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Memorandum

TO: BATA Oversight Committee

DATE: June 4, 2014

FR: Executive Director

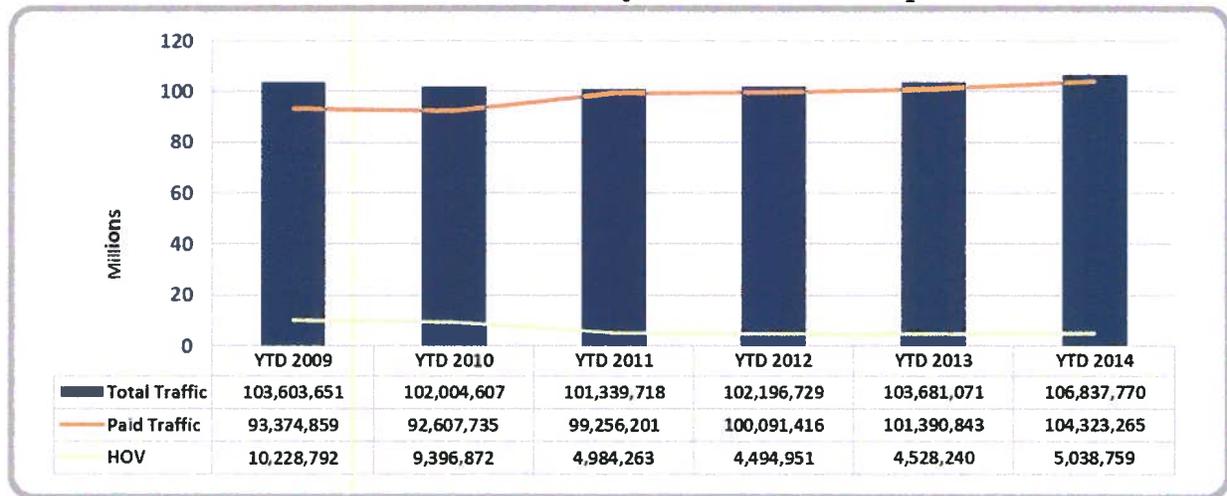
W. I. 1251/1256

RE: BATA Resolution No. 113 - FY 2014-15 Toll Bridge Operating and Capital Budgets

This memorandum presents an overview of the FY 2014-15 BATA Toll Bridge Operating and Capital Budgets, BATA Resolution No. 113, for review and referral to the Authority for approval.

Bridge Traffic Update

**Figure 1
 Total and Paid Traffic By Year As Of YTD April**



Bridge traffic has steadily increased since FY 2010-11. Measured on a year-to-date basis, total bridge traffic hit its low of 101 million vehicles (122 million when looking at entire 12 months) in FY 2010-11 while paid traffic hit its year-to-date low in April 2010 at the 92.6 million vehicles (112 million annually). Since those low points:

- Total traffic has increased by 5.5 million vehicles.
- Year-over-year FY 2012-13 versus FY 2013-14 paid traffic is up 3 million vehicles (3%).
- Paid traffic is up by 11.7 million vehicles (12%) since the low in 2010.

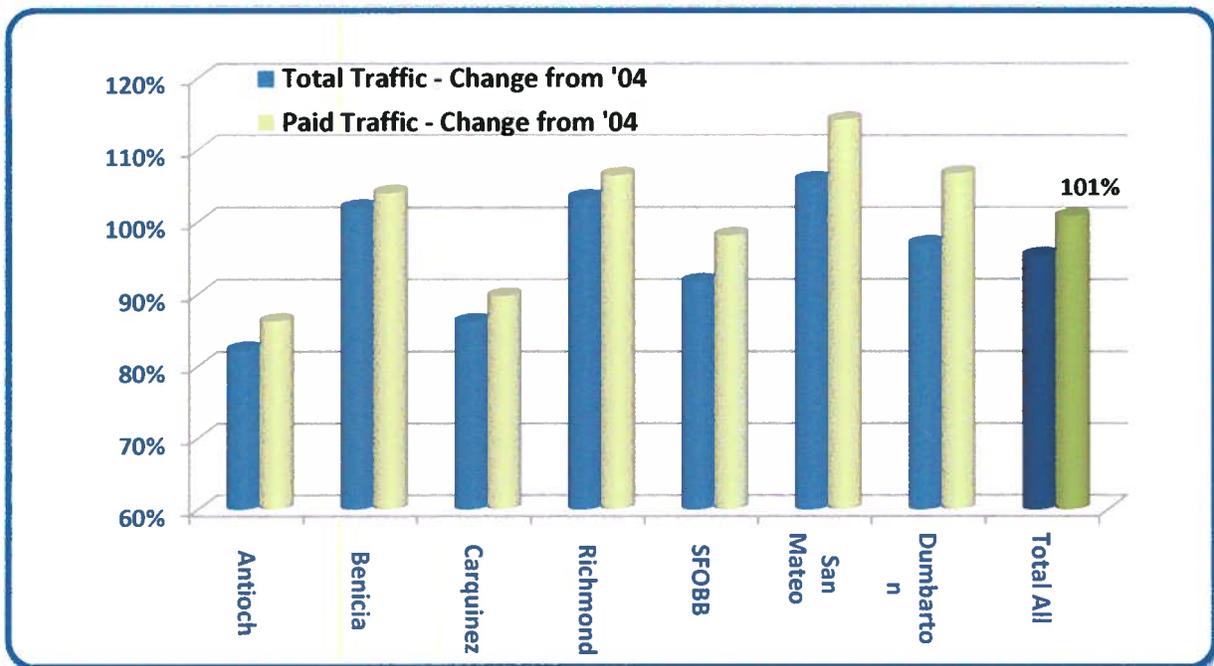
- Paid traffic excluding paid high occupancy vehicles (HOV) is still up over 6 million vehicles (7%) since FY 2009-10.
- HOV traffic dropped by 4.4 million vehicles (47%) after implementing the discounted carpool toll in FY 2010-11 but increased slightly from FY 2012-13 to FY 2013-14.

Further, on a year-to-date basis, as of April 2014, traffic for the BATA bridge system has passed the previous peak of 104 million paid vehicles established in FY 2003-04.

- April 2004 – 103.6 million paid
- April 2014 – 104.3 million paid

Paid traffic is now 771,000 (1%) over 2004 year-to-date.

Figure 2
Total and Paid Traffic Change from 2004 to 2014 Year-To-Date

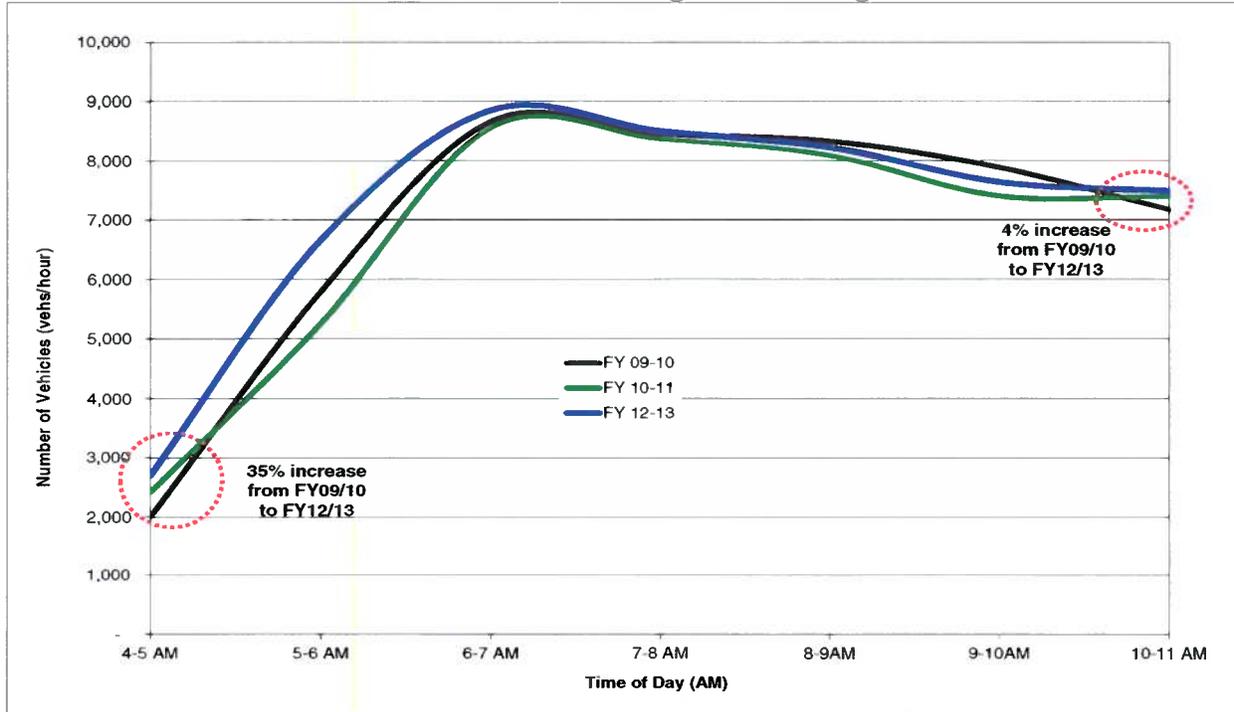


Paid traffic recovered with the help of discounted tolls on HOVs as shown in Figure 2. Overall traffic, however, is still down as shown in Figure 2 above. Even with the sharp increase in 2014, total bridge traffic is still nearly 2 million (5%) below the 2004 peak. On a system wide basis and assuming 1% annual growth, we will not reach the 2004 threshold for another five years.

In addition to implementing carpool tolling on July 1, 2010, BATA implemented congestion pricing on the Bay Bridge in an attempt to reduce congestion during the peak periods (\$6 between 5 to 10 AM; \$4 for remainder of day). Figure 3 on the next page presents a comparison of morning peak traffic volumes over three fiscal years: FY 2009-10 (one year prior to implementation), FY 2010-11 (first year of implementation), and FY 2012-13 (third year of implementation). As shown, there has been a 35% increase in traffic between 4:00 AM and 5:00 AM (before the toll increases to \$6) and a 4% increase between 10:00 AM and 11:00 AM

(after the toll drops to \$4). The 35% increase is likely the result of both congestion pricing and an improved economy, since there are also increases during hours when the toll is \$6. However, the late morning increase of 4% can be attributed to congestion pricing only, since this increase occurs just when the toll lowers to \$4. In short, the data show that the congestion pricing toll schedule for the Bay Bridge is working as intended.

