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Memorandum

TO: BATA Oversight Committee

DATE: May 2, 2012

FR: Executive Director

W. I. 1251/1254

RE: Draft FY 2012-13 Toll Bridge Program Operating and Capital Budget

This memorandum presents a status update on the FY 2011-12 BATA Toll Bridge Operating budget and an overview of the draft FY 2012-13 BATA Toll Bridge Operating and Capital Budgets. The FY 2012-13 budget will be presented to the full Authority for adoption in June.

A. FY 2011-12 Update

FY 2011-12 Revenues

As shown in Table 1, for the first 9 months of FY 2011-12, total paid traffic is up about 1% over FY 2010-11. There is a continued decrease in the number of reduced fare carpool vehicles of about 440,000 vehicles while full fare toll paying vehicles have increased by 1,250,000 vehicles.

Table 1 – Toll Traffic – Comparison of 9 Months of FY 2010-11 and FY 2011-12

	FY 2010-11	FY 2011-12	Change
Full Fare Toll Paying Vehicles	84,797,382	86,052,993	+1,255,611
Reduced Fare Carpool Vehicles	4,499,266	4,058,982	-440,284
Total Vehicles	89,296,648	90,111,975	+815,327

As shown in Table 2, total toll revenue through the third quarter of FY 2011-12 (through March 2012) is about \$465 million, which is 0.2 percent more than the revised estimate for FY 2011-12.

Table 2 – Toll Revenues – Comparison of 9 Months of FY 2011-12

	FY 2011-12 Revised Estimate	FY 2011-12 Actual	Percent Change
Full Fare Toll Paying Vehicles	\$454,245,000	\$455,306,708	.2%
Reduced Fare Carpool Vehicles	\$10,242,375	\$10,147,455	-.1%
Total Revenue	\$464,487,375	\$465,454,163	.2%

FY 2011-12 Expenses

Staff projects that overall operating expenses for the current 2011-12 fiscal year will be within the approved budget. While we project a slight increase in toll operations expenses, we also project that lower estimated maintenance expenses will offset the increase. Toll collection costs increased due to increased benefit costs for Caltrans staff as well as additional toll staffing hours for operational changes at the toll plazas and the implementation of the new toll collection system (ATCAS II). Increases for electronic toll collection are the result of increases in FasTrak[®] accounts and increased

maintenance expenses for in-lane toll collection equipment (scheduled to be replaced with ATCAS II).

B. FY 2012-13 Draft Operating Budget

Attachment 1 includes in line item detail the draft FY 2012-13 operating budget as compared to the current adopted FY 2011-12 operating budget.

Toll Bridge Revenue (Line 1)

The toll revenue estimate for FY 2012-13 (line 1) is projected to increase by approximately 5% over the FY 2011-12 budget. The increase is based on traffic volumes along with the second planned toll increase for multi-axle (more than 2-axles) vehicles scheduled for implementation on July 1, 2012. The revisions to the Toll Schedule (BATA Resolution No. 90) for the state-owned bridges, adopted in January 2010, included a phased implementation of a toll increase for multi-axle vehicles, as shown in Table 3 below.

Table 3 - Multi-axle (greater than 2) Vehicle Toll Rates for FY 2011-12 and FY 2012-13

Axes	Current Toll	Toll Effective: July 1, 2011	Toll Effective: July 1, 2012
3	\$6.00	\$10.50	\$15.00
4	\$8.25	\$14.00	\$20.00
5	\$11.25	\$18.00	\$25.00
6	\$12.00	\$21.00	\$30.00
7+	\$13.50	\$24.25	\$35.00

Phasing the increase in the toll rates for multi-axle vehicles was implemented to delay the full increase on the commercial trucking industry to allow the trucking companies time to revise contracts and pass through costs. For FY 2012-13, staff is proposing total toll revenue of \$645 million, which is about \$31.3 million more than revenue estimates for FY 2011-12. The increase includes an increase of 2-axle vehicle revenues of \$10.5 million, an increase in the multi-axle revenues of \$22.2 million and a decrease of carpool revenues of \$1.4 million. The increase in 2-axle revenue follows an increase over the last two years of two axle traffic that offsets a decline in carpool revenue.

Other Revenues (Lines 4 to 6)

Staff is also anticipating an increase in reimbursement revenues (line 4) for FasTrak[®] operations services on behalf of the Golden Gate Bridge, the 680 and 237 Express Lanes, and the San Francisco Airport. The Golden Gate Bridge reimbursement also includes costs for their implementation of all-electronic-tolling (AET). The interest subsidy payment from the Federal government for the Build America Bonds (line 5) will remain at \$76 million.

