | \$12,668,000 | \$1,000,000 | \$13,668,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$12,668,000 | \$1,000,000 | \$13,668,000 |
| 167 | CTR 0061 | 93030 REHAB 6828 | ALL | Toll Bridge Inspections | Support | \$51,730,000 | \$8,810,000 | \$60,540,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$51,730,000 | \$8,810,000 | \$60,540,000 |
| 168 | CTR 0062 | 93870 REHAB 6828 | ALL | Base Security | Support | \$26,800,000 | \$5,190,000 | \$31,990,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$26,800,000 | \$5,190,000 | \$31,990,000 |
| 169 | CTR 0235 | 92685 REHAB 6828 | Var. | Structural Steel Paint by State Forces | Support | \$77,320,000 | \$19,300,000 | \$96,620,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$77,320,000 | \$19,300,000 | \$96,620,000 |
| 170 | CTR 0069 | 97708 REHAB 6828 | Var. | Caltrans ETC Traffic Operations Support | Support | \$8,950,000 | \$410,000 | \$9,360,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$8,950,000 | \$410,000 | \$9,360,000 |
| 171 | CTR 0269 | TBD REHAB 6828 | Var. | Bridge Facilities Capital Rehab by State forces | Support | \$270,000 | | \$270,000 |
| | | | | | Capital | \$890,000 | | \$890,000 |
| | | | | | Total | \$1,160,000 | \$0 | \$1,160,000 |
| 172 | CTR 0270 | TBD REHAB 6828 | Var. | TBD Paint | Support | \$0 | | \$0 |
| | | | | | Capital | \$32,687,000 | | \$32,687,000 |
| | | | | | Total | \$32,687,000 | \$0 | \$32,687,000 |
| 173 | CTR 0331 | TBD REHAB 6828 | Var. | PID | Support | \$100,000 | | \$100,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$100,000 | \$0 | \$100,000 |
| 174 | CTR Res | CTR Res | Var. | Caltrans Program Contingency | Support | \$1,895,000 | \$9,600,000 | \$11,495,000 |



