

# Bay Area Toll Authority

## Oversight Committee

January 8, 2025

Agenda Item 5a-24-1611

### **BATA Resolution No. 166, Revised – BATA 10-Year Toll Bridge Capital Improvement Plan for Fiscal Year 2024-33**

---

#### **Subject:**

Update on BATA Resolution No. 166, Revised, the BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) for Fiscal Year (FY) 2024-33 for information. The update, reflects changes in costs and schedules of the projects included in the current, adopted CIP. Staff will also provide an updated Toll Bridge Program Report for information. Staff will request approval of the CIP at the BATA meeting on Jan 22, 2025.

#### **Background:**

BATA's 10-Year Toll Bridge Capital Improvement Plan (CIP) is a 10-year planning document of projects that BATA intends to fund and implement with Caltrans to preserve the bridges and tolling infrastructure, and a set of associated estimated cashflow expenditures. The CIP links asset management, BATA financial planning and the annual budget processes. BATA's recently approved phased toll increase is a critical step in addressing the preservation needs of the toll bridges. Additionally, it acknowledges BATA's responsibility to fund toll bridge preservation needs identified in the CIP and through the asset management planning process. As noted in those discussions, asset management is expected to identify needs beyond those in the current CIP. Staff continues to work closely with Caltrans on the detailed Toll Bridge Asset Management Plan (TBAMP) that will provide a refined understanding of longer-term needs and tradeoffs. Staff targets completing the TBAMP in 2025 and will immediately begin development of the next CIP following the toll bridge asset management strategy. As asset management analysis is completed, staff will update the CIP to prioritize projects in alignment with the TBAMP. This will include additional projects for large scale deck work on various bridges. As such, that CIP update, covering FY 2026 to 2035, is expected to be substantive, incorporating additional projects and updating costs and project timing.

BATA and Caltrans have worked closely to update project information for the projects in the current, approved CIP. As a reminder, this plan prioritizes projects deemed necessary to preserve and protect the bridge structures per California Streets and Highways Code § 30950.3 (b).

Therefore, the plan focuses on bridge preservation projects, those remedying assets with poor condition rating, and urgent projects. The plan also includes key tolling infrastructure projects, which are required to ensure functionality of the toll collection system.

The total estimated revised FY 2024-33 Toll Bridge Capital Improvement Plan is approximately \$2.3 billion (assuming 5% escalation per year), compared to the current CIP total of \$1.9 billion. The revised total reflects a \$426 million increase in planned toll bridge work as a result of more advanced design, scope changes and project delays. Toll collection capital projects significantly contribute to the overall cost increase. Over the past five years, technology project costs have escalated, a trend anticipated to persist. The Open Road Tolling (ORT) project, in particular, has experienced a notable cost adjustment due to refined design, added scope such as roadway reconstruction and the interim Richmond San Rafael ORT and increased construction costs due to COVID and inflation. Additionally, \$118 million of the \$426 million increase is planned in Infrastructure Investments and Job Acts (IIJA) bridge formula program funds for the West Span San-Francisco- Oakland Bay Bridge Replace Fender System project that were not previously reflected in the CIP.

The table below provides the major components in the CIP. For the complete project list, see BATA Resolution No. 166.

Category (as described in PowerPoint)	10-Year Total (\$ Millions)
Bridge Preservation	\$1.2B
Technology & Transportation Support Elements	\$538M
Routine Preservation	\$525M
Total	\$2.3B

It is important to note that adopting the CIP is not a budgetary action as it is only a planning document. The adoption of the annual BATA Toll Bridge Capital and Operating Budgets is the action that determines amounts authorized for projects each fiscal year. As part of the annual budgeting process, Caltrans will continue to submit their Fiscal Year Toll Bridge Program

budget request and updated fact sheets for each of the toll bridges. The CIP is a critical step to set expectations and inform and streamline the budgeting process.

**Toll Bridge Program Report Update**

Staff presented the Toll Bridge Program Report for the first time in April 2022 to provide an overview of the state of the bridges and provide the Authority and public a better understanding of toll bridge management. It was later updated in February 2023 in conjunction with the approval of the initial CIP. Staff has now updated the Toll Bridge Program Report to incorporate the revised CIP information and provide project and inspection schedule updates on the toll bridges. This update is provided for information only. The complete report can be found in Attachment C: Toll Bridge Program Report.

**Recommendations:**

None. Staff is presenting BATA Resolution No. 166, Revised, BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33, as an information item and will be requesting approval at the BATA meeting on Jan 22, 2025. Attachments:

- BATA Resolution No. 166, Revised, BATA FY 2024-33 Toll Bridge Capital Improvement Plan (CIP).
- Attachment B: PowerPoint
- Attachment C: Toll Bridge Program Report - January 2025



---

Andrew B. Fremier