

BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) & Toll Bridge Program Report Update

BATA Oversight Committee Meeting

February 8, 2022



What is BATA's 10-Year Toll Bridge Capital Improvement Plan (CIP)?

- A 10-year planning document starting with FY 2024-33
 - Estimates project costs and expenditure cashflows
 - Is not a programming or budget allocation action; CIP informs the budget development
 - Is not a funding plan; a discussion of funding scenarios will be presented with the annual budget
- A fiscally constrained set of projects that BATA plans to fund and implement to preserve and rehabilitate the bridges and tolling infrastructure, and a set of associated estimated cashflow expenditures
 - Serves as the 10-Year Toll Bridge Rehabilitation Plan (referenced in the BATA Long Range Plan) that was historically attached to the annual BATA Capital Budget
 - Will be adopted separately from the annual budgeting process moving forward
- CIP will be updated regularly to reflect project changes and additional data from asset management studies
 - e.g., Data coming in 2025 will allow us to factor in bridge replacement timing into CIP project list

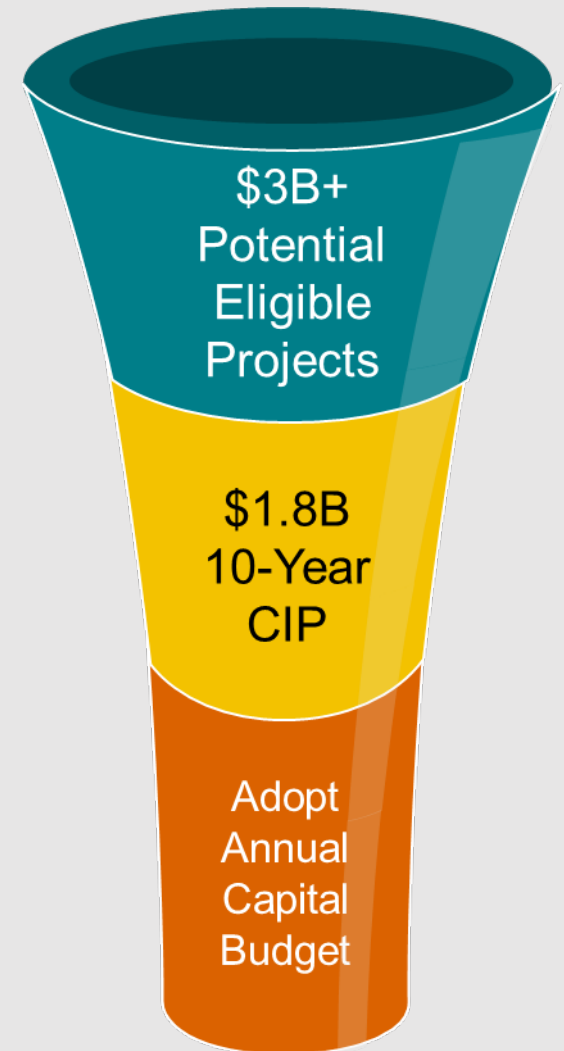
Asset Management and the BATA Plans

- By **2025**, asset management work will provide the Authority **scenarios to understand the trade-offs related to project costs, project timing and bridge performance strategy (i.e., maintenance, major rehabilitation, or replacement)**.
- Per California Streets and Highways Code § 30950.3 (b):
 - “Authority shall give first priority to projects and expenditures that are deemed necessary by the department and the authority to preserve and protect the bridge structures”