BATA Resolution No. 177
 Date: June 26, 2024
 W.I.: 6811-6829, 8000-8956

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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|------------------------------------|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|--------------------------------------|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | REHAB 6829 | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$1,895,000 | \$9,600,000 | \$11,495,000 |
| 175 | 880/92 | 2G361 | 880/92 | Landscaping** | Support | \$1,160,000 | | \$1,160,000 |
| | | RM1 | | *** | Capital | \$1,448,000 | | \$1,448,000 |
| | | 8615 | | | Total | \$2,608,000 | \$0 | \$2,608,000 |
| 176 | 880/92 | 2G362 | 880/92 | Landscaping** | Support | \$836,000 | | \$836,000 |
| | | RM1 | | *** | Capital | \$0 | | \$0 |
| | | 8615 | | | Total | \$836,000 | \$0 | \$836,000 |
| 177 | BM | 0060A | BM | Modification to 1962 Bridge** | Support | \$6,211 | | \$6,211 |
| | | RM1 | | *** | Capital | \$0 | | \$0 |
| | | 8210 | | | Total | \$6,211 | \$0 | \$6,211 |
| 178 | BM | 0060C | BM | Replacement Planting** | Support | \$106,252 | | \$106,252 |
| | | RM1 | | *** | Capital | \$418,154 | | \$418,154 |
| | | 8210 | | | Total | \$524,406 | \$0 | \$524,406 |
| 179 | CAR | 0130J | CAR | Site Mitigation 3** | Support | \$150,000 | | \$150,000 |
| | | RM1 | | *** | Capital | \$0 | | \$0 |
| | | 8315 | | | Total | \$150,000 | \$0 | \$150,000 |
| 180 | CAR | 0130K | CAR | Misc Landscaping** | Support | \$4,177 | | \$4,177 |
| | | RM1 | | *** | Capital | \$0 | | \$0 |
| | | 8315 | | | Total | \$4,177 | \$0 | \$4,177 |
| 181 | 880/92 | 01601 | 880/92 | 880/92 Interchange** | Support | \$200,061 | | \$200,061 |
| | | RM1 | | *** | Capital | \$901,502 | | \$901,502 |
| | | 8615 | | | Total | \$1,101,563 | \$0 | \$1,101,563 |
| 182 | SMH | 27790 | SMH | Bay Trail Improvement** | Support | \$0 | | \$0 |
| | | RM1 | | *** | Capital | \$0 | | \$0 |
| | | 8637 | | | Total | \$0 | \$0 | \$0 |
| 183 | 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 |
| 184 | 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 |
| 185 | BR 0003 | 8594 | BATA | SFOBB West Span Pathway Planning | Support | \$7,750,000 | | \$7,750,000 |
| | | REHAB | | (Bay Skyway Phase 2) | Capital | \$10,550,000 | | \$10,550,000 |
| | | | | | Total | \$18,300,000 | \$0 | \$18,300,000 |
| 186 | BR 0004 | 8909 | BATA | Gateway Park | Support | \$1,273,000 | | \$1,273,000 |
| | | REHAB | | | Capital | \$17,101,863 | | \$17,101,863 |
| | | | | | Total | \$18,374,863 | \$0 | \$18,374,863 |
| 187 | BR 0005 | 8913 | BATA | SFOBB Administration Building*** | Support | \$5,000,000 | | \$5,000,000 |
| | | REHAB | | | Capital | \$20,319,200 | | \$20,319,200 |
| | | | | | Total | \$25,319,200 | \$0 | \$25,319,200 |
| 188 | BR 0006 | 8918 | BATA | SFOBB Maintenance Complex | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$531,000 | | \$531,000 |
| | | | | | Total | \$531,000 | \$0 | \$531,000 |
| 189 | BR 0008 | 8921 | BATA | SFOBB FasTrak Lane Conversion*** | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$1,775,000 | | \$1,775,000 |
| | | | | | Total | \$1,775,000 | \$0 | \$1,775,000 |
| 190 | BR 0009 | 8922 | BATA | Metering Lights Upgrade | Support | \$1,000,000 | | \$1,000,000 |
| | | REHAB | | | Capital | \$17,000,000 | | \$17,000,000 |
| | | | | | Total | \$18,000,000 | \$0 | \$18,000,000 |
| 191 | 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 |
| 192 | BR 0011 | 8923 | BATA | Bridge Documentation | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$500,000 | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | \$500,000 |
| 193 | BR 0013 | 8602 | BATA | Hybrid/ETC Lane Modifications*** | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$874,000 | | \$874,000 |
| | | | | | Total | \$874,000 | \$0 | \$874,000 |
| 194 | BR 0014 | 8907 | BATA | Toll Plaza Maintenance Agreement | Support | \$425,000 | \$150,000 | \$575,000 |
| | | REHAB | | | Capital | \$35,908,000 | \$3,700,000 | \$39,608,000 |
| | | | | | Total | \$36,333,000 | \$3,850,000 | \$40,183,000 |
| 195 | BR 0016 | 8631 | BATA | Callboxes*** | Support | \$0 | | \$0 |
| | | REHAB | | | Capital | \$2,344,000 | | \$2,344,000 |
| | | | | | Total | \$2,344,000 | \$0 | \$2,344,000 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|--|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program Summary | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|---------------|------------|---|--------------|----------------------|---------------------|----------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| 196 | BR 0017 | 8900 REHAB | BATA | 2003 CSC Procurement | Support | \$1,679,000 | | \$1,679,000 |
