

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



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January 22, 2025

Today's Update

- **Approval of BATA 10-Year Toll Bridge Capital Improvement Plan:** administrative update reflecting revisions since 2023.
- **Information on Toll Bridge Program Report:** summary of bridge condition ratings and projects underway.

a.

BATA 10-Year Toll Bridge Capital Improvement Plan

BATA 10-Year Toll Bridge Capital Improvement Plan (CIP)

- A 10-year planning document of projects that BATA intends to fund and implement with Caltrans to preserve the bridges and ensure functionality of tolling infrastructure.
- Includes expenditure estimates to inform financial planning.
- Individual project authorizations happen during BATA capital budget approvals; the CIP is a critical development step.

Capital Improvement Plan adopted in Feb 2023

- **Feb 2023 CIP covers 10-years from FY 2024-33 and estimated \$1.9 billion in bridge preservation and tolling infrastructure work.**
- **Jan 2025 revised CIP updates cost estimates for several projects:**
 - Bridge Preservation examples: Steel protective paint coating, substructure concrete repairs, main suspender cable investigations
 - Tolling Infrastructure examples: Open Road Tolling Conversion (ORT), Regional Customer Service Center Replacement (CSC)
- **New projects are limited to urgent emergency work from Caltrans e.g., T1 steel connector inspection mandated by FHWA.**

Changes from the Feb 2023 CIP

Additional \$400M+ planned for the toll bridges

Updated estimates due to:

- More developed design
- Scope changes
- Project delays

Updated funding due to:

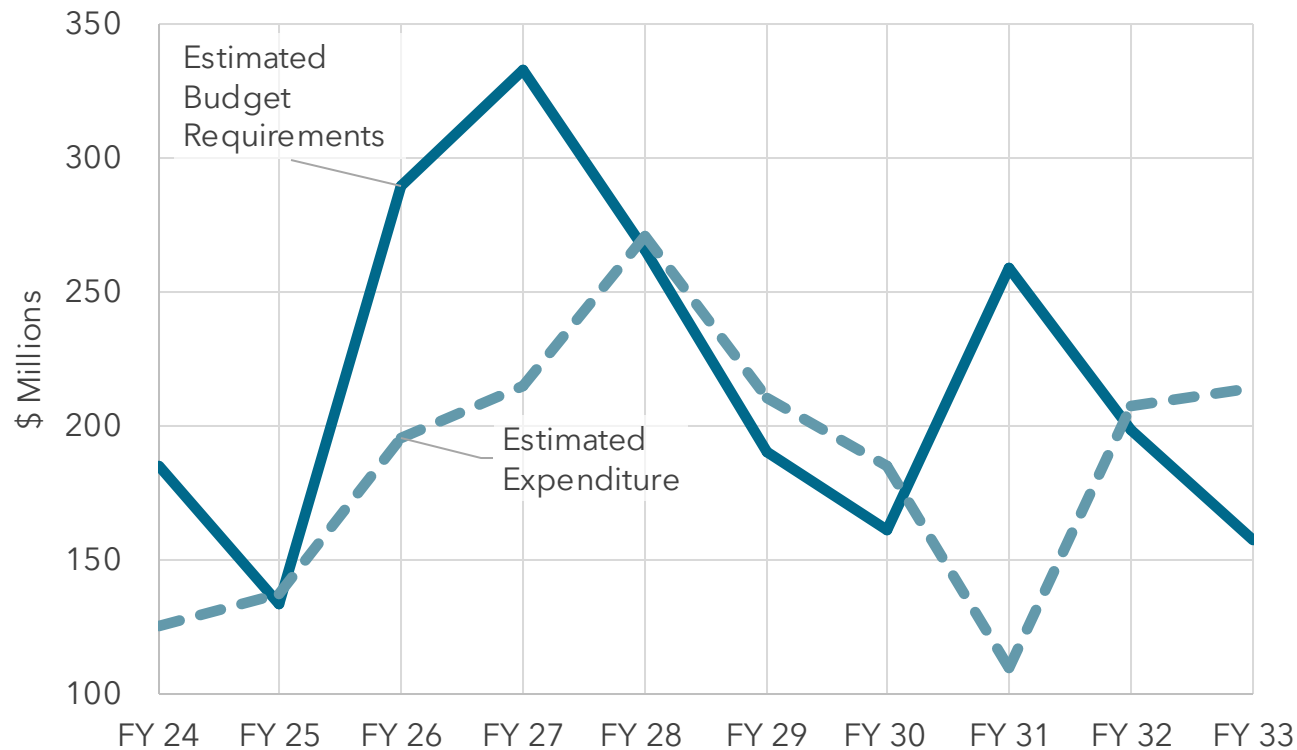
- \$118M in Infrastructure Investment and Jobs Act (IIJA) bridge formula program funds for Bay Bridge Replace Fender System Project by Caltrans