Managing the Toll Bridges

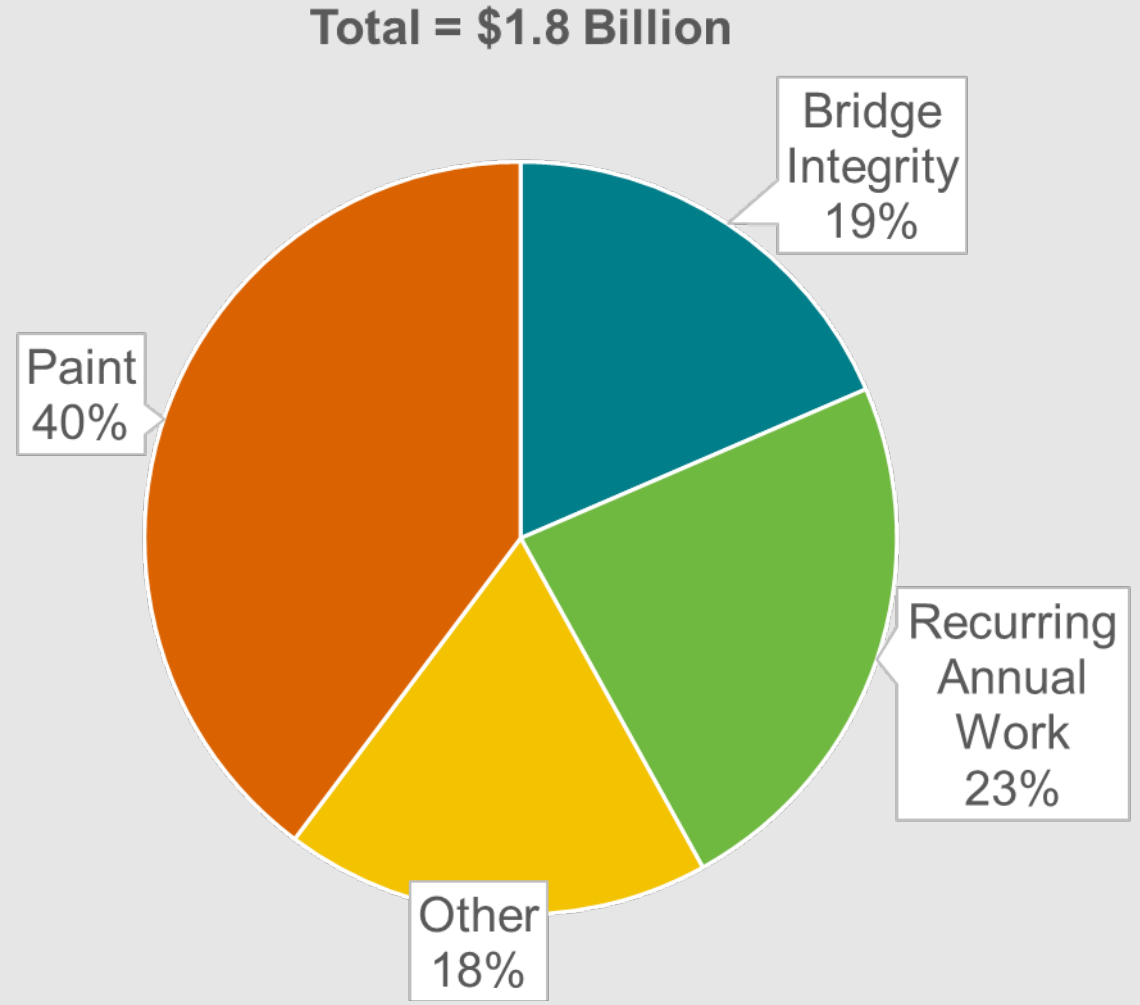
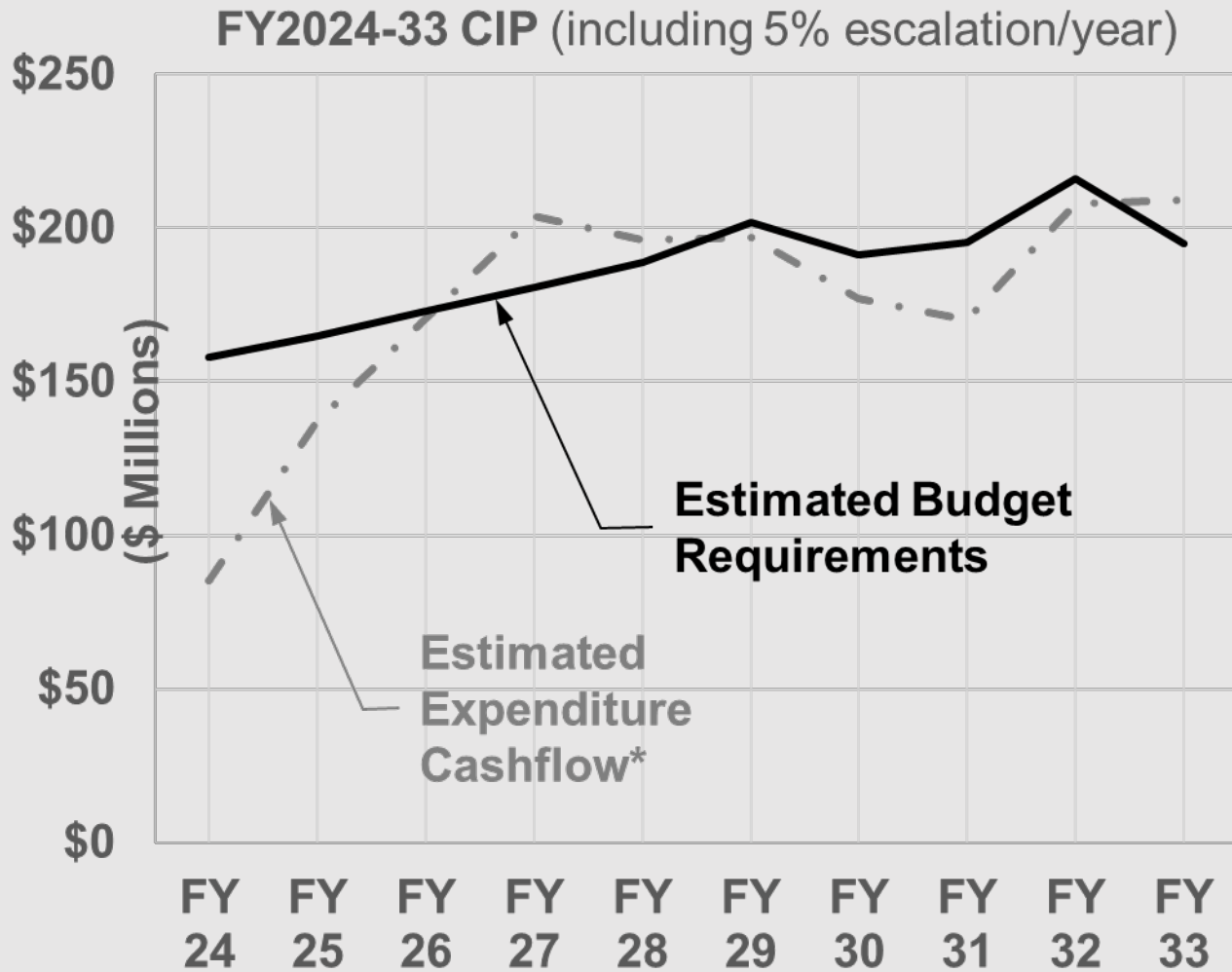
- **Identify Potential Eligible Projects (\$3B+)**
 - Identify potential capital needs on the toll bridges and approaches and tolling systems (unconstrained)
- **Develop 10-Year Capital Improvement Plan (\$1.8B including 5% escalation/yr)**
 - Prioritize projects to maintain assets over the next 10-years utilizing category type, asset condition, and urgency information
 - Project funding schedule adjustments applied based on project readiness and annual fiscal constraints
- **Adopt Annual Capital Budget**
 - Determine amounts authorized for each fiscal year using CIP as a baseline and updating based on annual budget request, project and bridge condition information