| | | | | | Capital | \$10,679,000 | | \$10,679,000 |
| | | | | | Total | \$12,358,000 | \$0 | \$12,358,000 |
| 197 | BR 0018 | 8901 REHAB | BATA | Ongoing Toll Tag Procurement | Support | \$0 | | \$0 |
| | | | | | Capital | \$117,899,532 | | \$117,899,532 |
| | | | | | Total | \$117,899,532 | \$0 | \$117,899,532 |
| 198 | BR 0019 | 8902 REHAB | BATA | 2012 CSC Procurement | Support | \$0 | | \$0 |
| | | | | | Capital | \$25,850,000 | \$1,763,984 | \$27,613,984 |
| | | | | | Total | \$25,850,000 | \$1,763,984 | \$27,613,984 |
| 199 | BR 0020 | 8903 REHAB | BATA | Future Lane/Host Upgrades and Replacement (ATCAS) | Support | \$0 | | \$0 |
| | | | | | Capital | \$38,395,000 | \$4,000,000 | \$42,395,000 |
| | | | | | Total | \$38,395,000 | \$4,000,000 | \$42,395,000 |
| 200 | BR 0021 | 8904 REHAB | BATA | FasTrak Sign and Sign Structure Improvements (Strategic Plan) | Support | \$1,000,000 | | \$1,000,000 |
| | | | | | Capital | \$28,510,130 | | \$28,510,130 |
| | | | | | Total | \$29,510,130 | \$0 | \$29,510,130 |
| 201 | BR 0022 | 8905 REHAB | BATA | Misc Bridge Improvements | Support | \$400,000 | | \$400,000 |
| | | | | | Capital | \$37,953,741 | | \$37,953,741 |
| | | | | | Total | \$38,353,741 | \$0 | \$38,353,741 |
| 202 | BR 0023 | 8908 REHAB | BATA | BATA Technology Infrastructure (HW, SW, NETWORK) | Support | \$0 | | \$0 |
| | | | | | Capital | \$5,835,000 | | \$5,835,000 |
| | | | | | Total | \$5,835,000 | \$0 | \$5,835,000 |
| 203 | BR 0025 | 8912 REHAB | BATA | Tag Inventory Conversion (Upgrade Technology)*** | Support | \$200,000 | | \$200,000 |
| | | | | | Capital | \$1,736,500 | | \$1,736,500 |
| | | | | | Total | \$1,936,500 | \$0 | \$1,936,500 |
| 204 | BR 0026 | 8914 REHAB | BATA | Violation Enforcement System*** | Support | \$0 | | \$0 |
| | | | | | Capital | \$7,842,000 | | \$7,842,000 |
| | | | | | Total | \$7,842,000 | \$0 | \$7,842,000 |
| 205 | BR 0027 | 8916 REHAB | BATA | Bay Crossing Study*** | Support | \$540,000 | | \$540,000 |
| | | | | | Capital | \$0 | | \$0 |
| | | | | | Total | \$540,000 | \$0 | \$540,000 |
| 206 | BR 0028 | 8917 REHAB | BATA | BATA Technology Security | Support | \$0 | | \$0 |
| | | | | | Capital | \$4,583,333 | | \$4,583,333 |
| | | | | | Total | \$4,583,333 | \$0 | \$4,583,333 |
| 207 | BR 0029 | 8926 REHAB | BATA | Bridge Modeling and Investigations | Support | \$2,000,000 | | \$2,000,000 |
| | | | | | Capital | \$3,151,198 | | \$3,151,198 |
| | | | | | Total | \$5,151,198 | \$0 | \$5,151,198 |
| 208 | BR 0030 | 8000-16 REHAB | BATA | Program Monitoring | Support | \$0 | | \$0 |
| | | | | | Capital | \$49,994,709 | \$400,000 | \$50,394,709 |
| | | | | | Total | \$49,994,709 | \$400,000 | \$50,394,709 |
| 209 | BR 0031 | 8000-05 REHAB | BATA | Capital Program Audits | Support | \$0 | | \$0 |
| | | | | | Capital | \$9,600,000 | \$400,000 | \$10,000,000 |
| | | | | | Total | \$9,600,000 | \$400,000 | \$10,000,000 |
| 210 | BR 0034 | 8924 REHAB | BATA | Antioch Bridge CCTA 160/4 Interchange | Support | \$0 | | \$0 |
| | | | | | Capital | \$50,000,000 | | \$50,000,000 |
| | | | | | Total | \$50,000,000 | \$0 | \$50,000,000 |
| 211 | BR 0035 | 8930 REHAB | BATA | Richmond-San Rafael Bridge I-580 Access Improvements | Support | \$1,494,000 | \$100,000 | \$1,594,000 |
| | | | | | Capital | \$86,609,000 | \$2,000,000 | \$88,609,000 |
| | | | | | Total | \$88,103,000 | \$2,100,000 | \$90,203,000 |
| 212 | BR 0038 | 8937 REHAB | BATA | 2020 CSC Procurement | Support | \$0 | | \$0 |
| | | | | | Capital | \$44,000,000 | | \$44,000,000 |
| | | | | | Total | \$44,000,000 | \$0 | \$44,000,000 |
| 213 | BR 0039 | 8933 REHAB | BATA | Plan Bay Area TMS | Support | \$0 | | \$0 |
| | | | | | Capital | \$9,000,000 | | \$9,000,000 |
| | | | | | Total | \$9,000,000 | \$0 | \$9,000,000 |
| 214 | BR 0040 | 8012 REHAB | BATA | Open Road Tolling (ORT) | Support | \$0 | | \$0 |
| | | | | | Capital | \$51,273,000 | \$11,793,000 | \$63,066,000 |
| | | | | | Total | \$51,273,000 | \$11,793,000 | \$63,066,000 |
| 215 | BR 0043 | 8936 REHAB | BATA | Backhaul Connection Infrastructure | Support | \$0 | | \$0 |
| | | | | | Capital | \$1,000,000 | | \$1,000,000 |
| | | | | | Total | \$1,000,000 | \$0 | \$1,000,000 |
| 216 | BR 0044 | 8540 REHAB | BATA | Regional Transportation Sea Level Rise Asset | Support | \$0 | | \$0 |
| | | | | | Capital | \$2,000,000 | | \$2,000,000 |
| | | | | | Total | \$2,000,000 | \$0 | \$2,000,000 |
| 217 | BR 0045 | 8530 REHAB | BATA | Drainage studies for the Bridges | Support | \$0 | | \$0 |
| | | | | | Capital | \$500,000 | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | \$500,000 |