Figure 3
Bay Bridge – Average Daily Traffic (AM peak)
Before and After Congestion Pricing



FY 2013-14 Operating Budget Update

FY 2013-14 Revenues

Total paid toll traffic for the first ten months of FY 2013-14 is up approximately 3% over the ten month period in FY 2012-13. The number of reduced fare carpool vehicles also increased by 511,000 vehicles for a total of nearly 3 million as shown in Table 1.

Table 1
Toll Traffic – Comparison of 10 Months of FY 2012-13 and FY 2013-14

	FY 2012-13	FY 2013-14	Change
Full Fare Toll Paying Vehicles	96,862,603	99,284,504	+2,421,901
Reduced Fare Carpool Vehicles	4,528,240	5,038,759	+510,519
Total Vehicles	101,390,843	104,323,263	+2,932,420

The FY 2013-14 increase would have exceeded 3% if not for the five day closure to prepare for the new bridge opening on Labor Day 2013. Total toll revenue through the first ten months of FY 2013-14 is about \$554 million or nearly 3% above FY 2012-13 as shown in Table 2 on the following page.

Table 2
Toll Revenue – Comparison of 10 Months of FY 2012-13 and FY 2013-14

	FY 2012-13 Actual	FY 2013-14 Actual	Percent Change
Full Fare Toll Paying Vehicles	\$528,090,552	\$541,890,079	2.6%
Reduced Fare Carpool Vehicles	\$11,320,600	\$12,596,897	11.3%
Total Revenue	\$539,411,152	\$554,486,976	2.8%

FY 2013-14 Expenses

Staff projects that overall operating expenses for the current FY 2013-14 will remain within the approved budget as shown in Table 3. The largest of the budgeted transfers is \$300 million transferred to BAIFA to retire the SPANs. With 83% of the budget year expended, staff expects the total expenditures to remain within the overall adopted budget.

Table 3
Total Expense – Comparison of Budget against Year-To-Date Actual

Total Expense – Comparison of Budget versus Actual FY 2013-14	FY 2013-14 Budget	10 Month Actual thru 4/2014	Remaining Balance
Caltrans & BATA O&M	68,403,000	50,642,073	17,760,927
Toll Bridge Administration	15,551,587	8,895,040	6,656,547
Other/ Transfers/	389,141,146	371,042,239	18,098,907
Debt Service	563,549,582	393,986,384	169,563,198
Total Expense	1,036,645,315	824,565,736	212,079,579

FY 2014-15 BATA Budget

Below is a summary of the FY 2014-15 operating and capital budgets for BATA. The operating budget is detailed in Attachment A and the capital budgets are included in Attachments B-F. The proposed FY 2014-15 budget includes five new positions for the Express Lanes program. The new positions include one network support, one host implementation support, one traffic engineer, one program technician and one toll/rate analyst.

FY 2014-15 Operating Budget

Toll Bridge Revenue (Lines 1a and 1b)

Staff is estimating total toll revenue of \$665 million for FY 2014-15, 3 percent higher than the adopted budget for FY 2013-14. Despite the 2013 Bay Bridge closure, this is the fourth straight year that two-axle vehicle revenue has increased. Carpool revenue for FY 2014-15 is also estimated to be back to the level of FY 2010-11 when the carpool tolls were first implemented.

Other Revenues (Lines 4 to 6)

Staff is anticipating a decrease in reimbursement revenues (line 4a-4d). All agencies clearing transactions through the FasTrak[®] Regional Customer Service Center reimburse BATA for their FasTrak[®] collection costs. The Golden Gate Bridge reimbursement will be less because FY 2013-14 included development and reimbursable startup costs for the AET program. The last payment from Caltrans for the State Payment Acceleration Notes (SPANs) was received in FY 2013-14 for \$300 million (line 5). The interest subsidy payment from the Federal government for the Build America Bonds (line 6) was reduced to \$71 million to reflect the reduction from budget sequestration.

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

Overall, for FY 2014-15, the cost to maintain and operate the toll bridges is estimated to total approximately \$70 million (line 15), which is about 2% more than the FY 2013-14 budget. The major highlights in the operations and maintenance portions of the budget include:

- (Line 8) The number of Caltrans toll collection person years (PYs) is expected to drop approximately 3% from the FY 2013-14 budget; however the PY billing rate as determined by state overhead charges and labor contracts is estimated to be about 7% higher. As a result, the toll collections and operations costs are projected to increase approximately 5% from last year. BATA and Caltrans staff will continue to seek opportunities to optimize lane staffing costs.
- (Line 9) For FY 2014-15, staff is proposing a total budget of \$7.9 million for Caltrans maintenance activities, which is the same amount as the FY 2013-14 budget.
- (Line 13a) For FY 2014-15, staff is proposing a total budget of \$22 million for the operation of the FasTrak[®] Regional Customer Service Center (CSC), which is a minor decrease from the adopted budget for FY 2013-14. The CSC will begin operations under a new contract (although with the same contractor) this fall.
- (Line 13b) Credit card processing is projected to increase by \$1 million due to several factors. The number of active FasTrak[®] accounts has increased, the number of credit card transactions has increased and the interchange fees for Visa transactions have increased by 10%.
- (Line 13c) There is a \$220,000 decrease for ATCAS facility and in-lane maintenance for FY 2014-15 with the new ATCAS toll collection and accounting system fully deployed in the field at all the bridges as of September 2013.
- (Line 13d) There is a \$127,000 decrease for ATCAS hardware and software maintenance. There was a maintenance overlap in FY 2013-14 as the new ATCAS toll collection and accounting system roll out was being completed for all the bridges.

Toll Bridge Administration and Transfers Expense (Lines 16 through 43)

- (Line 22) For FY 2014-15, a total of about \$27.5 million is budgeted for BATA's Toll Bridge Administration costs which represent a 0.3% decrease from the FY 2013-14 budget. The direct staff costs (line 16) decreased compared to FY 2013-14 because the new toll collections system is substantially complete and a portion of the staff costs will be transferred into the Express Lanes capital budget. The financing costs (line 17) increased by \$0.7 million mainly due to the planned 2014 bond refunding.
- (Lines 29 to 43) Remaining portions of the operating budget maintain BATA's existing programs, transfers and reserves. The last transfer to the Bay Area Infrastructure Financing Authority (BAIFA) for the SPANs (line 36) was completed in FY 2013-14 for \$300 million. The debt service item (line 38) includes \$5.6 million of interest expense for new debt. The contribution to BAHA (line 43) of \$5.6 million includes \$200,000 for a move coordinator to 375 Beale Street, \$2 million for BATA infrastructure relocation which includes additional construction items such as the new RCSC, cabling, conduit or other items related to BATA needs at the new building and \$3.4 million for staff costs getting the new building ready for occupancy.

C. FY 2014-15 Capital Budget**Express Lanes**

The FY 2014-15 BATA capital budget includes \$326 million in toll funds for the Regional Express Lanes Network (ELN) Program as authorized in the Long Range Plan set forth in BATA Resolution No. 72, Revised, as amended in December 2013. The ELN Program is being implemented by the Bay Area Infrastructure Financing Authority (BAIFA) and funds will be assigned to contracts managed by BAIFA.

Toll Bridge Seismic Retrofit Program

The Toll Bridge Program Oversight Committee (TBPOC) has requested a budget transfer of \$103.8 million from the program contingency to the San Francisco-Oakland Bay Bridge East Span Replacement Project (see Table 4). The funds will be used to close-out the Yerba Buena Island Detour Contract, accelerate the dismantling of the east cantilever and for capital outlay support to close-out the program following complete demolition of the old East Span. These changes are forecasted and noted in the Toll Bridge Seismic Retrofit Financial Report. The TBPOC reviewed and approved the request at its meeting on April 11, 2014. There is no change to the overall program budget as shown in Table 4 below.

Table 4
FY 2014-15 Seismic Retrofit Program Capital Outlay Support Allocations (\$ Millions)

Project	Current Budget	Proposed Budget	Proposed Change
SFOBB East Span Replacement	\$6,293.2	\$6,397.0	\$103.8
Other Seismic Retrofit Projects	\$2,469.7	\$2,469.7	---
Subtotal	\$8,762.9	\$8,866.7	\$103.8
Program Contingency	\$189.1	\$85.3	-\$103.8
Total	\$8,952.0	\$8,952.0	---

FY 2014-15 Capital Outlay Support for the Toll Bridge Seismic Retrofit Program

For FY 2014-15, the TBPOC has recommended an allocation of \$38.4 million to Caltrans from the aforementioned proposed project budget for on-going construction oversight and design support cost for dismantling of the old East span and to close-out remaining contracts. I dissented from that recommendation because I believe that additional savings need to be realized in these staffing costs to keep the remaining seismic project work within our overall budget. Accordingly, BATA staff recommends an allocation of \$36 million for capital outlay support for the upcoming fiscal year which would require more aggressive staffing reductions.

Toll Bridge Rehabilitation Program

The BATA Toll Bridge Rehabilitation Program addresses the immediate needs of the bridges and related projects to maintain the safe and efficient operation of the bridges and related facilities. BATA staff has worked with Caltrans management to analyze the program and

establish an asset management plan for the toll bridges. Staff jointly identified bridge needs and evaluated the eligible rehabilitation projects based on the type of project and current condition of the bridges. The program scope has been refined based on current schedule, cost estimates and project priorities. The proposed allocations for Caltrans rehabilitation projects are less than FY 2013-14 as there were a couple of large allocations for deck painting and rehabilitation. Proposed allocations are summarized in Table 5 on the following page.

Table 5
FY 2014-15 Toll Bridge Rehabilitation Program Allocation Summary (\$ Millions)

	Capital Outlay Construction Allocations	Capital Outlay Support Allocations
Caltrans Rehabilitation Projects	\$18.8	\$7.0
BATA Rehabilitation Projects	\$51.9	\$0.2
Total	\$70.7	\$7.2

RM2 Capital Program

The budget has been changed to reflect one new project for Caltrain electrification and some reallocations within some of the other programs but the overall budget of \$1.5 billion remains the same.