Prioritizing Projects in the CIP

- What is the project selection criteria?
 - Focus on projects deemed necessary to preserve and protect the bridge structures per California Streets and Highways Code § 30950.3 (b)
 - Category Type: Bridge integrity projects (i.e., superstructure, substructure, deck, protective steel painting), Electronic toll collection
 - Poor asset condition and urgent projects
- Adjust timing of individual projects based on
 - Annual funding constraint
 - Project delivery resources
- Excludes:
 - Projects on the approaches that can be funded with other sources

FY 2024-33 CIP

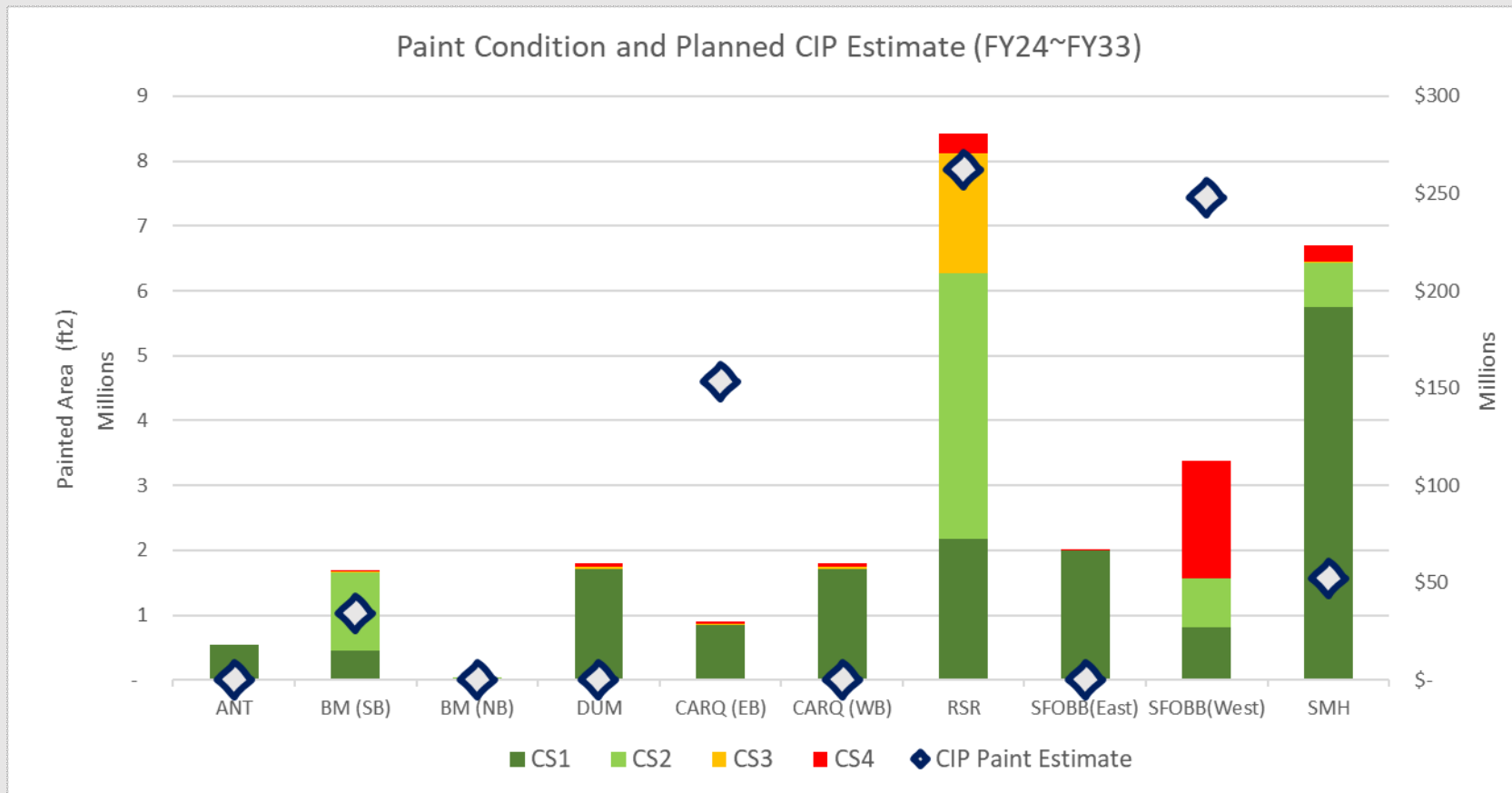


*Estimated expenditure cashflow does not include cashflow for amounts budgeted in previous years.