Toll Bridge Operations and Maintenance Expenses (Lines 8 through 15)

Overall, for FY 2012-13, the cost to maintain and operate the toll bridges is estimated to total approximately \$66 million (line 15), which is about 9% more than the budget in FY 2011-12 of \$61 million. The major highlights in the operations and maintenance portions of the budget include:

- (Line 8) Toll Collections and Operations costs are projected to be \$21 million, which is 6% greater than the prior year budget. The increase is due primarily to an increase in the State Payroll Assessment Rate for benefits from 57% to 67%, which results in an overall increase

in costs even though staff is projected to decrease by 3 person years (PY's) from 270 PY's to 267 PY's. As shown in Table 4 below, over the past 5 years, the toll collection staffing level has declined by 15% and costs by 10% as toll lanes have been converted from manual toll collection to electronic toll collection. While BATA and Caltrans staff will continue to seek opportunities to reduce the lane staffing, significant further declines in manual toll collection staffing are not expected unless there are substantial changes to the toll bridge lane operations.

Table 4 - Manual Toll Collections Comparisons

	FY 08-09 Actual	FY 09-10 Actual	FY 10-11 Actual	FY 11-12 Budget	FY 12-13 Proposed	FY 08-09/ FY 12-13 Change
Toll Collection Costs (millions)	\$23.4	\$22.2	\$20.9	\$20.0	\$21.1	(\$2.3)
Toll Collection PYs	314	294	278	270	267	(47)

- (Line 9) Toll funds pay for Caltrans' bridge structure and toll facility maintenance for the state-owned bridges. For FY 2012-13, staff is proposing a total budget of \$7.9 million for Caltrans maintenance activities, which is the same as the FY 2011-12 budget as originally adopted for maintenance services.
- (Line 13a) For FY 2011-12, staff is proposing a total budget of \$19.1 million for the operation of the FasTrak® Customer Service Center (CSC), which is about \$1.9 million more than the adopted budget for FY 2011-12. The increase is due primarily to the continued increase in FasTrak® accounts and reimbursed costs for implementation of AET at the Golden Gate Bridge. BATA shares in the funding of the FasTrak® CSC with the Golden Gate Bridge, Highway & Transportation District, the Express Lanes, and parking programs that use the FasTrak® program. At present, FasTrak® accounts for about 75% percent of transactions during the morning commute periods and about 60 percent of total transactions on the state-owned bridges.
- (Lines 13c and 13d) Staff is requesting a \$1.4 million increase for the maintenance of the toll collection facility and in-lane equipment at the toll plazas. Next year, there will be a maintenance overlap as the new ATCAS II toll collection and accounting system is rolled out onto the bridges that will result in the additional cost of maintaining two systems. The current system is more than 25 years old and becoming more costly over time as equipment fails and becomes more difficult to replace.

Toll Bridge Administration and Transfers Expense (Lines 16 through 44)

- (Line 22) For FY 2012-13, a total of about \$30 million is budgeted for BATA's Administration costs for the RM 1, SRP, and RM 2 toll bridge programs, which represents a one percent decrease from the FY 2011-12 budget.
- (Lines 23 to 38) Remaining portions of the operating budget maintain BATA's existing programs, transfers and reserves. No significant or unanticipated changes are projected.

C. FY 2012-13 Capital Budget**Toll Bridge Seismic Retrofit Program**

For FY 2012-13, the Toll Bridge Program Oversight Committee recommended a support budget allocation of \$83 million for Caltrans on-going construction oversight and design support costs for the San Francisco-Oakland Bay Bridge Retrofit, the Antioch Bridge Retrofit, and Dumbarton Bridge Retrofit Projects. This represents a 23% reduction from the FY 2011-12 support budget of \$110 million. The reductions represent progress being made on the east span projects as the bridge rapidly approaches seismic safety opening by Labor Day 2012 and completion of the Antioch Bridge retrofit. The allocations are shown in detail on Attachment B to this memorandum.