Reserve Designations

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

	<u>Funding (\$ millions)</u>
Project/self insurance reserve (SIR)	\$580
Two years rehabilitation funding	\$120
Two years operations & maintenance	\$150
Emergency reserve (Co-op)	\$50
Variable rate risk reserve	\$100
Total	<u>\$1,000</u>

Recommendation

Staff recommends that the Committee refer the BATA Toll Bridge Operating and Capital Budgets for FY 2014-15, BATA Resolution No. 113, to the Authority for approval.



 Steve Heminger

SH: bm

Date: June 25, 2014
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 113

This resolution approves the FY 2014-15 Toll Bridge Program Operating and Capital Budgets.

Discussion of this resolution item can be found in the Executive Director's Memorandum to the BATA Oversight Committee dated June 4, 2014.

Date: June 25, 2014
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight

BAY AREA TOLL AUTHORITY
RESOLUTION No. 113

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, BATA staff has prepared a proposed budget for FY 2014-15 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 Authority; and

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

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

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), the Authority is authorized to budget and fund eligible AB 1171 Capital Programs, Express Lane Network as well as Core Capacity Challenge program projects from toll bridge seismic retrofit surcharge funds exceeding legal requirements to fund and finance the SRP; and

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

WHEREAS, the final draft BATA budget for FY 2014-15 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2014-15 Toll Bridge Program operating budget prepared in accordance to generally accepted accounting principles attached hereto as Attachment A and incorporated herein as though set forth in length, is approved; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures in BATA's budget for FY 2014-15, providing that there shall be no increase in the overall budget without prior approval of the Commission; 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 expenditures authorized in the BATA budget for FY 2014-15; and, be it further

RESOLVED, that the Authority's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts, capital projects and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2014-15, and be it further

RESOLVED, that the Authority adopt budgets for the FY 2014-15 RM 2, Rehab, SRP, AB 1171, and Express Lane Network and Core Capacity Challenge Capital programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

RESOLVED, that BATA has approved a total budget of \$326 million for the planning, design, construction and operation of the Express Lane Network and designates to BAIFA the authority to administer the budget, contracts, expenses and assets of the Express Lane Network; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2014, as listed in Attachment G; and be it further

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

BAY AREA TOLL AUTHORITY

Amy Rein Worth, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California, on June 25, 2014.

Date: June 25, 2014
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight

Attachments
BATA Resolution No. 113

FY 2014-15 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2014-15 Toll Bridge Program Operating Budget.

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

Attachment C: FY 2015-24 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges.

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

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

Attachment F: AB 1171 Capital Program.

Attachment G: Fund Reserve Designations, effective June 30, 2014.



BATA Resolution No. 113
 Date: June 24, 2014
 W.I.: 1251 - 1256
 Referred by: BATA Oversight Committee

**ATTACHMENT A
 BAY AREA TOLL AUTHORITY
 FY 2014-15 Operating Budget**

Line #	FY 2013-14 Amended Budget	FY 2014-15 Budget	% Change	\$ Change
Toll Revenues				
1a	\$529,816,181	\$545,770,967	3.0%	\$15,954,786
1b	\$115,741,820	\$119,188,149	3.0%	\$3,446,329
2a	\$3,510,525	\$4,829,710	37.6%	\$1,319,185
2b	\$750,000	\$1,207,428	61.0%	\$457,428
3	\$10,000,000	\$10,000,000	0.0%	\$0
4a	\$6,545,000	\$5,535,000	-15.4%	(\$1,010,000)
4b	\$137,000	\$160,000	16.8%	\$23,000
4c	\$116,000	\$135,000	16.4%	\$19,000
4d	\$402,000	\$435,000	8.2%	\$33,000
5	\$300,000,000	\$0	-100.0%	(\$300,000,000)
6	\$76,561,538	\$71,049,107	-7.2%	(\$5,512,431)
7	Total Revenues	\$758,310,361	-27.3%	(\$285,269,703)
Caltrans Operations and Maintenance				
8	\$20,800,000	\$21,873,000	5.2%	\$1,073,000
9	\$7,900,000	\$7,900,000	0.0%	\$0
10	\$321,000	\$321,000	0.0%	\$0
11	\$3,000	\$0	-100.0%	(\$3,000)
12	Caltrans Operations and Maintenance Subtotal	\$30,094,000	3.7%	\$1,070,000
BATA Operations and Maintenance				
13a	\$22,175,000	\$22,000,000	-0.8%	(\$175,000)
13b	\$10,900,000	\$11,900,000	9.2%	\$1,000,000
13c	\$3,141,000	\$2,920,820	-7.0%	(\$220,180)
13d	\$1,763,000	\$1,636,000	-7.2%	(\$127,000)
13e	\$1,400,000	\$1,500,000	7.1%	\$100,000
14	BATA Operations and Maintenance Subtotal	\$39,956,820	1.5%	\$577,820
15	Toll Bridge Operations and Maintenance Total	\$70,050,820	2.4%	\$1,647,820
Toll Bridge Administration				
16	\$8,947,644	\$8,593,442	-4.0%	(\$354,202)
17	\$14,931,279	\$15,634,800	4.7%	\$703,521
18	\$2,278,943	\$2,143,200	-6.0%	(\$135,743)
19	\$525,000	\$608,100	15.8%	\$83,100
20	\$500,000	\$500,000	0.0%	\$0
21	\$450,000	\$60,000	-86.7%	(\$390,000)
22	Toll Bridge Administration Subtotal	\$27,539,542	-0.3%	(\$93,324)
Consultant Contracts/Other				
23	\$800,000	\$700,000	-12.5%	(\$100,000)
24	\$500,000	\$500,000	0.0%	\$0
25	\$400,000	\$350,000	-12.5%	(\$50,000)
26	\$500,000	\$500,000	0.0%	\$0
27	\$500,000	\$500,000	0.0%	\$0
28	Consultant Contract/Other Subtotal	\$2,550,000	-5.6%	(\$150,000)
Transfers to MTC/SAFE				
29	\$6,498,185	\$6,809,963	4.8%	\$311,778
30	\$100,000	\$267,900	100.0%	\$167,900
31	\$1,900,000	\$1,615,000	-15.0%	(\$285,000)
32	\$200,000	\$200,000	100.0%	\$200,000
33	\$150,000	\$150,000	0.0%	\$0
34	\$4,231,795	\$4,379,908	3.5%	\$148,113
35	\$329,274	\$500,000	51.8%	\$170,726
36	\$300,000,000	\$0	-100.0%	(\$300,000,000)
37	Transfers to MTC/SAFE Subtotal	\$13,922,771	-95.6%	(\$299,286,483)
38	Debt Service	\$554,252,825	1.0%	\$5,634,522
39	Regional Measure 2 Transit Operating Transfer	\$45,291,497	3.0%	\$1,309,605
Transfer to Capital Fund (In) Out				
40	\$6,884,749	\$36,030,320	423.3%	\$29,145,571
41	\$50,000	\$50,000	0.0%	\$0
42	BATA Capital Reserves (In) Out	\$36,080,320	420.3%	\$29,145,571
43	Contribution to BAHA	\$5,622,586	-81.3%	(\$24,377,414)
44	Provision for Depreciation/Amortization	\$3,000,000	42.9%	\$900,000
45	Total Expenses	\$758,310,361	-27.3%	(\$285,269,703)



BATA Resolution No. 113
 Date: June 24, 2014
 W.I.: 6840/6953
 Referred by: BATA Oversight Committee

Attachment B
Bay Area Toll Authority

Other Capital Project

No. Program #	Express Lanes Projects	Prior Approved BATA Budget	FY 2013-14 Budget	FY 2015-18 Budget	Life to Date Project Budget
1 6840	Program Management	\$ 20,000,000	6,105,824	\$ 14,706,296	\$ 40,812,120
2 68xx	Electronic Toll System	-	68,531,000	35,522,000	104,053,000
3 68xx	Civil Project	-	21,334,000	144,987,000	166,321,000
4 68xx	Operations and Maintenance	-	-	15,000,000	15,000,000
Express Lanes Projects - Total *		\$ 20,000,000	\$ 95,970,824	\$ 210,215,296	\$ 326,186,120
1 6953	Core Capacity Challenge - Grant	-	\$ 250,000,000	-	\$ 250,000,000

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



Attachment C
Bay Area Toll Authority
 FY 2015-24 Ten-Year Toll Bridge Rehabilitation Program

BATA Resolution No. 113
 Date: June 25, 2014
 W.L. 1251
 Referred by: BATA Oversight Committee

		Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total
Toll Bridge Rehabilitation Program Summary	Support	\$161,225,101	\$7,139,348	\$17,133,800	\$9,725,000	\$7,585,000	\$5,655,000	\$5,675,000	\$5,545,000	\$5,905,000	\$10,405,000	\$8,175,000	\$244,168,249
	Capital	\$705,663,253	\$70,633,074	\$74,410,000	\$111,500,000	\$33,000,000	\$22,400,000	\$25,050,000	\$13,885,000	\$11,400,000	\$41,400,000	\$21,200,000	\$1,130,541,327
	Total	\$866,888,354	\$77,772,422	\$91,543,800	\$121,225,000	\$40,585,000	\$28,055,000	\$30,725,000	\$19,430,000	\$17,305,000	\$51,805,000	\$29,375,000	\$1,374,709,576