BATA Resolution No. 177
 Date: June 26, 2024
 W.I.: 6811-6829, 8000-8956

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

NEW PROJECT

| | Life-to-Date Budget Thru 2024 | Proposed Budget 2025 | Life-to-Date Budget Thru 2025 |
|------------------------------------|----------------------------------|-------------------------|----------------------------------|
| Toll Bridge Rehabilitation Program | Support \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description Status | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|---|---------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |
| | | | | | Total | \$500,000 | \$0 | \$500,000 |
| 218 | BR 0046 | 8528 REHAB | BATA | Bay Lights Maintenance | Support | \$0 | | \$0 |
| | | | | | Capital | \$3,411,000 | | \$3,411,000 |
| | | | | | Total | \$3,411,000 | \$0 | \$3,411,000 |
| 219 | BR 0047 | 8938 REHAB | BATA | Misc East Span Project Improvements | Support | \$0 | | \$0 |
| | | | | | Capital | \$9,600,854 | | \$9,600,854 |
| | | | | | Total | \$9,600,854 | \$0 | \$9,600,854 |
| 220 | BR 0048 | 8939 REHAB | BATA | Asset Management | Support | \$0 | | \$0 |
| | | | | | Capital | \$8,932,976 | | \$8,932,976 |
| | | | | | Total | \$8,932,976 | \$0 | \$8,932,976 |
| 221 | BR 0049 | 8941 REHAB | BATA | CHP - COZEEP/MAZEPP | Support | \$200,000 | | \$200,000 |
| | | | | | Capital | \$1,006,000 | | \$1,006,000 |
| | | | | | Total | \$1,206,000 | \$0 | \$1,206,000 |
| 222 | BR 0050 | 8940 REHAB | BATA | HOV Lane Enforcement Vehicle Occupancy | Support | \$2,600,000 | | \$2,600,000 |
| | | | | | Capital | \$4,000,000 | | \$4,000,000 |
| | | | | | Total | \$6,600,000 | \$0 | \$6,600,000 |
| 223 | BR 0051 | 8942 REHAB | BATA | Bridge Yard Capital Improvements | Support | \$0 | | \$0 |
| | | | | | Capital | \$500,000 | | \$500,000 |
| | | | | | Total | \$500,000 | \$0 | \$500,000 |
| 224 | BR 0052 | 8943 REHAB | BATA | Link: Bike/Ped Access to East Span of SFOBB | Support | \$0 | | \$0 |
| | | | | | Capital | \$1,850,000 | \$400,000 | \$2,250,000 |
| | | | | | Total | \$1,850,000 | \$400,000 | \$2,250,000 |
| 225 | BR 0053 | 8944 REHAB | BATA | Dumbarton Bridge Operational Improvement | Support | \$0 | | \$0 |
| | | | | | Capital | \$17,000,000 | \$1,700,000 | \$18,700,000 |
| | | | | | Total | \$17,000,000 | \$1,700,000 | \$18,700,000 |
| 226 | BR 0054 | 8945 REHAB | BATA | Next Gen Clipper (C2) System | Support | \$0 | | \$0 |
| | | | | | Capital | \$9,600,000 | | \$9,600,000 |
| | | | | | Total | \$9,600,000 | \$0 | \$9,600,000 |
| 227 | BR 0055 | 8946 REHAB | BATA | I-680/I-80/SR-12 Interchange Package 2A | Support | \$0 | | \$0 |
| | | | | | Capital | \$14,300,000 | | \$14,300,000 |
| | | | | | Total | \$14,300,000 | \$0 | \$14,300,000 |
| 228 | BR 0056 | 8947 REHAB | BATA | New BATA Bridge Evaluation and Due Diligence SR-37 | Support | \$0 | | \$0 |
| | | | | | Capital | \$9,000,000 | | \$9,000,000 |
| | | | | | Total | \$9,000,000 | \$0 | \$9,000,000 |
| 229 | BR 0057 | 8948 REHAB | BATA | I-580 Richmond-San Rafael Bridge Forward Open Road Tolling and HOV Lane | Support | \$3,930,000 | | \$3,930,000 |
| | | | | | Capital | \$19,841,920 | | \$19,841,920 |
| | | | | | Total | \$23,771,920 | \$0 | \$23,771,920 |
| 230 | BR 0058 | 8949 REHAB | BATA | Regional Transportation Commute Challenge Carryover from FY19-20 | Support | \$0 | | \$0 |
| | | | | | Capital | \$2,000,500 | | \$2,000,500 |
| | | | | | Total | \$2,000,500 | \$0 | \$2,000,500 |
| 231 | BR 0059 | 8950 REHAB | BATA | Link: Bike/Ped Access to East Span of SFOBB Design and Construction | Support | \$4,913,000 | \$4,687,000 | \$9,600,000 |
| | | | | | Capital | \$3,000,000 | \$4,613,000 | \$7,613,000 |
| | | | | | Total | \$7,913,000 | \$9,300,000 | \$17,213,000 |
| 232 | BR 0060 | 8951 REHAB | BATA | SFOBB ORT Civil Design | Support | \$3,177,000 | | \$3,177,000 |
| | | | | | Capital | \$3,477,000 | | \$3,477,000 |
| | | | | | Total | \$6,654,000 | \$0 | \$6,654,000 |
| 233 | BR 0061 | 8954 REHAB | BATA | Bay Bridge Forwards | Support | \$0 | | \$0 |
| | | | | | Capital | \$5,000,000 | | \$5,000,000 |
| | | | | | Total | \$5,000,000 | \$0 | \$5,000,000 |
| 234 | BR 0062 | 8952 REHAB | BATA | Bay Skyway - CCO to YBI | Support | \$0 | | \$0 |
| | | | | | Capital | \$2,700,000 | | \$2,700,000 |
| | | | | | Total | \$2,700,000 | \$0 | \$2,700,000 |
| 235 | BR 0063 | 8953 REHAB | BATA | Richmond-San Rafael Bridge Shared Use Path Gap Closure | Support | \$1,350,000 | | \$1,350,000 |
| | | | | | Capital | \$5,102,000 | | \$5,102,000 |
| | | | | | Total | \$6,452,000 | \$0 | \$6,452,000 |
| 236 | BR 0064 | 8955 REHAB | BATA | Misc Toll Plaza Improvements | Support | \$0 | | \$0 |
| | | | | | Capital | \$1,000,000 | | \$1,000,000 |
| | | | | | Total | \$1,000,000 | \$0 | \$1,000,000 |
| 237 | BR 0065 | 8956 REHAB | BATA | Seismic and Code Changes | Support | \$0 | | \$0 |
| | | | | | Capital | \$1,000,000 | | \$1,000,000 |
| | | | | | Total | \$1,000,000 | \$0 | \$1,000,000 |
| 238 | BR Res | 8928 REHAB | BATA | BATA Program Contingency RM1 and Seismic Closeout | Support | \$0 | | \$0 |
| | | | | | Capital | \$18,768,759 | \$16,000,000 | \$34,768,759 |
| | | | | | Total | \$18,768,759 | \$16,000,000 | \$34,768,759 |



