

Toll Bridge Stewardship

BATA Oversight Committee

July 10, 2024

6b-24-0878

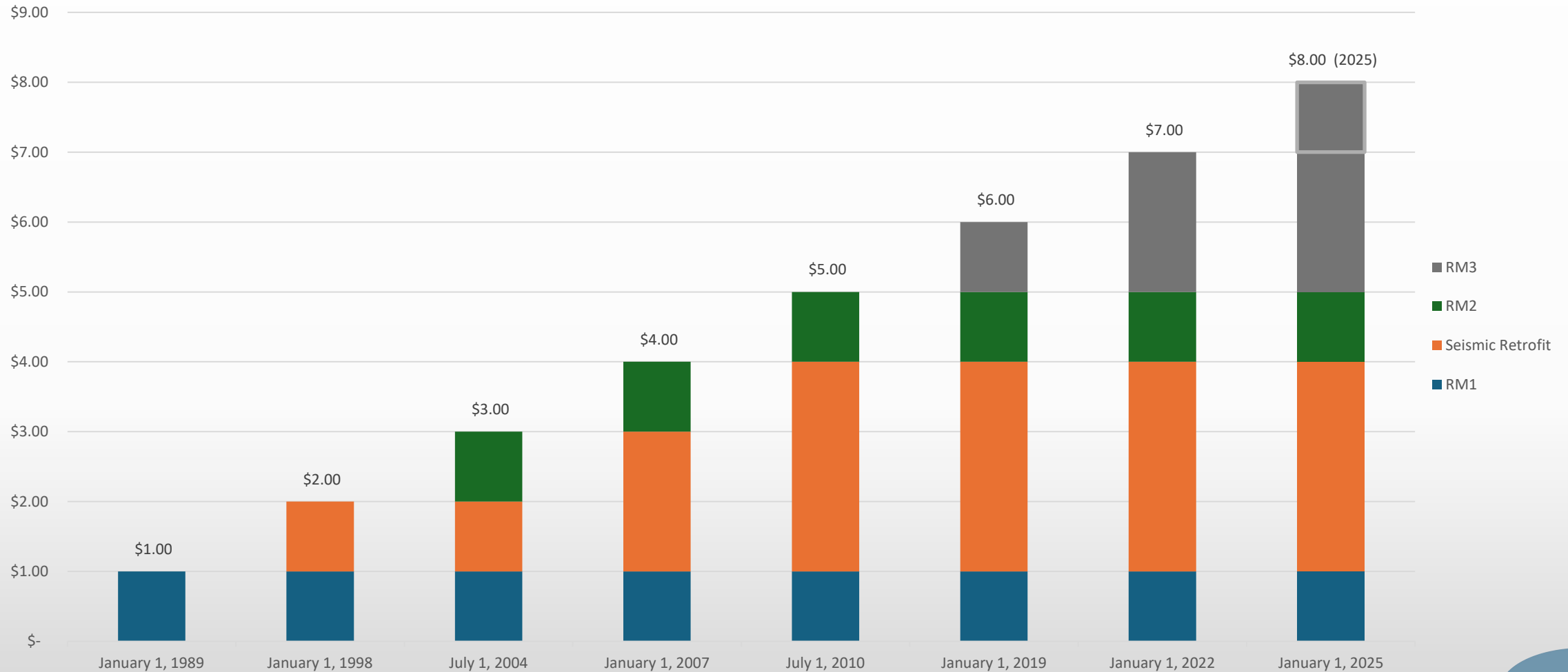


BATA Recovery Ad Hoc Working Group

- Since 1998 BATA and Caltrans have uniquely joint-ventured to keep the toll bridges in a state of good repair
- 2021 Ad Hoc Action Items Related to Toll Bridge Rehabilitation
 - Track traffic and revenue
 - Strengthen asset management and capital planning
 - Track costs and seek to reduce them
 - Review revenue options as needed