Table 5 - FY 2012-13 Seismic Retrofit Program Capital Outlay Support Allocations

Project	Net Support Allocation (millions)	Notes
SFOBB East Span Replacement	\$80.1	On-going design, construction, and inspection support for SAS and other contracts
SFOBB West Approach	\$1.0	For oversight of remaining mitigation and landscaping projects.
Antioch Bridge Retrofit	-\$1.7	Construction support under run in last fiscal year which resulted in a net cost savings. Approximately \$214,000 is still allocated for project close-out costs.
Dumbarton Bridge Retrofit	\$3.6	Construction oversight support
Seismic Retrofit Program Total	\$82.0	

Regional Measure 1 Toll Bridge Program

For FY 2011-12, Caltrans has requested a total net allocation of \$700,000 for close-out of the Regional Measure 1 program. There are several environmental mitigation and landscaping contracts that are still underway. Table 6 below shows the distribution of allocations for FY 2012-13. The allocations are show in detail on Attachment C to this memorandum.

Table 6 - FY 2012-13 Regional Measure 1 Capital Support Allocations

Project	Net Support Allocation (millions)	Notes
Interstate 880/State Route 92 Interchange	\$1.0	Design and Construction Support for the follow-on landscaping contract and Construction Close-out Support Costs.
Other RM1 Projects	-\$0.3	For oversight of remaining mitigation and landscaping projects.
Total	\$0.7	

Toll Bridge Rehabilitation Program

BATA and Caltrans continually develop and update a ten-year program of bridge and related projects (Toll Bridge Rehabilitation Program) to maintain the safe and efficient operation of the bridges and associated facilities. Proposed allocations are shown in detail on Attachment D to this memorandum and summarized in Table 7 below. BATA and Caltrans are currently in discussions over the program and will present a revised program to the Authority for allocation in June.

Table 7- Toll Bridge Rehabilitation Program Allocation Summary

	Capital Outlay Construction Allocations	Capital Outlay Support Allocations
Caltrans Rehabilitation Projects	\$78.2	\$11.4
BATA Rehabilitation Projects	\$17.0	\$6.1
Total	\$95.1	\$17.5

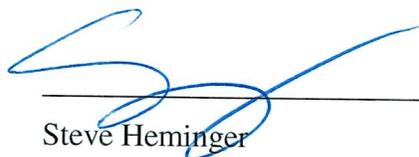
Reserve Designations

The Authority's approval of the 2010 Financing Plan (BATA Resolution No. 92) designated BATA's reserves status to help BATA maintain operations through various emergency scenarios without the need for toll increases. The reserve designations are as follows:

	Funding
1 year debt service	\$525 million
2 years rehabilitation funding	\$120 million
2 years operations & maintenance	\$150 million
Emergency reserve	\$100 million
Variable rate risk reserve	<u>\$100 million</u>
Total	\$995 million

Recommendation

The draft budget is presented for the Committee's information. Staff will present the final budget for approval in June.



Steve Heminger

SH: pl

Attachment A
BATA Operating Budget
Proposed FY 2011-12 Budget Revisions and Draft FY 2012-13 Budget