Line No.	Project No.	EA Program	Bridge CCA	Description Status		FY 2015-24											Total
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
1	Completed	REHAB 8030	Var.	Completed/Closed Rehab Projects	Support	\$24,643,241	\$14,022,454										\$38,665,694
					Capital	\$64,513,094	\$14,123,541										\$78,636,635
					Total	\$89,156,335	\$28,145,994	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$117,302,329
2	CTR 0001	00297 REHAB 6825	SFO	Construct New Toll Operations Building	Support	\$7,390,000	\$96,000										\$7,486,000
					Capital	\$0	\$0										\$0
					Total	\$7,390,000	\$96,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,486,000
3	CTR 0002	00394 REHAB 6814	RSR	RSR Maintenance Building	Support	\$5,815,000	-\$533,000										\$5,282,000
					Capital	\$4,641,000	\$0										\$4,641,000
					Total	\$10,456,000	-\$533,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,923,000
4	CTR 0003	01090 REHAB 6828	ALL	Upgrade Existing SCADA System	Support	\$6,180,409	\$0										\$6,180,409
					Capital	\$5,561,378	\$0										\$5,561,378
					Total	\$11,741,787	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,741,787
5	CTR 0004	01400 REHAB 6825	SFO	SFOBB Maintenance Complex	Support	\$420,271	-\$420,271										\$0
					Capital	\$0	\$0										\$0
					Total	\$420,271	-\$420,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
6	CTR 0005	01404 REHAB 6825	SFO	SFOBB Maintenance Complex	Support	\$0	\$0										\$0
					Capital	\$0	\$0										\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
7	CTR 0006	01401 REHAB 6825	SFO	New Substation for Toll Ops Bldg, Maint Yard & SFOBB	Support	\$2,013,990	-\$2,013,990										\$0
					Capital	\$1,780	-\$1,780										\$0
					Total	\$2,015,770	-\$2,015,770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
8	CTR 0007	01402 REHAB 6825	SFO	Landscape Screen at Toll Maint Yard	Support	\$93,030	-\$93,030										\$0
					Capital	\$0	\$0										\$0
					Total	\$93,030	-\$93,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
9	CTR 0008	01403 REHAB 6825	SFO	SFOBB Maintenance Facility Substation	Support	\$2,433,162	-\$2,433,162										\$0
					Capital	\$4,498,694	-\$4,498,694										\$0
					Total	\$6,931,855	-\$6,931,855	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
10	CTR 0009	01407 REHAB 6825	SFO	Toll Plaza Median Landscaping	Support	\$920,000	-\$304,000										\$616,000
					Capital	\$1,042,000	\$0										\$1,042,000
					Total	\$1,962,000	-\$304,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,658,000
11	CTR 0010	0120T REHAB 6825	SFO	W4 Substation Upgrade, Foghorn Replacement, BASE	Support	\$250,000	\$1,860,000										\$2,110,000
					Capital	\$10,750,000	\$10,250,000										\$21,000,000
					Total	\$11,000,000	\$12,110,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,110,000
12	CTR 0011	0408D REHAB 6825	SFO	Replace 15KV Cable West Side	Support	\$1,657,798	-\$495,886										\$1,161,912
					Capital	\$495,886	-\$495,886										\$0
					Total	\$2,153,683	-\$991,772	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,161,912
13	CTR 0012	04082 REHAB 6825	SFO	Replace Substation Equipment on WS***	Support	\$860,406	\$102,000										\$962,406
					Capital	\$965,000	\$0										\$965,000
					Total	\$1,825,406	\$102,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,927,406
14	CTR 0013	04100 REHAB 6826	SMH	Resurface Orthotropic Deck Deck Rehabilitation & 12KV Cable for Entire Bridge	Support	\$5,000,000	\$372,000	\$2,000,000									\$7,372,000
					Capital	\$40,001,000	\$0	\$0									\$40,001,000
					Total	\$45,001,000	\$372,000	\$2,000,000	\$0	\$47,373,000							
15	CTR 0014	3G460 REHAB 6828	Var.	Northern Bridge Structural Improvements	Support	\$133,000	\$43,000										\$176,000
					Capital	\$2,500,000	-\$2,500,000										\$0
					Total	\$2,633,000	-\$2,457,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176,000
16	CTR 0015	04224 REHAB 6826	SMH	Replace Elec Cable Hangers & Upgrade 12kV System	Support	\$3,129,000	-\$245,000										\$2,884,000
					Capital	\$3,200,000	\$0										\$3,200,000
					Total	\$6,329,000	-\$245,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,084,000
17	CTR 0016	04225 REHAB 6827	DUM	Expansion Joint Rehabilitation	Support	\$2,091,531	\$0										\$2,091,531
					Capital	\$2,700,672	\$0										\$2,700,672
					Total	\$4,792,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,792,203
18	CTR 0017	04463 REHAB 6825	SFO	East Span Expansion Joint Repair	Support	\$933,077	-\$933,077										\$0
					Capital	\$424,408	-\$424,408										\$0
					Total	\$1,357,485	-\$1,357,485	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
19	CTR 0145	0120S REHAB 6825	SFO	SFOBB East Span YB/TS 1 YB/ Resurfacing/BASE Replace Lighting w/ HPS Lighting System	Support	\$2,040,000	-\$400,000										\$1,640,000
					Capital	\$22,150,000	\$0										\$22,150,000
					Total	\$24,190,000	-\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$23,790,000
20	CTR 0018	04907 REHAB	CAR	Replace Pier 3 Fender Structure Support and Timber Fenders at Piers 2, 3, 4	Support	\$4,909,000	\$0										\$4,909,000
					Capital	\$19,365,000	\$0										\$19,365,000