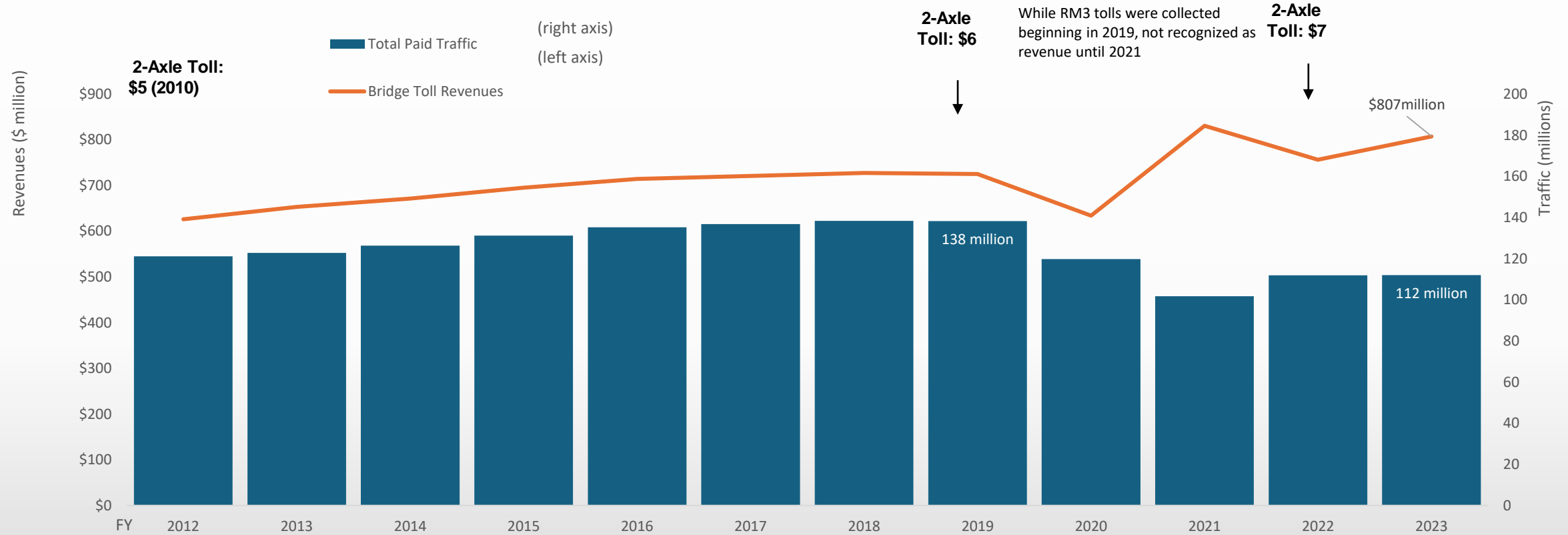


Bridge Toll History



Paid Traffic and Bridge Toll Revenues

Annual Traffic and Bridge Toll Revenues



BATA Toll Rates are Below Comparable Crossings

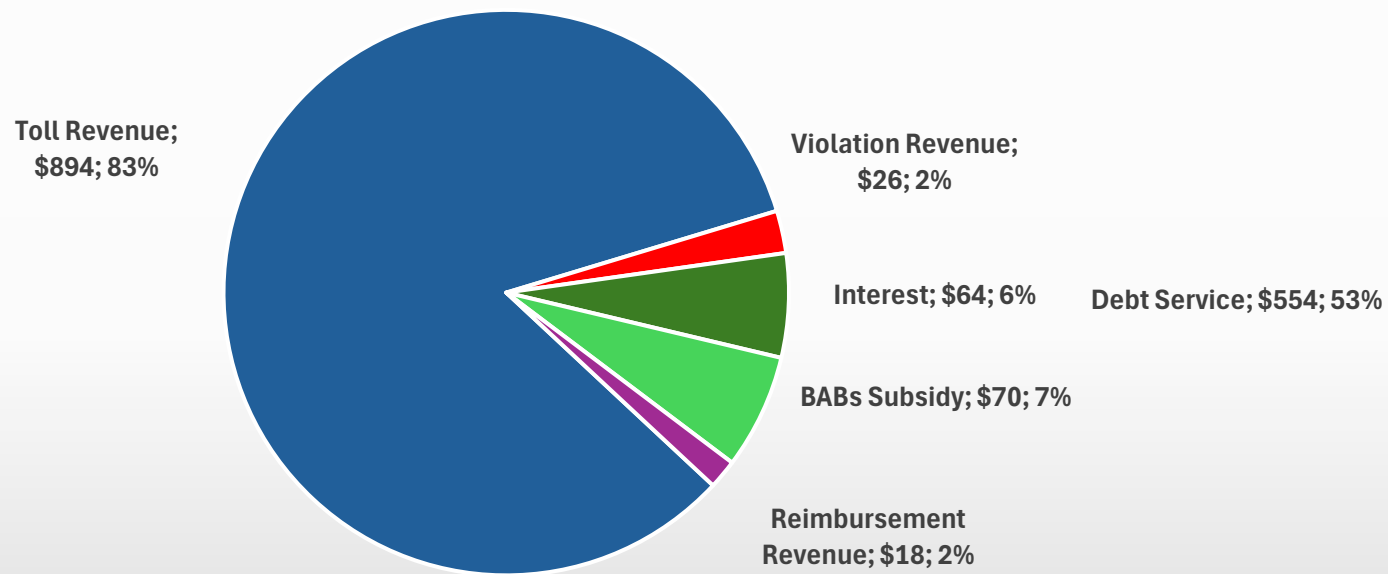
Roundtrip Tolls – Prominent Bridges (2-axle)

