

Bay Area Toll Authority

Oversight Committee

February 8, 2023

Agenda Item 5b

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

Subject:

Request for approval of BATA Resolution No. 166 adopting the BATA 10-Year Toll Bridge Capital Improvement Plan (CIP) for Fiscal Year (FY) 2024-33. The CIP totals approximately \$1.8 billion over a 10-year period and includes rehabilitation and operational improvements of toll bridges, facilities, and other eligible assets, and the upkeep and replacement of tolling equipment. Staff will also provide an updated Toll Bridge Program Report for information.

Background:

BATA's 10-Year Toll Bridge Capital Improvement Plan (CIP) is 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. The CIP links Asset Management, BATA Financial Planning and the Annual Budget processes. The CIP replaces and augments the 10-Year Toll Bridge Rehabilitation Plan (Rehab Plan) that BATA historically adopted as an attachment to the BATA Annual Budget and is referenced in the BATA Long Range Plan. Preparing the CIP in advance of the annual budgeting process allows BATA and Caltrans staff to focus on the program of bridge needs over the longer time horizon. The current CIP provides the Authority with insight to the current and near-term needs of the toll bridges while staff continues to work with Caltrans on detailed toll bridge asset management plans that will provide a refined understanding of longer-term needs and tradeoffs. Staff is planning to complete the asset management plans by 2025.

BATA and Caltrans have worked closely to identify the critical needs on the toll bridges and prioritize funding and delivery of crucial projects in a timely manner to preserve and protect the bridges. The CIP development process begins with the identification of all eligible capital needs related to the toll bridges. For this plan, prioritization focused on 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 integrity projects, toll collection projects, poor asset condition and urgent projects. For each capital project, BATA evaluated the information provided; prioritized projects based on a comprehensive understanding of the bridge's asset

condition, work type, and urgency; and included factors impacting project readiness, cost, and schedule. As asset management work continues to unfold, staff will have better information to prioritize projects in line with bridge performance targets.

The total estimated budget requirement of the proposed FY 2024-33 Toll Bridge Capital Improvement Plan is approximately \$1.8 billion (assuming 5% escalation per year). The table below provides the major components in the CIP. For the complete project list, see Attachment A.

Category	10-Year Total (\$ Millions)	Percent
Paint	\$741	40%
Recurring Annual Work	\$437	23%
Bridge Integrity	\$345	19%
Other	\$341	18%
Total	\$1,864	100%

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 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 will help inform and streamline the budgeting process.

Additionally, the CIP does not propose how to fund the project list; a discussion of funding scenarios will be presented as part of the annual budget. Funding scenarios will consider the potential offset of nearly \$100 million that BATA previously advanced to Regional Measure 3 projects, subject to future Commission action, as well as potential federal Bridge Improvement Program funds from the Bipartisan Infrastructure Bill (BIL), which BATA and Caltrans are pursuing consistent with the Commission's BIL strategy.

Toll Bridge Program Report Update

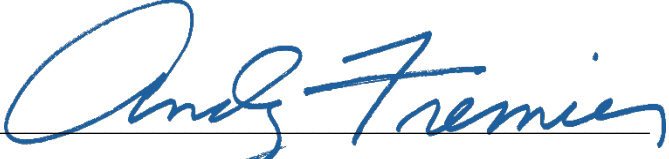
Staff presented the Toll Bridge Program Report for the first time in April 2022 to summarize the state of the bridges and assist with understanding the management of the toll bridges. Staff has updated the Toll Bridge Program Report to incorporate the CIP information and provide project and inspection schedule updates on the toll bridges. This update is provided for information only. The complete report can be found in Attachment B: Toll Bridge Program Report.

Recommendations:

Staff recommends that this Committee refer BATA Resolution No. 166, BATA 10-Year Toll Bridge Capital Improvement Plan for FY 2024-33, to the Authority for approval.

Attachments:

- Attachment A: BATA Resolution No. 166 - FY 2024-33 Toll Bridge Capital Improvement Plan.
- Attachment B: PowerPoint
- Attachment C: Toll Bridge Program Report - February 2023



Andrew B. Fremier