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2014											Total		
						2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024			
21	CTR 0019	6813	SMH	Substation 5 Repair -- Vehicle Collision	Total	\$24,274,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,274,000		
					Support	\$42,103	-\$42,103											\$0	
					REHAB	\$51,831	-\$51,831												\$0
					6826	\$93,934	-\$93,934	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
22	CTR 0020	0G040	Var.	Repair Radar Beacons	Support	\$89,797	-\$89,797										\$0		
					REHAB	\$300,897	-\$300,897											\$0	
					6828	\$390,694	-\$390,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$390,694	-\$390,694	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
23	CTR 0021	0G550	SMH	Bridge Repairs -- Boat Collision	Support	\$120,253	-\$120,253										\$0		
					REHAB	\$696,188	-\$696,188											\$0	
					6826	\$816,441	-\$816,441	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$816,441	-\$816,441	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
24	CTR 0022	0G610	ANT	Toll Plaza Grates Replacement	Support	\$95,464	-\$95,464										\$0		
					REHAB	\$199,170	-\$199,170											\$0	
					6811	\$294,635	-\$294,635	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$294,635	-\$294,635	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
25	CTR 0023	0G840	SFO	Eyebars Repair	Support	\$1,073,694	-\$1,073,694										\$0		
					REHAB	\$2,188,688	-\$2,188,688											\$0	
					6825	\$3,262,382	-\$3,262,382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$3,262,382	-\$3,262,382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
26	CTR 0026	1F730	CAR	Replace Bridge Joint	Support	\$54,140	-\$54,140										\$0		
					REHAB	\$136,634	-\$136,634											\$0	
					6813	\$190,774	-\$190,774	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$190,774	-\$190,774	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
27	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$708,317	\$5,693										\$714,010		
					REHAB	\$0												\$0	
					6825	\$708,317	\$5,693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$708,317	\$5,693	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
28	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,136	\$1,369										\$555,505		
					REHAB	\$0												\$0	
					6825	\$554,136	\$1,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$554,136	\$1,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
29	CTR 0029	1G270	RSR	Toll Plaza Grates Replacement***	Support	\$243,872	-\$243,872										\$0		
					REHAB	\$250,000	-\$250,000											\$0	
					6814	\$493,872	-\$493,872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$493,872	-\$493,872	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
30	CTR 0030	1G400	CAR	Replace Bridge Joint	Support	\$106,984	-\$106,984										\$0		
					REHAB	\$232,535	-\$232,535											\$0	
					6813	\$339,519	-\$339,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$339,519	-\$339,519	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
31	CTR 0031	1G660	SFO	SFOBB West Span Pathway PSR***	Support	\$610,000	-\$339,000										\$271,000		
					REHAB	\$0												\$0	
					6825	\$610,000	-\$339,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$610,000	-\$339,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
32	CTR 0032	1G720	SFO	Eyebars Monitoring System (E5)***	Support	\$542,000	-\$334,000										\$208,000		
					REHAB	\$5,000,000												\$5,000,000	
					6825	\$5,542,000	-\$334,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$5,542,000	-\$334,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
33	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$54,000	-\$724										\$53,276		
					REHAB	\$270,000												\$270,000	
					6826	\$324,000	-\$724	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$324,000	-\$724	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
34	CTR 0033	2G260	DUM	Toll Plaza Grates Replacement	Support	\$84,134	-\$84,134										\$0		
					REHAB	\$250,000	-\$250,000											\$0	
					6827	\$334,134	-\$334,134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$334,134	-\$334,134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
35	CTR 0034	2G300	SMH	Cracked Girder Initial Repair	Support	\$1,176,833	-\$1,176,833										\$0		
					REHAB	\$167,415	-\$167,415											\$0	
					6826	\$1,344,248	-\$1,344,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$1,344,248	-\$1,344,248	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
36	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$713,000	-\$497,000										\$216,000		
					REHAB	\$0												\$0	
					6828	\$713,000	-\$497,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$713,000	-\$497,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
37	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$3,531,000	-\$774,678										\$2,756,322		
					REHAB	\$6,000,000	-\$1,940,000											\$4,060,000	
					6826	\$9,531,000	-\$2,714,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$9,531,000	-\$2,714,678	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
38	CTR 0037	2G720	SFO	SFOBB Eyebars Repainting	Support	\$74,650	-\$74,650										\$0		
					REHAB	\$0												\$0	
					6825	\$74,650	-\$74,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$74,650	-\$74,650	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
39	CTR 0038	3A120	RSR	Repair Timber Fender at Pier 35	Support	\$447,794	-\$447,794										\$0		
					REHAB	\$40,506	-\$40,506											\$0	
					6814	\$407,288	-\$407,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$407,288	-\$407,288	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
40	CTR 0039	3A500	DUM	Ravenswood Pier Access Project	Support	\$370,413	-\$370,413										\$0		
					REHAB	\$1,194,600	-\$1,194,600											\$0	
					6827	\$1,565,013	-\$1,565,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$1,565,013	-\$1,565,013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
41	CTR 0040	3A672	Var.	Caltrans FasTrak Support (SFOBB and RSR)	Support	\$378,299	-\$378,299										\$0		
					REHAB	\$0												\$0	
					6828	\$378,299	-\$378,299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$378,299	-\$378,299	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
42	CTR 0041	3A675	Var.	Caltrans FasTrak Support (Planning/PSR)	Support	\$293,164	-\$293,164										\$0		
					REHAB	\$0												\$0	
					6828	\$293,164	-\$293,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$293,164	-\$293,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
43	CTR 0042	3A760	RSR	Pier 34 Fender Collision Damage and Fender Rehabilitation	Support	\$1,819,531	-\$1,819,531										\$0		
					REHAB	\$1,304,554	-\$1,304,554											\$0	
					6814	\$3,124,085	-\$3,124,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$3,124,085	-\$3,124,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
44	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738											\$67,738		
					REHAB	\$0												\$0	
					6828	\$67,738		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
					Total	\$67,738		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2024											Total	
						2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
45	CTR 0045	3G442 REHAB 6825	SFO	Replace Seismic Dampeners (WS)	Support	\$2,400,000	-\$486,000	\$900,000									\$2,814,000	
					Capital	\$13,000,000	-\$13,000,000	\$13,000,000										\$13,000,000
					Total	\$15,400,000	-\$13,486,000	\$13,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,814,000
46	CTR 0046	3G448 REHAB 6825	SFO	Pier Formwork Removal	Support	\$100,000						\$200,000	\$200,000			\$500,000		
					Capital	\$0					\$2,500,000					\$2,500,000		
					Total	\$100,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	\$200,000	\$0	\$0	\$0	\$3,000,000	
47	CTR 0048	3G487 REHAB 6825	SFO	Bridge Paint	Support	\$1,450,000	-\$1,292,800	\$48,800								\$206,000		
					Capital	\$0											\$0	
					Total	\$1,450,000	-\$1,292,800	\$48,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$206,000	
48	CTR 0049	3G470 REHAB 6828	Var.	Replace travelers and Rails PIDS	Support	\$210,000										\$210,000		
					Capital	\$0											\$0	
					Total	\$210,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$210,000	
49	CTR 0050	3G475 REHAB 6827	DUM	Traveler Modifications	Support	\$75,000	-\$75,000	\$500,000	\$500,000	\$500,000						\$1,500,000		
					Capital	\$0		\$3,000,000	\$3,500,000								\$3,000,000	
					Total	\$75,000	-\$75,000	\$500,000	\$3,500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$4,500,000	
50	CTR 0051	3G480 REHAB 6828	Var.	Caltrans PSR Planning Paint Bridge Structures PID	Support	\$90,000										\$90,000		
					Capital	\$0											\$0	
					Total	\$90,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,000	
51	CTR 0052	3G484 REHAB 6814	RSR	Bridge Paint (Lower Deck Only)	Support	\$1,150,000	\$2,064,000	\$1,000,000	\$750,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000		\$7,464,000		
					Capital	\$58,000,000	-\$13,000,000		\$35,000,000									\$80,000,000
					Total	\$59,150,000	-\$10,936,000	\$1,000,000	\$35,750,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$0	\$87,464,000
52	CTR 0053	3G486 REHAB 6826	SMH	Bridge Paint	Support	\$1,000,000	\$35,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000		\$2,785,000		
					Capital	\$0	\$30,000,000											\$30,000,000
					Total	\$1,000,000	\$30,035,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0	\$0	\$0	\$32,785,000
53	CTR 0054	3G454 REHAB 6814	RSR	Replace Joint Seals (Lower Deck)	Support	\$200,000	-\$200,000		\$200,000	\$200,000	\$100,000					\$500,000		
					Capital	\$0				\$1,500,000	\$0							\$1,500,000
					Total	\$200,000	-\$200,000	\$0	\$200,000	\$1,700,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
54	CTR 0055	3G474 REHAB 6814	RSR	Traveler Rail Upgrades and Scaffolding Ergonomics Imp	Support	\$900,000	-\$28,000	\$1,000,000	\$750,000							\$2,622,000		
					Capital	\$0		\$7,700,000										\$7,700,000
					Total	\$900,000	-\$28,000	\$8,700,000	\$750,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,322,000
55	CTR 0056	4A860 REHAB 6825	SFO	Repair Timber Fender at WS	Support	\$335,109										\$335,109		
					Capital	\$1,429,316	\$0											\$1,429,316
					Total	\$1,764,425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,764,424
56	CTR 0057	4G 280 REHAB 6825	SFO	Toll Plaza Renovation Oversight	Support	\$350,000	\$2,488									\$352,488		
					Capital	\$0												\$0
					Total	\$350,000	\$2,488	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$352,488
57	CTR 0058	4G 290 REHAB 6825	SFO	Toll Plaza Crash Cushion and Pump Station Oversight	Support	\$400,000										\$400,000		
					Capital	\$0												\$0
					Total	\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400,000
58	CTR 0059	91206 REHAB 8629	ALL	OSM Rehab Planning	Support	\$903,000										\$903,000		
					Capital	\$0												\$0
					Total	\$903,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$903,000
59	CTR 0060	91207 REHAB 6828	Var.	Caltrans Capital Coordination	Support	\$3,616,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$10,166,000		
					Capital	\$0												\$0
					Total	\$3,616,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$655,000	\$10,166,000
60	CTR 0061	93030 REHAB 6828	ALL	Toll Bridge Inspections	Support	\$12,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$37,500,000		
					Capital	\$0												\$0
					Total	\$12,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$37,500,000
61	CTR 0062	93870 REHAB 6828	ALL	Base Security	Support	\$6,000,000	\$1,500,000									\$7,500,000		
					Capital	\$0												\$0
					Total	\$6,000,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,500,000
62	CTR 0063	97017 REHAB 8033	RSR	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$345,142	-\$345,142											\$0
					Total	\$345,142	-\$345,142	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
63	CTR 0064	97037 REHAB 8033	ANT	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$180,103	-\$124											\$179,979
					Total	\$180,103	-\$124	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$179,979
64	CTR 0065	97047 REHAB 8033	SFO	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$3,566	-\$180											\$3,386
					Total	\$3,566	-\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,386
65	CTR 0066	97057 REHAB 8033	SMH	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$523,691	-\$523,691											\$0
					Total	\$523,691	-\$523,691	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
66	CTR 0067	97067 REHAB 8033	DUM	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$540,901	-\$540,901											\$0
					Total	\$540,901	-\$540,901	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
67	CTR 0068	97077 REHAB 8033	CAR	Toll Plaza Rehab Projects	Support	\$0										\$0		
					Capital	\$361,033	-\$361,033											\$0
					Total	\$361,033	-\$361,033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
68	CTR 0069	97708 REHAB 6828	Var.	Caltrans ETC Traffic Operations Support	Support	\$4,050,000	\$700,000									\$4,750,000		
					Capital	\$0												\$0
					Total	\$4,050,000	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,750,000
69	CTR 0072	CTR 0072 REHAB	ANT	Fender System	Support			\$70,000	\$230,000	\$300,000	\$100,000					\$700,000		
					Capital			\$0	\$0	\$2,000,000	\$0							\$2,000,000
					Total			\$70,000	\$230,000	\$300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,700,000

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Fiscal Year											Total	
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
70	CTR 0078	6811	BM	Floor Beam Mitigation Phase 1	Total	\$0	\$0	\$70,000	\$230,000	\$2,300,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	
		CTR 0078			Support													
		REHAB 6812			Capital	\$300,000	\$300,000											
71	CTR 0079	3G452	BM	Replace Joint	Total	\$0	\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	
		REHAB 6812			Support	\$182,000	-\$182,000											\$0
		REHAB 6812			Capital	\$1,000	-\$1,000											
72	CTR 0084	CTR 0084	BM	Floor Beam Mitigation Phase 2	Total	\$0	\$0	\$0	\$1,000,000	\$1,200,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$2,700,000	
		REHAB 6812			Support				\$1,000,000	\$1,200,000	\$500,000							\$2,700,000
		REHAB 6812			Capital				\$0	\$7,500,000	\$0							\$7,500,000
73	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements, Polyester Concrete Overlay (1958) Replace Joint Seals (1958)	Total	\$1,050,000	\$226,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,200,000		
		REHAB 6813			Support	\$1,050,000	\$226,000	\$500,000										\$1,776,000
		REHAB 6813			Capital	\$0	\$8,900,000	\$0										
74	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Southern Bridges	Total	\$1,050,000	\$9,126,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,676,000		
		REHAB 6828			Support	\$647,500	\$8,000											\$1,140,500
		REHAB 6828			Capital	\$0	\$2,800,000						\$485,000					
75	CTR 0098	3G420	Dum	Pedestrian Bridge Bearing Pad Replacement	Total	\$647,500	\$2,808,000	\$0	\$0	\$0	\$0	\$0	\$1,845,000	\$0	\$0	\$0	\$5,300,500	
		REHAB 6827			Support	\$60,000	-\$60,000											\$0
		REHAB 6827			Capital	\$0	\$0											
76	CTR 0106	CTR 0106	Dum	Fender System	Total	\$60,000	-\$60,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6827			Support													
		REHAB 6827			Capital											\$80,000	\$120,000	\$120,000
77	CTR 0107	CTR 0107	RSR	Substation Upgrade	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6814			Support	\$400,000	-\$400,000											\$0
		REHAB 6814			Capital	\$0	\$0											
78	CTR 0115	CTR 0115	RSR	Fender System	Total	\$400,000	-\$400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6814			Support													
		REHAB 6814			Capital											\$400,000	\$600,000	\$1,000,000
79	CTR 0118	CTR 0118	SFO	Substation Upgrade (1 Project)	Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6825			Support	\$200,000	-\$200,000											\$0
		REHAB 6825			Capital	\$400,000	-\$400,000											
80	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Total	\$600,000	-\$600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6825			Support	\$300,000	\$88,000											\$388,000
		REHAB 6825			Capital	\$300,000	-\$300,000							\$320,000				
81	CTR 0120	CTR 0120	SFO	Main Cable Wrap Investigations Phase 1	Total	\$600,000	-\$212,000	\$0	\$0	\$0	\$0	\$1,270,000	\$0	\$0	\$0	\$100,000	\$1,758,000	
		REHAB 6825			Support	\$200,000		\$200,000	\$600,000									\$1,000,000
		REHAB 6825			Capital	\$0			\$2,200,000									
82	CTR 0121	CTR 0121	SFO	Traveler Replacements and Rail Upgrades	Total	\$200,000	\$0	\$200,000	\$2,800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,200,000	
		REHAB 6825			Support		\$400,000	\$400,000	\$2,000,000									\$1,000,000
		REHAB 6825			Capital	\$0	\$0	\$2,800,000	\$0									
83	CTR 0122	CTR 0122	SFO	YBI Anchorage Hardening	Total	\$0	\$400,000	\$3,200,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,800,000	
		REHAB 6825			Support		\$400,000		\$200,000									\$400,000
		REHAB 6825			Capital		\$800,000											
84	CTR 0126	CTR 0126	SFO	W4 Crack Repairs and Seal	Total	\$0	\$0	\$1,200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000	
		REHAB 6825			Support				\$100,000	\$100,000								\$200,000
		REHAB 6825			Capital				\$0	\$400,000								
85	CTR 0128	CTR 0128	SFO	Main Cable Wrap Investigations Phase 2	Total	\$0	\$0	\$0	\$100,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$600,000	
		REHAB 6825			Support													
		REHAB 6825			Capital											\$2,000,000	\$6,000,000	\$2,000,000
86	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck); RSR - Replace Joint Seals (Upper Deck) and Resurfacing	Total	\$500,000	\$537,000	\$300,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$36,000,000	\$2,000,000	\$40,000,000	
		REHAB 6825			Support	\$500,000	\$537,000	\$300,000										
		REHAB 6825			Capital	\$0	\$3,500,000	\$0						\$500,000	\$1,100,000	\$2,937,000	\$6,000,000	\$9,500,000
87	CTR 0134	4H970	SFO	Gateway Park Oversight	Total	\$1,500,000	-\$1,059,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$7,100,000	\$12,437,000		
		REHAB 6825			Support	\$1,500,000	-\$1,059,000											\$0
		REHAB 6825			Capital	\$0	\$0											
88	CTR 0136	CTR 0136	SMH	Stairway and Access Ladder Reconstruction	Total	\$40,000	-\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$441,000	
		REHAB 6825			Support	\$40,000	-\$40,000											\$0
		REHAB 6825			Capital	\$0	\$0											
89	CTR 0142	CTR 0142	SMH	Fender System	Total	\$40,000	-\$40,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
		REHAB 6825			Support													
		REHAB 6825			Capital											\$70,000	\$230,000	\$300,000
90	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Total	\$2,500,000	\$364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$70,000	\$230,000	\$2,300,000	\$2,600,000	
		REHAB 6825			Support	\$2,500,000	\$364,000											
		REHAB 6825			Capital	\$38,600,000	\$0											
91	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Total	\$41,100,000	\$364,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,464,000	
		REHAB 6825			Support	\$0												\$0
		REHAB 6825			Capital	\$16,000,000	\$0											
92	CTR 0149	01411	SFO	SFOBB Maintenance Complex	Total	\$16,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000,000	
		REHAB 6825			Support	\$16,000,000	\$0											
		REHAB 6825			Capital	\$0												
93	CTR 0151	3G443	SFO	Grating Shields and Access Ladders	Total	\$990,000	\$89,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,079,000	
		REHAB 6825			Support	\$990,000	\$89,000											
		REHAB 6825			Capital	\$3,150,000	\$0											
					Total	\$4,140,000	\$89,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,229,000		