Facility	Location	Off-Peak/ Electronic	Peak/ By Mail
Chesapeake Bay Bridge/Tunnel	Maryland and Virginia	\$32.00	\$42.00
Chicago Skyway	Chicago	\$14.40	\$14.40
RFK Bridge	New York	\$13.88	\$22.38
George Washington Bridge	New York	\$13.38	\$17.63
Golden Gate Bridge	San Francisco	\$9.25	\$10.25
BATA Bridges	Bay Area	\$7.00	\$7.00
Ben Franklin Bridge	Philadelphia	\$5.00	\$5.00

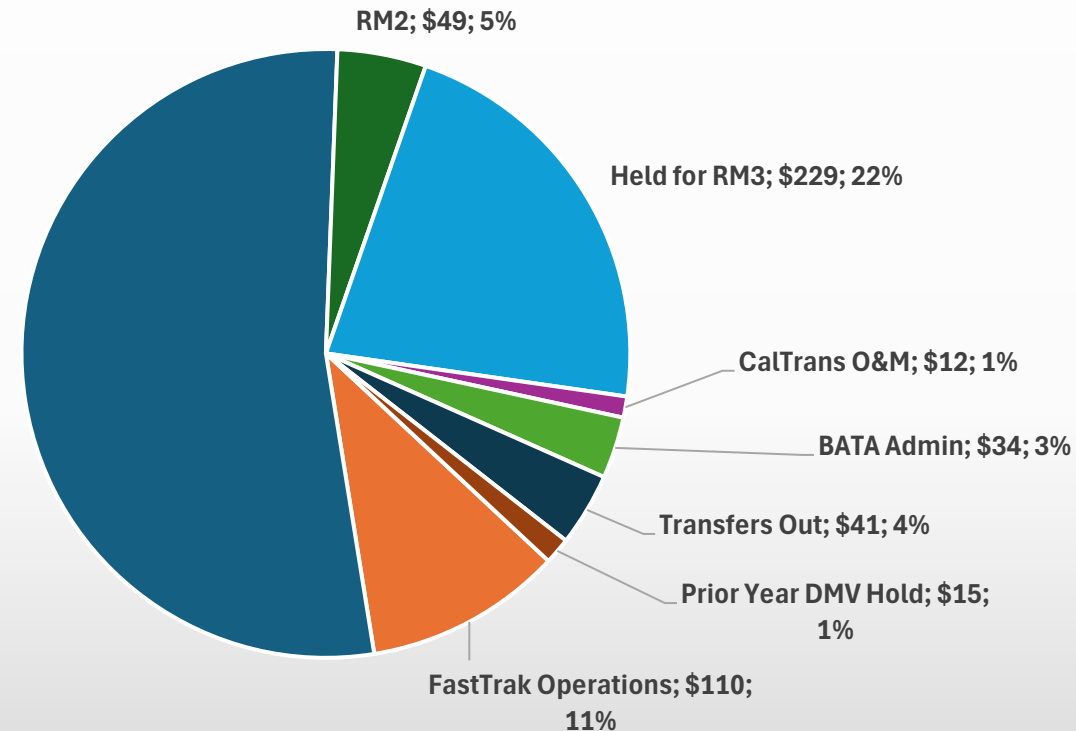
- Golden Gate Bridge charges a differential toll based on the method of payment:
 - \$9.25 FasTrak
 - \$9.50 license plate account/one-time payment
 - \$10.25 for an invoiced toll
- Each of these tolls will increase by \$0.50 for four more years reaching a total FasTrak toll of \$11.25 in July 2028

FY 2024 Amended Operating Budget (\$ in millions)