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

NEW PROJECT

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|------------------------------------|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |

| Line No. | Project No. | EA Program | Bridge CCA | Description | Status | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|------------|------------|-------------|--------|---------------------|-----------------|---------------------|
| | | | | | | Thru 2024 | 2025 | Thru 2025 |

*Caltrans Capital includes capital outlay construction and right-of-way.
 **Previous expenses covered in RM1 Program.
 *** Project closed to expenditure reimbursement June 30, 2024 or earlier.

| | | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|------------------------------------|--------------|------------------------|----------------------|------------------------|
| | | Thru 2024 after Q3 Adj | 2025 | Thru 2025 |
| Toll Bridge Rehabilitation Program | Support | \$462,688,864 | \$76,787,000 | \$539,475,864 |
| Summary | Capital | \$1,590,566,654 | \$55,171,162 | \$1,645,737,816 |
| | Total | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |
| Caltrans Rehabilitation Program | Support | \$416,852,864 | \$71,850,000 | \$488,702,864 |
| Summary | Capital | \$746,735,438 | \$8,401,178 | \$755,136,616 |
| | Total | \$1,163,588,302 | \$80,251,178 | \$1,243,839,480 |
| BATA Rehabilitation Program | Support | \$45,836,000 | \$4,937,000 | \$50,773,000 |
| Summary | Capital | \$843,831,215 | \$46,769,984 | \$890,601,199 |
| | Total | \$889,667,216 | \$51,706,984 | \$941,374,200 |

| Funding Agreements | | | | |
|---|---------|--------------------|------------|--------------------|
| Funding | Program | Thru 2024 | 2025 | Thru 2025 |
| Alameda County Transportation Commission - Measure B | 8950 | \$3,000,000 | \$0 | \$3,000,000 |
| Active Transportation Program - Cycle 5 (Transfer from MTC) | 8953 | \$4,302,000 | \$0 | \$4,302,000 |
| Total | | \$7,302,000 | \$0 | \$7,302,000 |