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Fiscal Year										Total		
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		2024	
94	CTR 0152	0120M REHAB 6825	SFO	Toll Plaza Repaving	Support	\$788,000											\$788,000	
					Capital	\$5,500,000	\$2,000,000											\$7,500,000
					Total	\$6,288,000	\$2,000,000											\$8,288,000
95	CTR 0153	1G310 REHAB 6825	SFO	Toll Plaza Repaving	Support	\$300,000											\$300,000	
					Capital	\$2,000,000												\$2,000,000
					Total	\$2,300,000												\$2,300,000
96	CTR 0154	3G440 REHAB 6825	SFO	Various Structural PIDS	Support	\$210,000											\$210,000	
					Capital	\$0												\$0
					Total	\$210,000												\$210,000
97	CTR 0155	3G450 REHAB 6828	VAR	Bridge Joint Seals	Support	\$120,000											\$120,000	
					Capital	\$0												\$0
					Total	\$120,000												\$120,000
98	CTR 0156	3G390 REHAB 6828	VAR	Bridge Lighting	Support	\$120,000											\$120,000	
					Capital	\$0												\$0
					Total	\$120,000												\$120,000
99	CTR 0157	3G400 REHAB 6828	VAR	Bridge Overlays***	Support	\$220,000	-\$85,000										\$135,000	
					Capital	\$0												\$0
					Total	\$220,000	-\$85,000											\$135,000
100	CTR 0158	0120F REHAB 6825	SFOBB	East Span Base	Support	\$0											\$0	
					Capital	\$2,200,000	-\$500,000											\$1,700,000
					Total	\$2,200,000	-\$500,000											\$1,700,000
101	CTR 0159	TBD REHAB 6825	SFOBB	West Span BASE	Support	\$1,500,000	-\$1,500,000										\$0	
					Capital	\$3,750,000	-\$3,750,000											\$0
					Total	\$5,250,000	-\$5,250,000											\$0
102	CTR 0160	4H180 REHAB 6825	SFOBB	Refill Seismic Dampeners***	Support	\$68,000	\$46,000										\$114,000	
					Capital	\$270,000												\$270,000
					Total	\$338,000	\$46,000											\$384,000
103	CTR 0163	3G447 REHAB 6825	SFOBB	Rebuild Damaged Fender System *** W6	Support	\$383,000	-\$144,000										\$239,000	
					Capital	\$3,000,000												\$3,000,000
					Total	\$3,383,000	-\$144,000											\$3,239,000
104	CTR 0164	CTR 164 REHAB	SFOBB	Substation Upgrade W4 Only	Support	\$200,000	-\$200,000										\$0	
					Capital	\$1,500,000	-\$1,500,000											\$0
					Total	\$1,700,000	-\$1,700,000											\$0
105	CTR 0165	CTR 165 REHAB	Var	CT Project Planning	Support	\$200,000	-\$200,000										\$0	
					Capital	\$0												\$0
					Total	\$200,000	-\$200,000											\$0
106	CTR 0167	CTR 167 REHAB	CARQ	Pier Fender Conduits	Support	\$0											\$0	
					Capital	\$0												\$0
					Total	\$0												\$0
107	CTR 0168	CTR 168 REHAB	RSR	Pier Fender Conduits	Support	\$0											\$0	
					Capital	\$0												\$0
					Total	\$0												\$0
108	CTR 0172	CTR 172 REHAB	SMH	Spandrel Beam Reconstruction	Support	\$0					\$400,000	\$400,000	\$400,000				\$1,200,000	
					Capital	\$0					\$0	\$4,000,000	\$0				\$4,000,000	
					Total	\$0					\$400,000	\$4,400,000	\$400,000				\$5,200,000	
109	CTR 0173	CTR 173 REHAB	BM	Power Cable	Support	\$0		\$200,000	\$200,000	\$100,000	\$400,000	\$4,400,000	\$400,000				\$5,500,000	
					Capital	\$0		\$0	\$1,000,000	\$0							\$1,000,000	
					Total	\$0		\$200,000	\$1,200,000	\$100,000	\$400,000	\$4,400,000	\$400,000				\$1,500,000	
110	CTR 0175	CTR 175 REHAB	Var	North Bridges Return Water Line System Air Compressor, Airlines	Support	\$0	\$600,000	\$1,500,000									\$2,100,000	
					Capital	\$0	\$5,500,000	\$100,000	\$200,000								\$5,800,000	
					Total	\$0	\$6,100,000	\$1,600,000	\$200,000								\$7,900,000	
111	CTR 0177	CTR 177 REHAB	SFOBB	Utility Stations, Replace Armored Cable	Support	\$0	\$650,000	\$650,000	\$50,000								\$1,350,000	
					Capital	\$0	\$0	\$2,800,000									\$2,800,000	
					Total	\$0	\$650,000	\$3,450,000	\$50,000								\$4,150,000	
112	CTR 0179	CTR 179 REHAB	CARQ	Pedestrian Bicycle Pathway Overlay	Support	\$60,000											\$60,000	
					Capital	\$100,000											\$100,000	
					Total	\$160,000											\$160,000	
113	CTR 0180	CTR 180 REHAB	CARQ	Pedestrian Bicycle Pathway Overlay	Support	\$60,000											\$60,000	
					Capital	\$100,000											\$100,000	
					Total	\$160,000											\$160,000	
114	CTR 0181	CTR 181 REHAB	CARQ	Pedestrian Bicycle Pathway Overlay	Support	\$60,000											\$60,000	
					Capital	\$100,000											\$100,000	
					Total	\$160,000											\$160,000	
115	CTR 0182	CTR 182 REHAB	Var	PID -Return Water Line System Air Compressor, Airlines	Support	\$0	\$244,000										\$244,000	
					Capital	\$0												\$0
					Total	\$0	\$244,000											\$244,000
116	CTR 0192	CTR 192 REHAB	Var	Replace Existing Conduit and Cable with Armored Cable	Support	\$0			\$640,000	\$680,000							\$1,320,000	
					Capital	\$0				\$3,400,000							\$3,400,000	
					Total	\$0			\$640,000	\$4,080,000							\$4,720,000	
117	CTR 0195	CTR 195 REHAB	Var	South Bridges Return Water Line System Air Compressor, Airlines	Support	\$0	\$900,000	\$2,800,000									\$3,700,000	
					Capital	\$0		\$10,000,000									\$10,000,000	
					Total	\$0	\$900,000	\$12,800,000									\$13,700,000	
118	CTR 0200	CTR 200 REHAB	ANT	Navigational Channel Marker Lighting	Support	\$0							\$15,000				\$15,000	
					Capital	\$0										\$50,000	\$50,000	
					Total	\$0										\$50,000	\$65,000	