Revenue - \$1,072

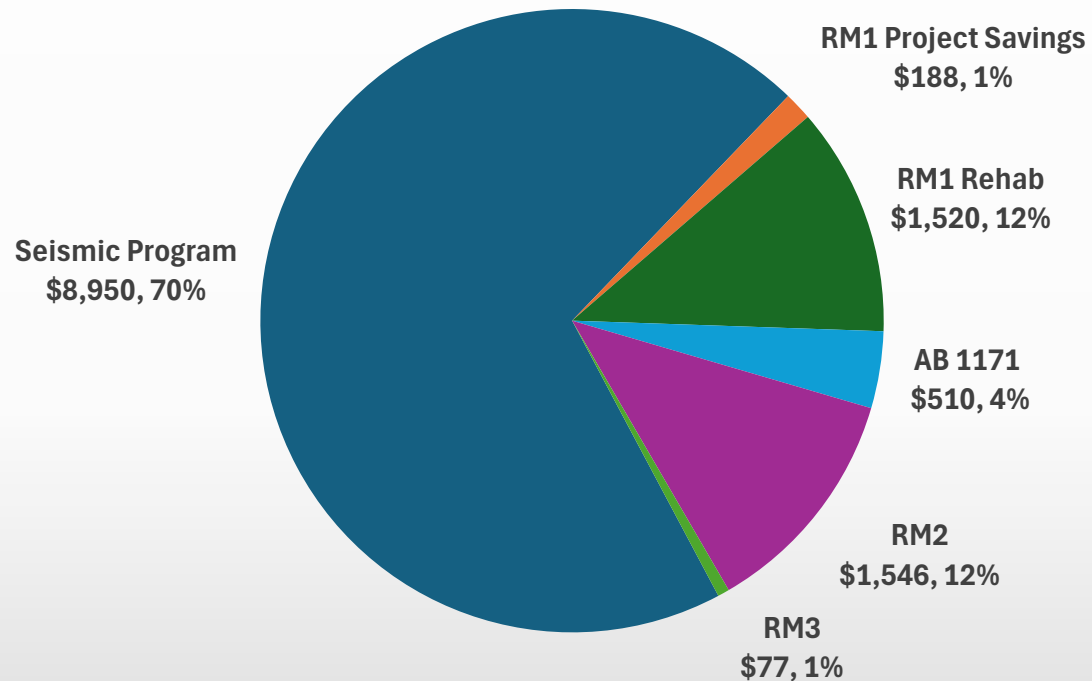


Operating Expense and Transfer - \$1,043

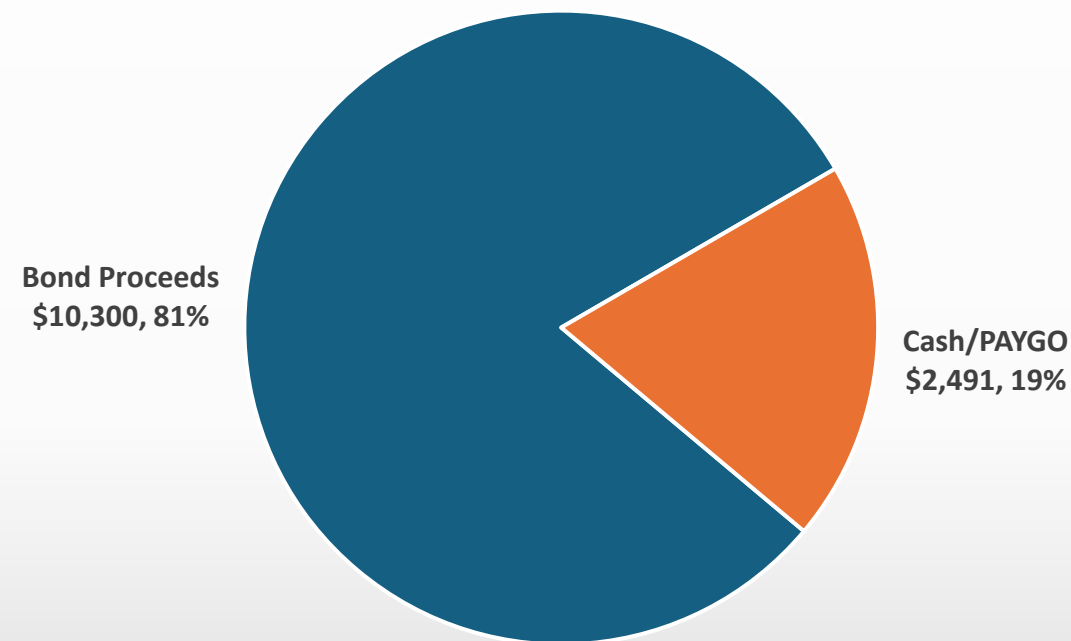


BATA Capital Programs (\$ in millions)