**Attachment C-2
 Bay Area Toll Authority
 Rehabilitation Program Budget By Program**

| Line No. | Project No. | Project Title | Life-to-Date Budget | Proposed Budget | Life-to-Date Budget |
|----------|-------------|--|------------------------|----------------------|------------------------|
| | | | Thru 2024 | 2025 | Thru 2025 |
| 1 | 6811 | Antioch Bridge Rehab | \$70,000 | \$300,000 | \$370,000 |
| 2 | 6812 | Benicia-Martinez Bridge Rehab | 5,420,549 | 1,000,000 | 6,420,549 |
| 3 | 6813 | Carquinez Bridge Rehab | 42,689,386 | 9,600,000 | 52,289,386 |
| 4 | 6814 | Richmond-San Rafael Bridge Rehab | 160,147,122 | 10,700,000 | 170,847,122 |
| 5 | 6825 | San Francisco-Oakland Bay Bridge Rehab | 376,484,434 | 12,000,000 | 388,484,434 |
| 6 | 6826 | San Mateo-Hayward Bridge Rehab | 179,093,504 | 1,151,178 | 180,244,682 |
| 7 | 6827 | Dumbarton Bridge Rehab | 5,168,396 | 500,000 | 5,668,396 |
| 8 | 6828 | All Bridges Rehab | 266,461,824 | 35,400,000 | 301,861,824 |
| 9 | 6829 | Caltrans Reserve | 1,895,000 | 9,600,000 | 11,495,000 |
| 10 | 8030 | Completed/Defunded/Transferred Projects | 117,302,329 | 0 | 117,302,329 |
| 11 | 8033 | Minor Toll Plaza Rehab Projects | 3,332,836 | 0 | 3,332,836 |
| 12 | 8210 | New Benicia Bridge * | 530,617 | 0 | 530,617 |
| 13 | 8315 | Site Mitigation & Landscaping | 154,177 | 0 | 154,177 |
| 14 | 8615 | I-880/SR-92 Landscaping** | 4,545,563 | 0 | 4,545,563 |
| 15 | 8629 | Minor Bridge Rehab Projects | 292,566 | 0 | 292,566 |
| | | TOTAL CALTRANS REHAB BUDGET | \$1,163,588,302 | \$80,251,178 | \$1,243,839,480 |
| 16 | 8012 | Open Road Tolling (ORT) | 51,273,000 | 11,793,000 | 63,066,000 |
| 17 | 8528 | Bay Lights Maintenance | 3,411,000 | 0 | 3,411,000 |
| 18 | 8530 | Drainage Studies for the Bridge | 500,000 | 0 | 500,000 |
| 19 | 8531 | Benicia New Toll Plaza ORT | 4,153,000 | 0 | 4,153,000 |
| 20 | 8539 | SFOBB Eyebarr Repair Review | 2,914,000 | 0 | 2,914,000 |
| 21 | 8540 | Regional Transportation Sea Level Rise Asset | 2,000,000 | 0 | 2,000,000 |
| 22 | 8594 | SFOBB West Span Pathway PSR | 18,300,000 | 0 | 18,300,000 |
| 23 | 8602 | Hybrid/ETC Lane Modifications | 874,000 | 0 | 874,000 |
| 24 | 8631 | Procure New Callboxes | 2,344,000 | 0 | 2,344,000 |
| 25 | 8900 | 2003 CSC Procurement | 12,358,000 | 0 | 12,358,000 |
| 26 | 8901 | ETC Transponder Procurement | 117,899,532 | 0 | 117,899,532 |
| 27 | 8902 | 2012 CSC Procurement | 25,850,000 | 1,763,984 | 27,613,984 |
| 28 | 8903 | ATCAS Lane Host Upgrades | 38,395,000 | 4,000,000 | 42,395,000 |
| 29 | 8904 | Fastrak Sign & Sign Structure Improvements | 29,510,130 | 0 | 29,510,130 |
| 30 | 8905 | Misc. Bridge Improvements | 38,353,741 | 0 | 38,353,741 |
| 31 | 8907 | Toll Plaza Capital Improvements | 36,333,000 | 3,850,000 | 40,183,000 |
| 32 | 8908 | Enterprise Computing HW/SW | 5,835,000 | 0 | 5,835,000 |
| 33 | 8909 | Gateway Park Planning | 18,374,863 | 0 | 18,374,863 |
| 34 | 8912 | ETC Transponder Tag Swap | 1,936,500 | 0 | 1,936,500 |
| 35 | 8913 | SFOBB Administration Building | 25,319,200 | 0 | 25,319,200 |
| 36 | 8914 | Violation Enforcement System Upgrade | 7,842,000 | 0 | 7,842,000 |
| 37 | 8916 | Bay Crossing Study | 540,000 | 0 | 540,000 |
| 38 | 8917 | IT Security Procedures & Policies | 4,583,333 | 0 | 4,583,333 |
| 39 | 8918 | Maintenance Complex | 531,000 | 0 | 531,000 |
| 40 | 8920 | Plaza and Canopy Improvements | 9,263,000 | 0 | 9,263,000 |
| 41 | 8921 | SFOBB Lane 17 & 18 Lane Reconfiguration | 1,775,000 | 0 | 1,775,000 |
| 42 | 8922 | Metering Lights Replacement | 18,000,000 | 0 | 18,000,000 |
| 43 | 8923 | Bridge Records Recodation and Storage | 500,000 | 0 | 500,000 |
| 44 | 8924 | Antioch Bridge Approach | 50,000,000 | 0 | 50,000,000 |
| 45 | 8926 | Bridge Modeling & Investigations | 5,151,198 | 0 | 5,151,198 |
| 46 | 8928 | BATA Program Contingency | 18,768,759 | 16,000,000 | 34,768,759 |
| 47 | 8930 | Richmond-San Rafael Bridge Rehab | 88,103,000 | 2,100,000 | 90,203,000 |
| 48 | 8933 | Plan Bay Area TMS | 9,000,000 | 0 | 9,000,000 |
| 49 | 8936 | Backhaul Connection Infrastructure | 1,000,000 | 0 | 1,000,000 |
| 50 | 8937 | Future CSC Procurement | 44,000,000 | 0 | 44,000,000 |
| 51 | 8938 | Misc. East Span Project Improvements | 9,600,854 | 0 | 9,600,854 |
| 52 | 8939 | Asset Management | 8,932,976 | 0 | 8,932,976 |
| 53 | 8940 | HOV Lane Enforcement | 6,600,000 | 0 | 6,600,000 |
| 54 | 8941 | CHP - COZEEP/MAZEEP | 1,206,000 | 0 | 1,206,000 |
| 55 | 8942 | Bridge Yard Capital Improvements | 500,000 | 0 | 500,000 |
| 56 | 8943 | Bike/Ped Access to East Span of SFOBB | 1,850,000 | 400,000 | 2,250,000 |
| 57 | 8944 | Dumbarton Approach and Transit Strategies | 17,000,000 | 1,700,000 | 18,700,000 |
| 58 | 8945 | Next Gen Clipper (C2) System | 9,600,000 | 0 | 9,600,000 |
| 59 | 8946 | I-680/I-80/ISR-12 Interchange | 14,300,000 | 0 | 14,300,000 |
| 60 | 8947 | SR-37 Evaluation | 9,000,000 | 0 | 9,000,000 |
| 61 | 8948 | RSR Bridge Forward - | 23,771,920 | 0 | 23,771,920 |
| 62 | 8949 | Regional Transportation Commute Challenge | 2,000,500 | 0 | 2,000,500 |
| 63 | 8950 | Link: Bike/Ped Access to East Span of SFOBB Design | 7,913,000 | 9,300,000 | 17,213,000 |
| 64 | 8951 | SFOBB ORT Civil Design | 6,654,000 | 0 | 6,654,000 |
| 65 | 8954 | Bay Bridge Forwards | 5,000,000 | 0 | 5,000,000 |
| 66 | 8952 | Bay Skyway - CCO to YBI | 2,700,000 | 0 | 2,700,000 |
| 67 | 8953 | Richmond-San Rafael Bridge Shared Use Path Gap Closure | 6,452,000 | 0 | 6,452,000 |
| 68 | 8000-05 | Capital Program Audit | 9,600,000 | 400,000 | 10,000,000 |
| 69 | 8000-16 | SRA/RM1 Program Monitoring | 49,994,709 | 400,000 | 50,394,709 |
| 70 | 8955 | Misc Toll Plaza Improvements | 1,000,000 | 0 | 1,000,000 |
| 71 | 8956 | Seismic and Code Changes | 1,000,000 | 0 | 1,000,000 |
| | | TOTAL BATA REHAB BUDGET | \$889,667,216 | \$51,706,984 | \$941,374,200 |
| | | TOTAL REHAB BUDGET | \$2,053,255,518 | \$131,958,162 | \$2,185,213,680 |