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Budget											Total
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	
119	CTR 0201	0J120 REHAB 6814	RSR	Replace Expansion Joint at Pier 44E***	Support Capital Total	\$0 \$60,000 \$270,000	\$0 \$9,000 \$20,378	\$65,000	\$0	\$0	\$0	\$0	\$65,000	\$0	\$0	\$0	\$130,000
120	CTR 0202	0J870 REHAB 6825	SFOBB	Install Air Gap Monitoring System	Support Capital Total	\$67,000 \$270,000 \$337,000			\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$337,000
121	CTR 0203	3G360 REHAB 6828	Var.	Replace Various Navigational and Utility Equipment Supplemental PID	Support Capital Total	\$82,261 \$0 \$82,261	\$100,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$182,261
122	CTR 0204	3G301 REHAB 6828	Var.	Replace Fog Horns, Radar Beacons and Related Electrical Systems on Northern Bridges	Support Capital Total	\$245,000 \$0 \$245,000	\$245,000 \$1,320,000 \$1,565,000	\$245,000	\$0	\$0	\$0	\$0	\$390,000 \$1,075,000 \$1,465,000	\$0	\$0	\$0	\$1,822,261
123	CTR 0205	CTR 205 REHAB	SMH	Modify and widen existing high-rise catwalk for access	Support Capital Total	\$0 \$0 \$0	\$245,000	\$1,565,000	\$0	\$0	\$0	\$100,000 \$2,500,000 \$2,600,000	\$300,000 \$0 \$300,000	\$100,000 \$0 \$100,000	\$0	\$0	\$3,275,000
124	CTR 0206	CTR 206 REHAB	RSR	I-580 Corridor Improvements Oversight	Support Capital Total	\$0 \$0 \$0	\$300,000		\$0	\$0	\$0	\$2,600,000 \$300,000 \$2,900,000	\$100,000	\$0	\$0	\$0	\$3,000,000
125	CTR 0207	CTR 207 REHAB	Var	SCADA System (Software Upgrade) (ANT, BM, CARQ, DUM, RSR, & SMH)	Support Capital Total	\$0 \$0 \$0	\$300,000 \$200,000 \$500,000		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
126	CTR 0208	CTR 208 REHAB	BM	Bearing Shear Bolts	Support Capital Total	\$0 \$0 \$0	\$800,000	\$300,000 \$600,000 \$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
127	CTR 0209	CTR 209 REHAB	DUM	Steel Crack Mitigation	Support Capital Total	\$0 \$0 \$0	\$0	\$900,000	\$0	\$0	\$0	\$250,000 \$250,000 \$500,000	\$950,000 \$700,000 \$1,650,000	\$0	\$0	\$0	\$1,650,000
128	CTR 0210	CTR 210 REHAB	SMH	Pile Crack Repairs	Support Capital Total	\$0 \$0 \$0	\$0	\$0	\$0	\$0	\$250,000 \$300,000 \$550,000	\$950,000 \$400,000 \$1,350,000	\$0	\$100,000	\$0	\$0	\$1,200,000
129	CTR 0211	CTR 211 REHAB	BM	Replace Fender System (1962)	Support Capital Total	\$0 \$0 \$0	\$0	\$0	\$0	\$0	\$300,000 \$2,400,000 \$2,700,000	\$2,400,000 \$100,000 \$2,500,000	\$100,000	\$0	\$0	\$0	\$2,800,000
130	CTR 0212	CTR 212 REHAB	Var	Substation and Power Cable	Support Capital Total	\$0 \$0 \$0	\$0	\$122,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000	\$800,000
131	CTR 0213	CTR 213 REHAB	SFOBB	CT Oversight of Bridge Yard Renovations (IERBYS Building)	Support Capital Total	\$0 \$0 \$0	\$122,000	\$100,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122,000
132	CTR Res	CTR Res REHAB 6829	Var	Caltrans Program Contingency	Support Capital Total	\$4,090,000 \$0 \$4,090,000	\$910,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
133	880/92	2G361 RM1 8615	880/92	Landscaping**	Support Capital Total	\$690,000 \$1,800,000 \$2,490,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,490,000
134	880/92	2G362 RM1 8615	880/92	Landscaping**	Support Capital Total	\$800,000 \$0 \$800,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800,000
135	BM	0060A RM1 8210	BM	Modification to 1962 Bridge**	Support Capital Total	\$200,000 \$0 \$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
136	BM	0060C RM1 8210	BM	Replacement Planting**	Support Capital Total	\$584,000 \$0 \$584,000	\$1,125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,709,000
137	CAR	0130J RM1 8315	CAR	Site Mitigation 3**	Support Capital Total	\$150,000 \$0 \$150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
138	CAR	0130K RM1 8315	CAR	Misc Landscaping**	Support Capital Total	\$61,000 \$0 \$61,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,000
139	880/92	01601 RM1 8615	880/92	880/92 Interchange**	Support Capital Total	\$850,000 \$6,625,000 \$7,475,000	-\$4,125,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,350,000
140	SMH	27790 RM1 8637	SMH	Bay Trail Improvement**	Support Capital Total	\$0 \$115,000 \$115,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$115,000
141	BR 0001	8531 REHAB	BATA	Benicia ORT***	Support Capital Total	\$0 \$4,153,000 \$4,153,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,153,000
142	BR 0002	8539 REHAB	BATA	SFOBB Eyebar Review	Support Capital Total	\$2,950,000 -\$36,000 \$2,914,000	\$36,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,914,000
						\$2,914,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,914,000

Line No	Project No	EA Program	Bridge CCA	Description Status		Budget											Total	
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024		
143	BR 0003	8594 REHAB	BATA	SFOBB West Span Pathway Planning	Support	\$1,750,000											\$1,750,000	
					Capital	\$550,000	\$10,000,000											\$10,550,000
					Total	\$2,300,000	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,300,000
144	BR 0004	8909 REHAB	BATA	Gateway Park	Support	\$500,000											\$500,000	
					Capital	\$15,500,000	\$13,900,000											\$29,400,000
					Total	\$16,000,000	\$13,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,900,000
145	BR 0005	8913 REHAB	BATA	SFOBB Administration Building***	Support	\$5,000,000											\$5,000,000	
					Capital	\$21,217,000	-\$521,000											\$20,696,000
					Total	\$26,217,000	-\$521,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,696,000
146	BR 0006	8918 REHAB	BATA	SFOBB Maintenance Complex	Support	\$0											\$0	
					Capital	\$431,000												\$431,000
					Total	\$431,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$431,000
147	BR 0008	8921 REHAB	BATA	SFOBB FasTrak Lane Conversion	Support	\$0											\$0	
					Capital	\$4,610,000	-\$1,000,000											\$3,610,000
					Total	\$4,610,000	-\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,310,000
148	BR 0009	8922 REHAB	BATA	Metering Lights Upgrade	Support	\$0											\$0	
					Capital	\$1,000,000												\$1,000,000
					Total	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
149	BR 0010	8920 REHAB	BATA	SFO Plaza and Canopy Improvements	Support	\$4,000,000											\$4,000,000	
					Capital	\$6,000,000	-\$728,000											\$5,272,000
					Total	\$10,000,000	-\$728,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,272,000
150	BR 0011	8923 REHAB	BATA	Bridge Documentation	Support	\$0											\$0	
					Capital	\$500,000												\$500,000
					Total	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
151	BR 0013	8602 REHAB	BATA	Hybrid/ETC Lane Modifications	Support	\$0											\$0	
					Capital	\$874,000												\$874,000
					Total	\$874,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$874,000
152	BR 0014	8907 REHAB	BATA	Toll Plaza Capital Improvements	Support	\$350,000											\$350,000	
					Capital	\$12,850,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$3,000,000	\$36,850,000	
					Total	\$13,200,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$3,000,000	\$37,200,000	
153	BR 0016	8631 REHAB	BATA	Callboxes	Support	\$0											\$0	
					Capital	\$2,344,000												\$2,344,000
					Total	\$2,344,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,344,000
154	BR 0017	8900 REHAB	BATA	2003 CSC Procurement	Support	\$1,479,000	\$200,000										\$1,679,000	
					Capital	\$12,879,000												\$12,879,000
					Total	\$14,358,000	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,558,000
155	BR 0018	8901 REHAB	BATA	Ongoing Toll Tag Procurement	Support	\$0											\$0	
					Capital	\$46,473,395	\$5,000,000	\$5,500,000	\$6,000,000	\$6,800,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$114,773,395
					Total	\$46,473,395	\$5,000,000	\$5,500,000	\$6,000,000	\$6,800,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$7,500,000	\$114,773,395
156	BR 0019	8902 REHAB	BATA	2012 CSC Procurement (New CSC)	Support	\$0											\$0	
					Capital	\$12,250,000	\$2,000,000	\$2,000,000	\$2,000,000	\$500,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$19,950,000
					Total	\$12,250,000	\$2,000,000	\$2,000,000	\$2,000,000	\$500,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$19,950,000
157	BR 0020	8903 REHAB	BATA	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	\$0											\$0	
					Capital	\$34,300,000	\$1,500,000	\$500,000										\$36,300,000
					Total	\$34,300,000	\$1,500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,300,000
158	BR 0021	8904 REHAB	BATA	FasTrak Sign and Sign Structure Improvements (Strategic)	Support	\$1,000,000											\$1,000,000	
					Capital	\$30,741,000	-\$2,186,000											\$28,555,000
					Total	\$31,741,000	-\$2,186,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,555,000
159	BR 0022	8905 REHAB	BATA	Misc Bridge Improvements	Support	\$400,000											\$400,000	
					Capital	\$8,448,979	\$4,000,000											\$12,448,979
					Total	\$8,848,979	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,848,979
160	BR 0023	8908 REHAB	BATA	BATA Technology Infrastructure (HW, SW, NETWORK)	Support	\$0											\$0	
					Capital	\$2,950,000	\$785,000	\$500,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$500,000	\$7,885,000	
					Total	\$2,950,000	\$785,000	\$500,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$500,000	\$7,885,000	
161	BR 0024	8910 REHAB	BATA	Minor Emergency Reserve	Support	\$0											\$0	
					Capital	\$0												\$0
					Total	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
162	BR 0025	8912 REHAB	BATA	Tag Inventory Conversion (Upgrade Technology)	Support	\$200,000											\$200,000	
					Capital	\$1,936,500												\$1,936,500
					Total	\$2,136,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,136,500
163	BR 0026	8914 REHAB	BATA	Violation Enforcement System	Support	\$0											\$0	
					Capital	\$8,300,000												\$8,300,000
					Total	\$8,300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,300,000
164	BR 0027	8916 REHAB	BATA	Bay Crossing Study	Support	\$540,000											\$540,000	
					Capital	\$0												\$0
					Total	\$540,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$540,000
165	BR 0028	8917 REHAB	BATA	BATA Technology Security Review and Implementation	Support	\$0											\$0	
					Capital	\$500,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	\$3,050,000	
					Total	\$500,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$300,000	\$3,050,000	
166	BR 0029	8926 REHAB	BATA	Bridge Modeling and Investigations	Support	\$2,000,000											\$2,000,000	
					Capital	\$3,000,000												\$3,000,000
					Total	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
167	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0											\$0	
					Capital	\$0												\$0