Paint Condition and Planned CIP

- Paint deteriorates with time transitioning through four condition states (CS1~CS4)
- Poor (CS3) and Severe (CS4) condition states can be critical to the integrity of steel members
- Steel members with Poor or Severe conditions may have some permanent section loss due to corrosion



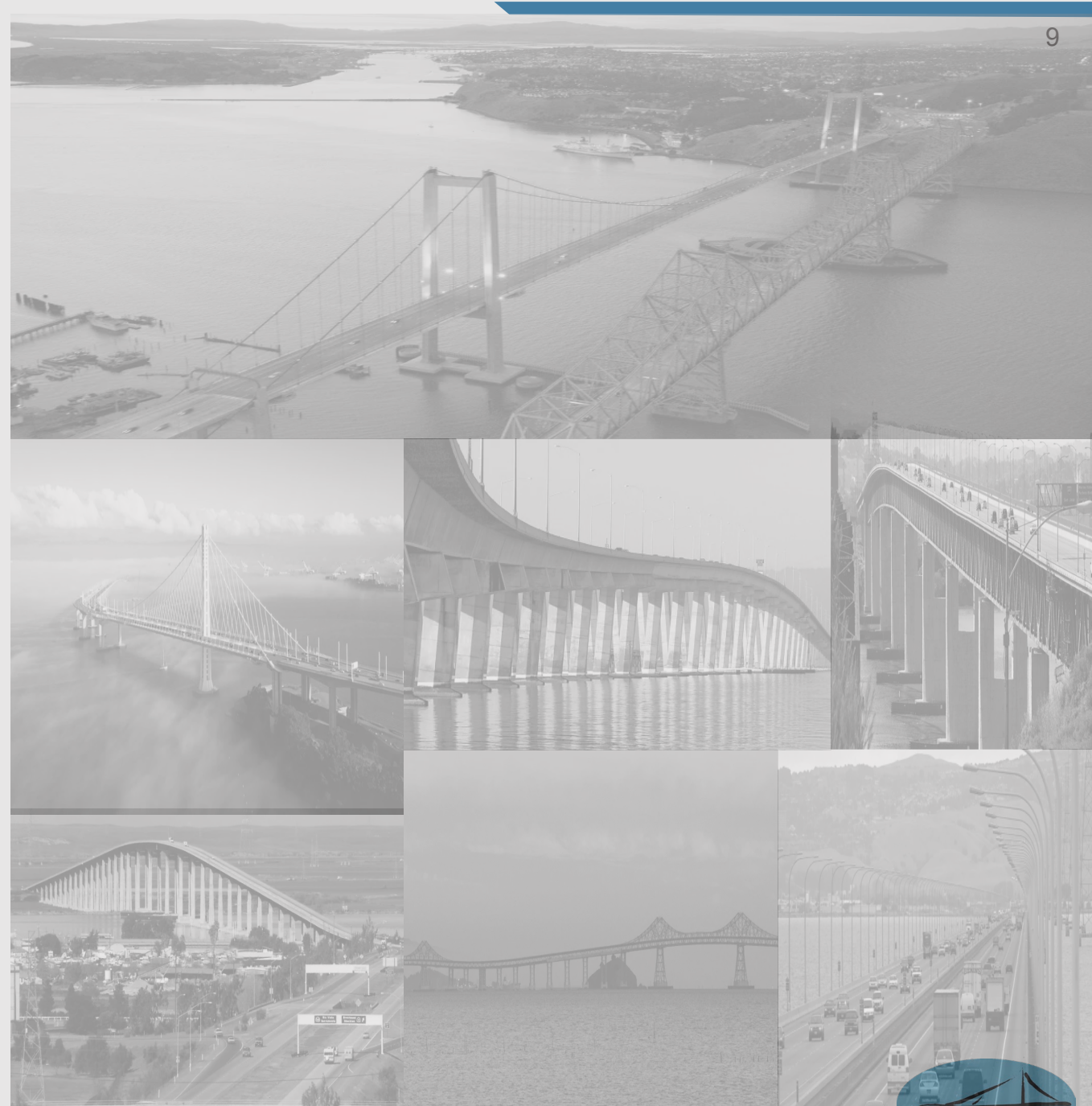
Future CIP Projects

Category	Sample Projects from CIP	10-Year Total
Structural Steel Painting	Structural steel painting of Superstructure and Towers on various bridges	\$741M
Recurring Annual Work	Fastrak® customer service center and transponders [\$127M], Bridge Inspections [\$57M], BATA Technology Infrastructure & Security, BASE cameras [\$28M], Program Monitoring, Bay Lights Maintenance, Asset Management, Audits [\$17M]	\$437M
Bridge Integrity	Main Cable, Joints, Fenders, Structure Repairs, Deck Overlay/Repairs on various bridges	\$345M
Other	Projects related to Facilities, Electrical/Mechanical (substations, power cables), Operational Improvements (Forwards), Open Road Tolling (ORT) [\$67M]	\$341M
	Total	\$1,864M