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) | Actuals thru March 2024 | Toll Funding |
|--------------------------------------|--|--|-------------------------|------------------------|
| 1 | BART/Muni Connection at Embarcadero and Civic Center Stations | BART | \$586,000 | \$3,000,000 |
| 2 | SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility | SF MTA | 30,000,000 | 30,000,000 |
| 3 | SF MUNI Historic Streetcars Rehabilitation | SF MTA | 10,000,000 | 10,000,000 |
| 4 | Dumbarton Commuter Rail | San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC) | 8,932,000 | 8,932,000 |
| 5 | Vallejo Station | City of Vallejo | 25,484,000 | 26,000,000 |
| 6 | Solano County Express Bus Intermodal Facilities | Solano Transportation Authority | 12,251,000 | 12,251,000 |
| 7 | I-80 / I-680 / SR 12 Interchange | Solano Transportation Authority | 99,669,000 | 100,000,000 |
| 8 | I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge | Caltrans | 37,175,000 | 37,175,000 |
| 9 | Richmond Parkway Park & Ride | Solano Transportation Authority | 1,452,000 | 3,850,000 |
| 10 | SMART Extension to Larkspur or San Quentin | Sonoma Marin Area Rail Transit District (SMART) | 56,500,000 | 56,500,000 |
| 11 | U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements | Transportation Authority of Marin | 43,500,000 | 43,500,000 |
| 12 | Direct HOV Lane Connector from I-680 to Pleasant Hill BART | Contra Costa Transportation Authority | 20,107,000 | 20,425,000 |
| 13 | E-BART | Contra Costa Transportation Authority and BART | 95,792,000 | 96,000,000 |
| 14 | Capital Corridor Station and Track Improvements in Solano County | Capital Corridor JPA / STA | 35,950,000 | 35,950,000 |
| 15 | Central Contra Costa BART Crossover | BART | 25,000,000 | 25,000,000 |
| 16 | Benicia-Martinez Bridge: New Span | Bay Area Toll Authority | 50,000,000 | 50,000,000 |
| 17 | Express Bus North | Competitive | 18,798,000 | 18,798,000 |
| 18 | Clipper | Metropolitan Transportation Commission | 34,433,000 | 35,000,000 |
| 19 | Real Time Transit | Metropolitan Transportation Commission | 19,743,000 | 20,000,000 |
| 20 | Safe Routes to Transit | East Bay Bicycle Coalition / Transform | 22,403,000 | 22,500,000 |
| 21 | BART Tube Seismic Retrofit | BART | 33,801,000 | 33,801,000 |
| 22 | Transbay Terminal/Downtown Caltrain Extension | Transbay Joint Powers Authority | 149,995,000 | 150,000,000 |
| 23 | Oakland Airport Connector | Port of Oakland and BART | 115,199,000 | 115,199,000 |
| 24 | AC Transit Enhanced Bus | AC Transit | 77,760,000 | 77,760,000 |
| 25 | Commute Ferry Service for Alameda/Oakland/Harbor Bay | Water Transit Authority | 12,000,000 | 12,000,000 |
| 26 | Commute Ferry Service for Berkeley/Albany | Water Transit Authority | 12,000,000 | 12,000,000 |
| 27 | Commute Ferry Service for South San Francisco | Water Transit Authority | 11,998,000 | 12,000,000 |
| 28 | Water Transit Facility Improvements | Water Transit Authority | 48,000,000 | 48,000,000 |
| 29 | Express Bus South | AC Transit and Alameda County Transportation Commission (ACTC) | 40,816,000 | 55,158,000 |
| 30 | I-880 North Safety Improvements | Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans | 12,299,000 | 12,300,000 |
| 31 | BART Warm Springs Extension | BART | 182,904,000 | 186,000,000 |
| 32 | I-580 (Tri Valley) Rapid Transit Corridor Improvements | Alameda County Transportation Commission (ACTC) | 53,691,000 | 65,000,000 |
| 33 | San Francisco Bay Area Rail Study | BART | 6,062,000 | 6,062,000 |
| 34 | Integrated Fare Structure Program | TransLink® Consortium | 1,447,000 | 1,500,000 |
| 35 | Transit Commute Benefits Promotion | Metropolitan Transportation Commission | 4,285,000 | 5,438,000 |
| 36 | Caldecott Tunnel Improvements - Fourth Bore | Contra Costa Transportation Authority | 45,074,000 | 45,075,000 |
| 37 | BART Transit Capital Rehabilitation | BART | 64,000,000 | 64,000,000 |
| 38 | Regional Express Lane Network | MTC | 1,396,000 | 4,825,000 |
| 39 | Modifications in I-80 and San Pablo | Contra Costa Transportation Authority | 8,000,000 | 8,000,000 |
| 40 | Caltrain Electrification | Caltrain | 19,991,000 | 20,000,000 |
| TOTAL | | | \$1,548,493,000 | \$1,588,999,000 |