Line #		FY 2011-12	FY 2011-12	% Change	FY 2012-13	% Change
		Adopted Budget	Revised Estimate	to Adopted FY 2011-12	Proposed Budget	to Adopted FY 2011-12
	REVENUE					
1a	4320 RM 1 & Seismic Toll Revenues	\$501,294,751	\$508,551,683	1.45%	\$530,415,155	5.8%
1b	4320 RM 2 Toll Revenues	\$112,954,000	\$115,005,000	1.82%	\$115,170,000	2.0%
2a	4800 RM 1 Interest Earnings	\$9,455,500	\$9,455,500	0.00%	\$5,073,160	-46.3%
2b	4800 RM 2 Interest Earnings	\$2,000,000	\$2,000,000	0.00%	\$1,000,000	-50.0%
3	Other revenue (Violations)	\$10,000,000	\$10,000,000	0.00%	\$10,000,000	0.0%
4a	4327 GGB&HTD ETC Reimbursement	\$3,655,700	\$3,655,700	0.00%	\$4,968,000	35.9%
4b	Alameda CMA Reimbursement	\$110,000	\$110,000	0.00%	\$150,000	36.4%
4c	VTA 237 Express lane Reimbursement	\$132,500	\$132,500	0.00%	\$82,800	-37.5%
4d	SFO Airport Reimbursement	\$302,000	\$302,000	0.00%	\$376,000	24.5%
5	Rebate for Build America Bonds	\$76,561,538	\$76,561,538	0.00%	\$76,561,538	0.0%
6	Caltrans (SPANs)	\$150,000,000	\$150,000,000	0.00%	\$165,000,000	10.0%
7	Total Revenues	\$866,465,989	\$875,773,921	1.07%	\$908,796,653	4.9%
	EXPENSES					
	Caltrans Operations and Maintenance					
8	6012 Toll Collection & Operations Services	\$20,000,000	\$20,787,222	3.94%	\$21,150,000	5.8%
9	6013 Toll Bridge & Facility Maintenance (Category A&B)	\$7,900,000	\$6,372,778	-19.33%	\$7,900,000	0.0%
10	6011 Caltrans Coordination	\$454,000	\$454,000	0.00%	\$321,000	-29.3%
11	6009 Caltrans ETC Operations	\$8,000	\$8,000	0.00%	\$8,000	0.0%
12	Caltrans Operations and Maintenance Subtotal	\$28,362,000	\$27,622,000	-2.61%	\$29,379,000	3.6%
	BATA Operations and Maintenance					
13a	5300 ETC - CSC Operations	\$17,200,000	\$17,800,000	3.49%	\$19,107,000	11.1%
13b	5312 ETC - Banking/Credit Card Fees	\$10,900,000	\$10,900,000	0.00%	\$11,040,000	1.3%
13c	6009 ETC - ATCAS Facility and In-lane Maintenance	\$2,200,000	\$2,340,000	6.36%	\$3,400,000	54.5%
13d	5201 ETC - ATCAS Hardware/Software Maintenance	\$1,100,000	\$1,100,000	0.00%	\$1,449,000	31.7%
13f	ETC - Collections Contract/DMV Expense	\$1,340,000	\$1,340,000	0.00%	\$1,250,000	-6.7%
14	BATA Operations and Maintenance Subtotal	\$32,740,000	\$33,480,000	2.26%	\$36,246,000	10.7%
15	Toll Bridge Operations and Maintenance Total	\$61,102,000	\$61,102,000	0.00%	\$65,625,000	7.4%
	Toll Bridge Administration					
16	5000/ Direct Staff Costs	\$8,677,364	\$8,677,364	0.00%	\$8,544,737	-1.5%
17	5312 Financing Costs	\$18,800,420	\$18,800,420	0.00%	\$18,616,920	-1.0%
18	5901 Audit/Accounting/Other	\$1,536,233	\$1,536,233	0.00%	\$1,499,700	-2.4%
19	5751 Business Insurance	\$500,000	\$500,000	0.00%	\$500,000	0.0%
20	6011 Misc. Toll Administration Operating Expense	\$500,000	\$500,000	0.00%	\$500,000	0.0%
21	5703 CTC TBPOC Oversight Committee Reimbursement	\$555,000	\$555,000	0.00%	\$555,000	0.0%
22	Toll Bridge Administration Subtotal	\$30,569,017	\$30,569,017	0.00%	\$30,216,357	-1.2%
	Consultant Contracts/Other					
23	5300 ETC Marketing	\$750,000	\$750,000	0.00%	\$750,000	0.0%
24	5300 Toll Plaza Traffic Operations Analysis	\$500,000	\$500,000	0.00%	\$500,000	0.0%
25	5300 RM 2 Project Monitoring - Capital & Ops. Program	\$475,000	\$475,000	0.00%	\$500,000	5.3%
26	Toll Collection Analysis-Express Lanes	\$500,000	\$500,000	0.00%	\$0	-100.0%
27	5300 BATA 1 Contract Contingency	\$500,000	\$500,000	0.00%	\$500,000	0.0%
28	5300 RM 2 Contract Contingency	\$500,000	\$500,000	0.00%	\$500,000	0.0%
29	Consultant Contract/Other Subtotal	\$3,225,000	\$3,225,000	0.00%	\$2,750,000	-14.7%
	Transfers to MTC/SAFE/Others					
30	8934 1% Administration	\$6,577,043	\$6,577,043	0.00%	\$6,516,583	-0.9%
	5300 RM2 Marketing/Studies					
31	RM 2 marketing	\$3,877,000	\$3,877,000	0.00%	\$3,000,000	-22.6%
32	Disaster Preparedness	\$180,500	\$180,500	0.00%	\$200,000	10.8%
33	San Francisco Value Pricing Project	\$1,000,000	\$1,000,000	0.00%	\$0	-100.0%
34	6018 Transbay Transit Terminal Maintenance	\$3,950,426	\$3,950,426	0.00%	\$3,950,426	0.0%
35	Transfer from Reserve for Legal	\$2,000,000	\$2,000,000	0.00%	\$0	-100.0%
37	Transfer to BAIFA (SPANs)	\$150,000,000	\$150,000,000	0.00%	\$165,000,000	10.0%
38	Transfers to MTC/SAFE Subtotal	\$167,584,969	\$167,584,969	0.00%	\$178,667,009	6.6%
39	Debt Service	\$495,392,240	\$495,392,240	0.00%	\$495,523,354	0.0%
40	8000 Regional Measure 2 Transit Operating Transfer	\$42,922,520	\$42,922,520	0.00%	\$43,764,600	2.0%
	Transfer to Capital Fund (In) Out					
40	8000 Capital Transfer	(\$103,406,272)	(\$94,098,340)	-9.00%	\$90,200,333	-187.2%
41	6900 Furniture/Equipment	\$50,000	\$50,000	0.00%	\$50,000	0.0%
42	BATA RM 1 Capital Reserves (In)Out	(\$103,356,272)	(\$94,048,340)	-9.01%	\$90,250,333	-187.3%
43	Contribution to BAHA	\$167,026,515	\$167,026,515	0.00%	0	-100.0%
44	5790 Provision for Depreciation/Amortization	\$2,000,000	\$2,000,000	0.00%	\$2,000,000	0.0%
45	Total Expenses	\$866,465,989	\$875,773,921	1.07%	\$908,796,653	4.9%