Category	Adopted	Proposed	Delta	Summary
Bridge Preservation	\$1.1B	\$1.2B	\$141M	Structure repairs, main cable and deck repairs on various bridges. Includes \$118M in IIJA funds for San Francisco-Oakland Bay Bridge West Span Replace Fender System Project
Technology & Transportation Support Elements	\$341M	\$538M	\$197M	Facilities, electrical and mechanical systems, operational improvements, ORT,
Routine Preservation	\$437M	\$525M	\$88M	Bridge security cameras, State painters, bridge inspections, FasTrak® Transponders, new CSC
TOTAL	\$1.9B	\$2.3B	\$426M	

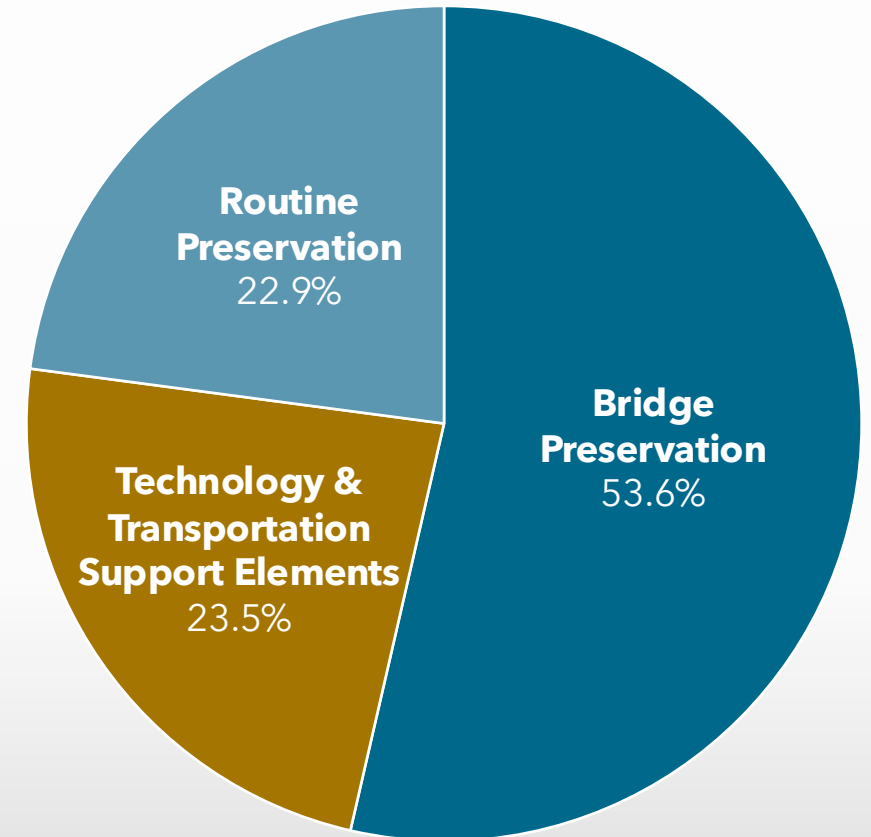


FY 2024-33 CIP Update Jan 2025

FY 2024-33 CIP Estimate
(excluding \$118M in IJA funding)



CIP Category Breakdown



Asset Management and the BATA Plans

New CIP development in late 2025 following asset management strategy

- **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.**
- 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**”



b.