*A complete list is provided as Attachment A in BATA Resolution No. 166

Toll Bridge Program Report Update

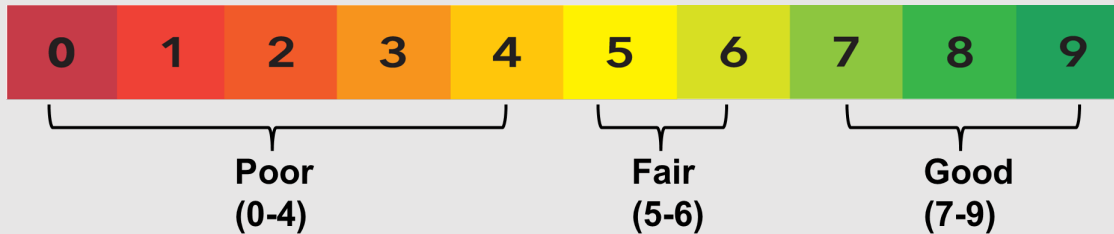
Feb 2023



Toll Bridge Program Report Update

Feb 2023

- Bridges are safe
- No changes to the overall bridge ratings reported last year
- The overall bridge rating is not a safety rating, but a tool to help record and track deterioration and prioritize projects and funding.
- Feb 2023 Report includes CIP project list



Bridge	Overall Rating	Bridge Condition
Antioch	7	Good
Benicia-Martinez (Northbound)	7	Good
Benicia-Martinez (Southbound)	5	Fair
Carquinez (Eastbound)	5	Fair
Carquinez (Westbound)	5	Fair
Dumbarton	6	Fair
Richmond-San Rafael	5	Fair
SF-Oakland Bay Bridge (East Span)	7	Good
SF-Oakland Bay Bridge (West Span)	5	Fair
San Mateo-Hayward Bridge	4	Poor

Current Construction Project Status

Bridge	Project	Progress	Budget	Completion Date
Richmond-San Rafael	Structural Steel Paint Repair	82%	\$49M	August 2023
San Francisco-Oakland	Replace Seismic Dampers West Span	91%	\$23M	June 2023
San Francisco-Oakland	Rehabilitate Fire Protection System at Yerba Buena Island (YBI) Tunnel	18%	\$15M	April 2023
San Francisco-Oakland	Interim Repair of the SFOBB West Span Fender System	81%	\$7M	March 2023
San Mateo-Hayward	Pier Cap and Spandrel Beam Repair	77%	\$34M	January 2024
San Mateo-Hayward	High-Rise Tower Painting	2%	\$9M	June 2024