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Fiscal Year										Total	
						Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023		2024
		REHAB			Capital	\$42,544,709	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$50,544,709
		REHAB			Total	\$42,544,709	\$3,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$50,544,709
168	BR 0031	8000-05 REHAB	BATA	Capital Program Audits	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$7,500,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$12,000,000
		REHAB			Total	\$7,500,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$12,000,000
169	BR 0033	8927 REHAB	BATA	CCTV Installation	Support	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$850,000
		REHAB			Capital	\$0	\$5,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,150,000
		REHAB			Total	\$850,000	\$5,150,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000
170	BR 0034	8924 REHAB	BATA	Antioch Bridge CCTA 160/4 Interchange	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000
		REHAB			Total	\$50,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000,000
171	BR 0035	8930 REHAB	BATA	Richmond-San Rafael Bridge I-580 Corridor Improvements	Support	\$0	\$0	\$600,000	\$1,000,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$2,100,000
		REHAB			Capital	\$3,000,000	\$0	\$15,000,000	\$53,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000,000
		REHAB			Total	\$3,000,000	\$0	\$15,600,000	\$54,000,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$74,100,000
172	BR 0036	8931 REHAB	BATA	BATA Infrastructure Relocation	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
		REHAB			Total	\$1,000,000	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
173	BR 0037	8932 REHAB	BATA	ETC Loop Rehabilitation new request FY 2014	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$1,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
		REHAB			Total	\$1,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,000,000
174	BR 0038	BR 0038 REHAB	BATA	Future CSC Procurement new request FY 2014	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
		REHAB			Total	\$0	\$0	\$0	\$0	\$10,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000,000
175	BR 0039	8933 REHAB	BATA	Plan Bay Area TMS new request FY 2014	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
		REHAB			Total	\$7,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
176	BR 0040	8012 REHAB	BATA	All Electronic Tolling Study	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$200,000	\$160,000	\$90,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,450,000
		REHAB			Total	\$200,000	\$160,000	\$90,000	\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$10,450,000
177	BR 0041	BR 0041 REHAB	BATA	Temporary License Plate System Implementation new request FY 2015	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
		REHAB			Total	\$0	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
178	BR 0042	BR 0042 REHAB	BATA	Communications in Bridge Corridors new request FY 2015	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
		REHAB			Total	\$0	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000,000
179	BR 0043	BR 0043 REHAB	BATA	Backhaul Connection Infrastructure new request FY 2015	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
		REHAB			Total	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
180	BR Res	8928 REHAB	Var.	BATA Program Contingency RM1 Closeout	Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
		REHAB			Capital	\$0	\$3,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,008,000
		REHAB			Total	\$0	\$3,008,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,008,000

		Thru 2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	Total	
Toll Bridge Rehabilitation Program Summary		Support	\$161,225,101	\$7,139,348	\$17,133,800	\$9,725,000	\$7,585,000	\$5,655,000	\$5,675,000	\$5,545,000	\$5,905,000	\$10,405,000	\$8,175,000	\$244,168,249
		Capital	\$705,663,253	\$70,633,074	\$74,410,000	\$111,500,000	\$33,000,000	\$22,400,000	\$25,050,000	\$13,885,000	\$11,400,000	\$41,400,000	\$21,200,000	\$1,130,541,327
		Total	\$866,888,354	\$77,772,422	\$91,543,800	\$121,225,000	\$40,585,000	\$28,055,000	\$30,725,000	\$19,430,000	\$17,305,000	\$51,805,000	\$29,375,000	\$1,374,709,576
Caltrans Rehabilitation Program Summary		Support	\$140,206,100	\$6,975,348	\$16,533,800	\$8,725,000	\$7,085,000	\$5,655,000	\$5,675,000	\$5,545,000	\$5,905,000	\$10,405,000	\$8,175,000	\$220,885,249
		Capital	\$361,146,670	\$18,779,074	\$44,570,000	\$41,300,000	\$15,000,000	\$0	\$12,650,000	\$2,485,000	\$0	\$30,000,000	\$9,200,000	\$535,130,744
		Total	\$501,352,770	\$25,754,422	\$61,103,800	\$50,025,000	\$22,085,000	\$5,655,000	\$18,325,000	\$8,030,000	\$5,905,000	\$40,405,000	\$17,375,000	\$756,015,993
BATA Rehabilitation Program Summary		Support	\$21,019,000	\$164,000	\$600,000	\$1,000,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$23,283,000
		Capital	\$344,516,583	\$51,854,000	\$29,840,000	\$70,200,000	\$18,000,000	\$22,400,000	\$12,400,000	\$11,400,000	\$11,400,000	\$11,400,000	\$12,000,000	\$595,410,583
		Total	\$365,535,583	\$52,018,000	\$30,440,000	\$71,200,000	\$18,500,000	\$22,400,000	\$12,400,000	\$11,400,000	\$11,400,000	\$11,400,000	\$12,000,000	\$618,693,583

*Caltrans Capital includes capital outlay construction and right-of-way.
**Previous expenses covered in RM1 Program.
*** Project to be closed by June 30, 2014



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

Capital Program 30914(c) Project No.	Project Title	Project Sponsor(s)	Toll Funding (thousands)
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$3,000,000
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF MTA	\$30,000,000
3	SF MUNI Historic Streetcars Rehabilitation	SF MTA	\$10,000,000
4	Dumbarton Commuter Rail	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	\$9,157,000
5	Vallejo Station	City of Vallejo	\$26,000,000
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	\$12,251,422
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	\$100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	\$37,758,000
9	Richmond Parkway Park & Ride	Solano Transportation Authority	\$3,850,000
10	SMART Extension to Larkspur or San Quentin	Sonoma Marin Area Rail Transit District (SMART)	\$56,500,000
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transportation Authority of Marin	\$43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	\$20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	\$96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	\$35,950,126
15	Central Contra Costa BART Crossover	BART	\$25,000,000
16	Benicia-Martinez Bridge New Span	Bay Area Toll Authority	\$50,000,000
17	Express Bus North	Competitive	\$18,798,452
18	Clipper	Metropolitan Transportation Commission	\$22,000,000
19	Real Time Transit	Metropolitan Transportation Commission	\$20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	\$22,500,000
21	BART Tube Seismic Retrofit	BART	\$33,801,000
22	Transbay Terminal/Downtown Caltrain Extension	Transbay Joint Powers Authority	\$150,000,000
23	Oakland Airport Connector	Port of Oakland and BART	\$115,199,000
24	AC Transit Enhanced Bus	AC Transit	\$77,760,172
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	\$12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	\$12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	\$12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	\$48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	\$33,932,828
30	I-880 North Safety Improvements	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	\$12,300,000
31	BART Warm Springs Extension	BART	\$186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	\$65,000,000
33	San Francisco Bay Area Rail Study	BART	\$6,500,000
34	Integrated Fare Structure Program	TransLink® Consortium	\$1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	\$5,000,000
36	Caldecott Tunnel Improvements - Fourth Bore	Contra Costa Transportation Authority	\$45,075,000
37	BART Transit Capital Rehabilitation	BART	\$24,000,000
38	Regional Express Lane Network	MTC	\$4,825,000
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	\$7,417,000
40	Caltrain Electrification	Caltrain	\$20,000,000
TOTAL			\$1,515,000,000

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



BATA Resolution No. 113
 Date: December 18, 2013
 W.I.: 1256
 Referred by: BATA Oversight Committee

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

Toll Bridge Seismic Retrofit Projects	Current Total Project Budget	Approved Project Budget Changes	Revised Total Project Budget
	a	b	c = a + b
San Francisco-Oakland Bay Bridge East Span Replacement	\$ 6,293,169,200	\$ 103,800,000	\$ 6,396,969,200
San Francisco-Oakland Bay Bridge West Span Retrofit	\$ 305,316,000		\$ 305,316,000
San Francisco-Oakland Bay Bridge West Approach Replacement	\$ 469,700,000		\$ 469,700,000
Richmond-San Rafael Bridge Retrofit	\$ 816,500,000		\$ 816,500,000
Benicia-Martinez Bridge Retrofit	\$ 177,830,000		\$ 177,830,000
Carquinez Bridge Retrofit	\$ 114,206,000		\$ 114,206,000
San Mateo-Hayward Bridge Retrofit	\$ 163,412,000		\$ 163,412,000
Antioch Bridge Retrofit	\$ 82,000,000		\$ 82,000,000
Dumbarton Bridge Retrofit	\$ 148,700,000		\$ 148,700,000
Subtotal for Bay Area Bridges	\$ 8,570,833,200	\$ 103,800,000	\$ 8,674,633,200
Vincent Thomas Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 58,510,000	\$ -	\$ 58,510,000
San Diego-Coronado Bridge Retrofit (<i>non-BATA, for information only</i>)	\$ 103,520,000	\$ -	\$ 103,520,000
Program Indirects	\$ 30,000,000	\$ -	\$ 30,000,000
Subtotal for All Bridges	\$ 8,762,863,200	\$ 103,800,000	\$ 8,866,663,200
Program Contingency	\$ 189,136,600	\$ (103,800,000)	\$ 85,336,600
Total for Toll Bridge Seismic Retrofit Program	\$ 8,951,999,800	\$ -	\$ 8,951,999,800



BATA Resolution No. 111
Date: December 18, 2013
W.I.: 1256
Referred by: BATA Oversight Committee
Revised: 03/26/14 BATA

Attachment F
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

Project No.	Project Title	Project Sponsor(s)	Toll Funding (thousands)
1	South Access to the Golden Gate Bridge - Doyle Drive Replacement Project	SFCTA, MTC, CT, GGBTHD	\$80,000
2	E BART	BART, MTC	\$111,500
3	Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC	\$150,000
4	Tri-Valley Transit Access Improvements to BART	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	\$95,000
5	I-80/I-680 Interchange	STA, MTC	\$100,000
6	Fairfield/Vacaville Train Station	STA, MTC	\$9,000
7	BART to Warm Springs	BART, MTC	\$5,000
8	Other Corridor Improvements	MTC	\$19,500
TOTAL			\$570,000

BATA Resolution No. 113
Date: June 24, 2014
W.I.: 1254
Referred by: BATA Oversight Committee

Attachment G
Fund Reserve Designations
(effective June 30, 2014)

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* \$ 150 million
- Rehabilitation Reserve \$ 120 million
 (2 years @ \$60 million)
- Emergency reserve (Co-op) \$ 50 million
- Variable Rate Risk Reserve \$ 100 million
- Project/Self Insurance Reserve (SIR) \$ 580 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