Attachment B
Toll Bridge Seismic Retrofit Program
Capital Outlay Support Allocations
Proposed Fiscal Year 2012-13 Actions

EA	Description	Proposed FY 2012-13 Capital Outlay Support Allocation
San Francisco-Oakland Bay Bridge East Span Replacement		
01203	Oakland Touchdown - Pre-split	1,000
01204	Oakland Touchdown -Pre-split	(3,000)
01209	Demolition of the Existing Bridge	6,549,000
0120F	SAS Main Span	69,291,000
0120P	YBI Transition Structure	16,000
0120S	YBITS 1	(131,000)
0120T	YBITS 2	4,778,000
01350	YBI Landscaping	(398,000)
0120R	Yerba Buena Island Detour	(6,187,000)
0120K/01351	Replace Navy Submarine Electrical Cable	5,000
0120L	Oakland Touchdown - Marine Foundation and Westbound	2,312,000
0120M	Oakland Touchdown - Complete Eastbound Structure	2,846,000
0120N	Electrical Connections	22,000
BATA	Support Reserve	1,000,000
	Project Total	80,101,000
San Francisco-Oakland Bay Bridge West Approach Replacement		
0435E	West Approach Landscaping	984,000
	Project Total	984,000
Antioch Bridge Retrofit		
1A521	Seismic Retrofit	(1,731,000)
	Project Total	(1,731,000)
Dumbarton Bridge Retrofit		
1A522	Seismic Retrofit	3,631,000
	Project Total	3,631,000
Toll Bridge Seismic Retrofit Program Totals		82,985,000

Attachment C
Regional Measure 1 Toll Program
Capital Outlay Support Allocations
Proposed Fiscal Year 2012-13 Actions

EA	Description	Proposed FY 2012-13 Capital Outlay Support Allocation
New Benicia-Martinez		
04-00603	New Bridge	12,000
04-00605	I-680/Marina Vista	(2,000)
04-00606	I-680/I-780	2,000
04-00608	Mitigation Site	(2,000)
04-0060A	Modification to 1962 Bridge	(27,000)
04-0060C	Replacement Planting	(411,000)
04-0060H	Establishing Existing Planting	14,000
04-4A740	BASE Security Camera System	2,000
	Project Total	(412,000)
Carquinez Bridge Replacement		
0435E	West Approach Landscaping	115,000
04-0130K	Mitigation Landscaping	1,000
04-2A270	Bridge Security	1,000
	Project Total	117,000
I-880/SR-92 Interchange Reconstruction		
04-01601	Interchange Reconstruction	1,200,000
04-2G360	Landscaping	(180,000)
	Project Total	1,020,000
Bayfront Expressway (SR 84) Widening		
04-01512	Mitigation Planting	11,000
	Project Total	11,000
Regional Measure 1 Totals		736,000