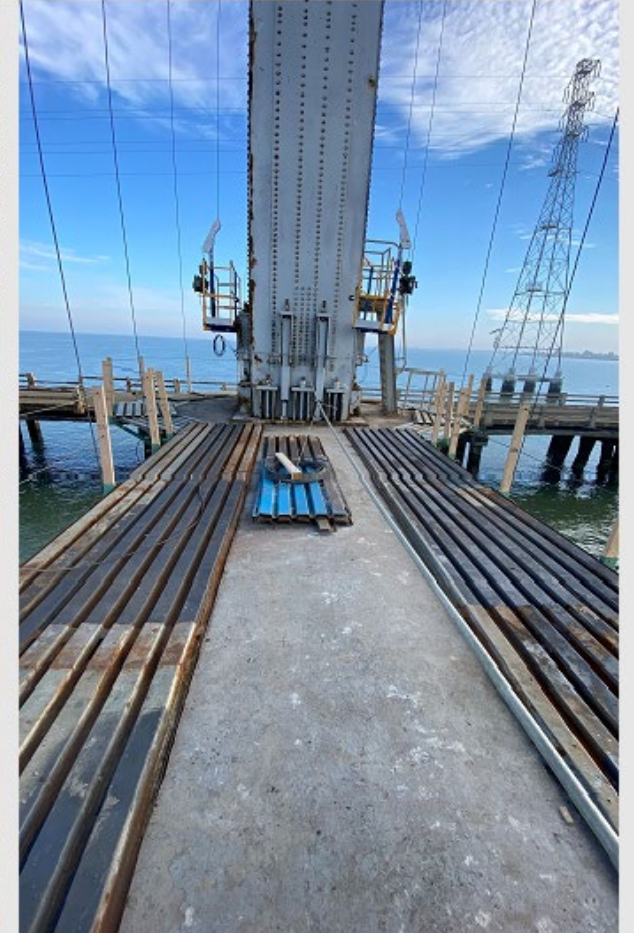
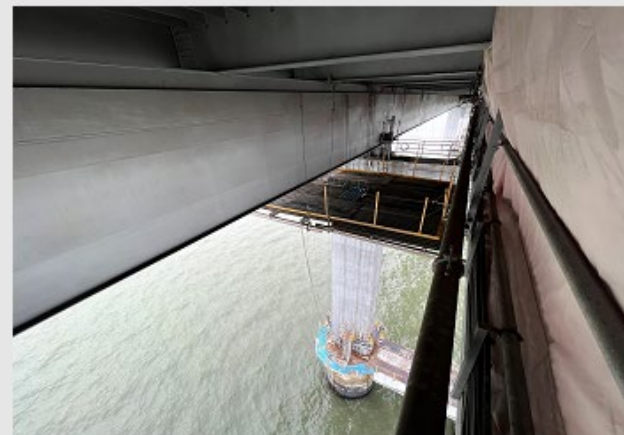
San Mateo-Hayward Bridge Pier Cap and Spandrel Beam Repair- Phase 1

- **Bridge:** San Mateo-Hayward Bridge
- **Contract No:** 04-3G4544
- **Approved budget:** \$34 Million
- **Contractor:** Golden State Bridge, Inc
- **Construction Begins:** March 2020
- **Construction Ends:** January 2024
- **Percent Completed:** 77%



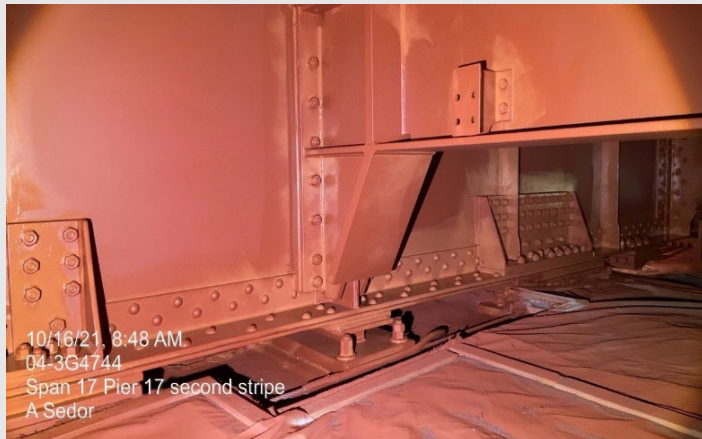
San Mateo-Hayward Bridge High-Rise Tower Painting

- **Bridge:** San Mateo-Hayward Bridge
- **Contract No:** 04-3G4884
- **Approved budget:** \$9 Million
- **Contractor:** CEKRA, Inc
- **Construction Begins:** December 2022
- **Construction Ends:** June 2024
- **Percent Completed:** 2%



Richmond-San Rafael Bridge Structural Steel Paint Repair

- **Bridge:** Richmond-San Rafael Bridge
- **Contract No:** 04-3G4744
- **Approved budget:** \$49 Million
- **Contractor:** Allied Painting, Inc.
- **Construction Begins:** April 2021
- **Construction Ends:** August 2023
- **Percent Completed:** 82%



San Francisco-Oakland Bay Bridge Interim Repair of West Span Fender System

- **Bridge:** San Francisco-Oakland Bay Bridge
- **Contract No:** 04-4W0104
- **Approved budget:** \$7 Million
- **Contractor:** The Dutra Group
- **Construction Begins:** January 2022
- **Construction Ends:** March 2023
- **Percent Completed:** 81%



Contact

Rosalynn Chongchaikit, P.E.

Principal, BATA

Email: rchongchaikit@bayareametro.gov

Phone: (415) 778-6724