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



Attachment E
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

| Project No. | Project Title | Project Sponsor(s) | Actuals thru March 2024 | Toll Funding |
|--------------|--|--|----------------------------|----------------------|
| 1 | South Access to the Golden Gate Bridge - Doyle Drive Replacement Project | SFCTA, MTC, CT, GGBTHD | \$80,000,000 | \$80,000,000 |
| 2 | E BART | BART, MTC | 111,003,000 | 111,500,000 |
| 3 | Transbay Terminal/Downtown Extension Phase 1 | TJPA, MTC | 150,000,000 | 150,000,000 |
| 4 | Tri-Valley Transit Access Improvements to BART | San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC) | 39,143,000 | 95,000,000 |
| 5 | I-80/I-680 Interchange | STA, MTC | 99,928,000 | 100,000,000 |
| 6 | Fairfield/Vacaville Train Station | STA, MTC | 9,000,000 | 9,000,000 |
| 7 | BART to Warm Springs | BART, MTC | 5,000,000 | 5,000,000 |
| 8 | Regional Express Lanes Network | MTC | 2,800,000 | 2,800,000 |
| 9 | VTA Mission/Warren/Truck Rail Facility | VTA | 5,811,000 | 6,500,000 |
| 10 | Other Corridor Improvements | MTC | 10,150,000 | 10,200,000 |
| TOTAL | | | \$512,835,000 | \$570,000,000 |



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

| Project Number | Project Title | Actuals thru March 2024 | Toll Funding |
|----------------|--|-------------------------|------------------------|
| 1 | BART Expansion Cars | \$ - | \$ 500,000,000 |
| 2 | Bay Area Corridor Express Lanes | 29,534,771 | 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 | 4,307,653 | 210,000,000 |
| 20 | Highway 101-Marin/Sonoma Narrows | 20,672,953 | 120,000,000 |
| 21 | Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project | 1,548,408 | 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 | 25,000,000 | 100,000,000 |
| 27 | State Route 29 | 11,194,276 | 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 | 7,373,992 | 15,000,000 |
| 35 | Interstate 680 Transit Improvements | - | 10,000,000 |
| | TOTAL | \$99,632,052 | \$4,450,000,000 |



BATA Resolution No. 177

Date: June 26, 2024

W.I.: 1251-1258

Attachment G

Fund Reserve Designations

(effective June 30, 2024)

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* | \$ 260 million |
| - Rehabilitation Reserve (2 years @ \$132 million) | \$ 264 million |
| - Emergency reserve (Co-op) | \$ 50 million |
| - Variable Rate Risk Reserve | \$ 280 million |
| - Project/Self Insurance Reserve (SIR) | \$ 280 million |

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

* Combination shall be at least 2x the adopted operating budget for toll bridge operations and maintenance