Toll Bridge Program Report

Summary of bridge condition ratings
and projects underway

Toll Bridge Program Report

- The toll bridges are safe.
- Overall bridge conditions remain stable since February 2023.
- The overall bridge rating is not a safety rating; it is an FHWA tracking tool to support prioritization and funding decisions.

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

San Mateo-Hayward Bridge

Bridge substructure rating is Poor and under remediation

- Phase 1: \$45 million construction contract completed repair to 321 of 858 piers in the trestle section.
- CIP prioritized over \$118 million for Caltrans development and construction of repairs for remaining substructure in trestle and high-rise sections. Targeted to advertise in 2025.



Completed Bridge Preservation Projects



**San Francisco-Oakland Bay Bridge
Replace Seismic Dampers**

Total Cost: \$23 Million

Completed: July 2023



**San Mateo-Hayward Bridge
Tower Painting**

Total Cost: \$14 Million

Completed: June 2024



**Richmond-San Rafael
Structural Steel Painting**

Total Cost: \$68 Million

Completed: June 2024

Significant Projects Being Developed



Open Road Tolling Upgrade and Safety Improvements on All Bridges

Estimated Construction Budget:
\$230 Million

Go Live: 2026 interim RSR, mid-2027 (first bridge) to fall-2028 (last bridge)



Fenders Repair and Replacement on Various Bridges

Estimated Construction Budget:
\$150 Million*

Completion: 2030



Structural Steel Paint Work on Various Bridges

Estimated Construction Budget:
\$500 Million

On-going

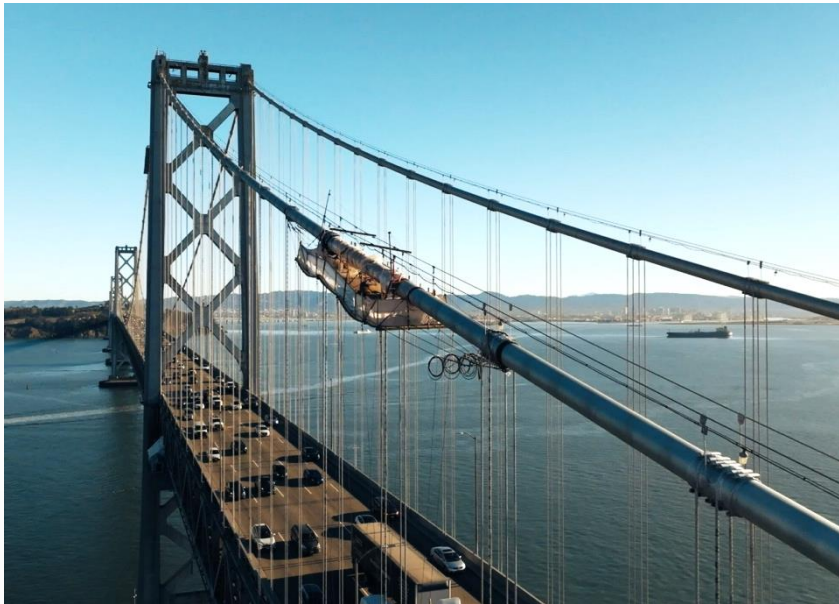
Open Road Tolling Budget Re-Calculation

Original scope of work to install gantries, replace aging toll system, remove canopies & toll booths

Updated ORT Budget (total budget \$318M) increased due to various factors

- Initial estimates lacked input from Civil Design Firms now under contract
- Caltrans requested tolling points undergo extensive roadway reconstruction
 - Requires more consultant resources to complete Design & Environmental Clearance
 - Substantial pavement projects needed to correct new roadway alignment
- Increased Construction Costs related to COVID and Inflation
 - Industry-wide price increase in construction materials
 - Budget estimates for several contracts are multipliers of construction costs
- Added Scope of Work directed by BATA
 - Richmond-San Rafael Interim, New Changeable Message Signs

SFOBB West Span Main Cable Inspection



Project budget:
\$28 Million



Construction:
April 2024 - June 2025



Percent Completed:
24%

Recommendation

**Approval of BATA Resolution No. 166, Revised,
the BATA 10-Year Toll Bridge Capital Improvement
Plan (CIP) for Fiscal Year (FY) 2024-33**