

Date: February 22, 2023  
W.I.: 1251  
Referred by: BATA Oversight  
Revised: January 22, 2025

ABSTRACT

BATA Resolution No. 166

This resolution adopts the BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33.

Further discussion of the BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33 is contained in the BATA Oversight Committee's Summary Sheet dated February 8, 2023. The FY 2024-33 Toll Bridge Capital Improvement Plan is attached as Attachment A.

Attachment A to this resolution was revised on January 22, 2025. The revision increases the total CIP from \$1.9 billion to \$2.3 for FY 2024-33. Further discussion is contained in the BATA Oversight Committee's Summary Sheet for information, dated January 8, 2025 and in the Authority's Summary Sheet dated January 22, 2025.

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RE: BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 166

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

WHEREAS, BATA and Caltrans have collaborated to develop a 10-Year Toll Bridge Capital Improvement Plan, a fiscally constrained plan that identifies and prioritizes the projects

needed to maintain the structural integrity of the bridges and approaches, secure and update bridge facilities, and upgrade the revenue collection system for the toll bridges; and

WHEREAS, the adoption of the FY 2024-33 Toll Bridge Capital Improvement Plan is not a budgetary action; and

WHEREAS, the final draft FY 2024-33 Toll Bridge Capital Improvement Plan was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2024-33 Toll Bridge Capital Improvement Plan attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Deputy Executive Director, Operations or designee or Chief Financial Officer may approve adjustments to the FY 2024-33 Toll Bridge Capital Improvement Plan to improve the accuracy of the project information upon better cost estimates and schedule information, provided that there shall be no increase in the overall annual BATA operating or capital budget without prior approval of BATA.

BAY AREA TOLL AUTHORITY

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Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on February 22, 2023.

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Attachments  
BATA Resolution No. 166  
BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) for FY 2024-33

Attachment A: FY 2024-33 Toll Bridge Capital Improvement Plan, which shows the ten-year plan of project cost and cashflow of expenditure estimates.