**Attachment D
Toll Bridge Rehabilitation
Capital Allocations
Proposed Fiscal Year 2012-13 Actions**

Line	Project	EA	Bridge	Description	Capital Outlay Construction	Capital Outlay Support
					Proposed FY 2012-13 Allocations*	Proposed Net 2012-13 Allocations**
1	Caltrans	0G610	ANT	Toll Plaza Grates Replacement		
2		04907/	CAR	Replace Pier 3 Fender Structure Support and Timber		64,000
3		1G400	CAR	Replace Bridge Joint		1,331,000
4		04225	DUM	Expansion Joint Rehabilitation		17,000
5		2G260	DUM	Toll Plaza Grates Replacement		(24,000)
6		3G475	DUM	Traveler Modifications		44,000
7		00394	RSR	RSR Maintenance Building	100,000	75,000
8		1G270	RSR	Toll Plaza Grates Replacement	3,500,000	1,847,000
9		3A120	RSR	Repair Timber Fender at Pier 35		(23,000)
10		3A760	RSR	Pier 34 Fender Collision Damage and Fender Rehabilitation		(402,000)
11		3G484	RSR	RSR Bridge Paint		(136,000)
12		3G454	RSR	Joint Seals	13,000,000	800,000
13		TBD		Substations		300,000
14		3G474	RSR	Traveler Rail Upgrades and Scaffolding Improvements		1,320,000
15		00297	SFO	Construct New Toll Operations Building		250,000
16		01403	SFO	SFOBB Maintenance Facility Substation		(320,000)
17		01407	SFO	Toll Plaza Median Landscaping		(158,000)
18		04080	SFO	Replace 15KV Cable West Side		(100,000)
19		04082	SFO	Replace Substation Equipment on WS		(625,000)
20		04463	SFO	East Span Expansion Joint Repair		50,000
21		0G420	SFO	ORT Gantry Installation -- District Support		(56,000)
22		0G840	SFO	Eyebar Repair		(41,000)
23		1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)	4,000,000	(1,367,000)
24		1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)	4,000,000	800,000
25		1G720	SFO	Eyebar Monitoring System (ES)		(498,000)
26		4A860	SFO	Repair Timber Fender at W5		(21,000)
27		3G449	SFO	Platforms and Ladders		-
28		3G441	SFO	Drainage Scupper Replacement (WS)	250,000	-
29		TBD	SFO	Replace Fog Horns (WS)		(125,000)
30		0120T	SFO	BASE Security (New East Span)		-
31		2G670	SFO	SFOBB Eyebar Repainting		-
32		01400/01404	SFO	SFOBB Maintenance Complex	40,300,000	(311,000)
33		3G448	SFO	Pier Formwork Removal		2,000,000
34		3G442	SFO	Replace Seismic Dampers		100,000
35		3G486	SFO	SFO Bridge Paint	13,000,000	1,000,000
36		3G456	SFO	Joint Seals		500,000
37		4G290	SFO	Toll Plaza Crash Cushion and Pump Station Rehabilitation		50,000
38		4G280	SFO	Toll Plaza Renovation Oversight		130,000
39		TBD	SFO	Substations		130,000
40		3G487	SMH	SMH Bridge Paint		1,320,000
41		04100	SMH	Resurface Orthotropic Deck		500,000
42		04222	SMH	Widen Maintenance Catwalk		232,000
43		04224	SMH	Replace Elec Cable Hangers & Upgrade 12kV System		(300,000)
44		0G550	SMH	Bridge Repairs -- Boat Collision		(5,000)
45		2G300	SMH	Cracked Girder Initial Repair		(35,000)
46		2G2670	SMH	Cracked Girder Repair		469,000
47		01090	ALL	Upgrade Existing SCADA System		(519,000)
48		93030	ALL	Toll Bridge Inspections		(771,000)
49		93870	ALL	Base Security		1,425,000
50		TBD	ALL	Bridge Paint		1,300,000
51		91207	Var.	Caltrans Capital Coordination		(800,000)
52		3A675	Var.	Caltrans FasTrak Support (Planning/PSR)		665,000
53		Various	Var.	Minor Toll Plaza Projects		2,437,000
54				Subtotal Caltrans Sponsored Projects	78,150,000	13,819,000
56	8594	SFO	SFOBB West Span Pathway PSR		250,000	
57	TBD	SFO	Plaza and Canopy Improvements	6,750,000	1,900,000	
58	TBD	SFO	SFOBB East Span Call Boxes	200,000	-	
59	TBD	Var.	Toll Bridge Evaluations		-	
60	8907	Var.	Toll Plaza Capital Improvements		2,000,000	
66	TBD	ALL	FasTrak Sign Upgrade and Replacement	3,000,000	-	
67	TBD	ALL	CCTV Installation	5,000,000	1,050,000	
68			Subtotal BATA Sponsored Projects	2,000,000	850,000	
			Total Allocations	95,100,000	81,319,333	

* Eligible Capital Outlay Expenses include Right-of-Way Activities

** Eligible Capital Outlay Support includes K-Phase expenditures