Expenditures through 12/31/23 - \$12,791



Funding Sources - \$12,791



Funding Considerations for Maintenance, Rehabilitation and Asset Management

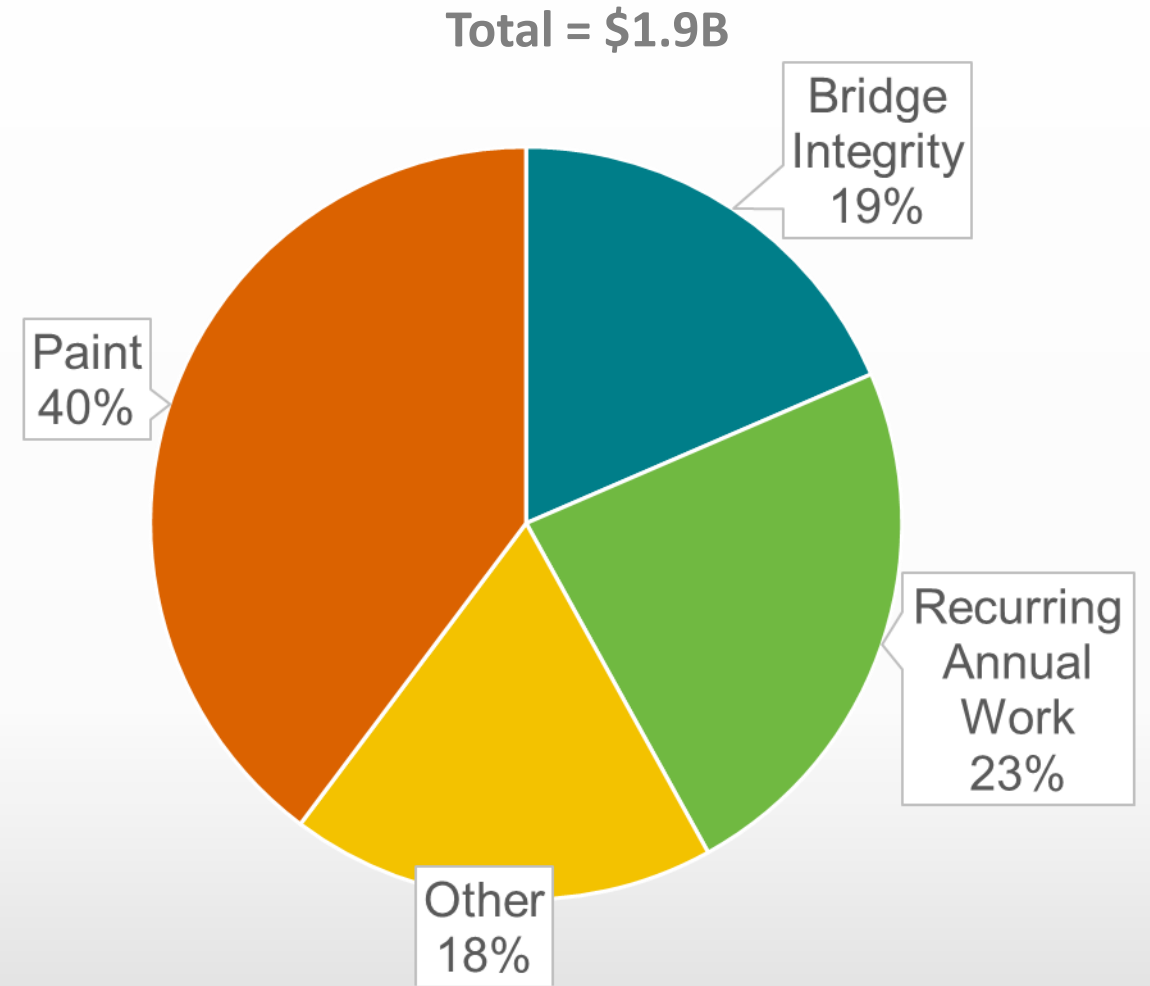
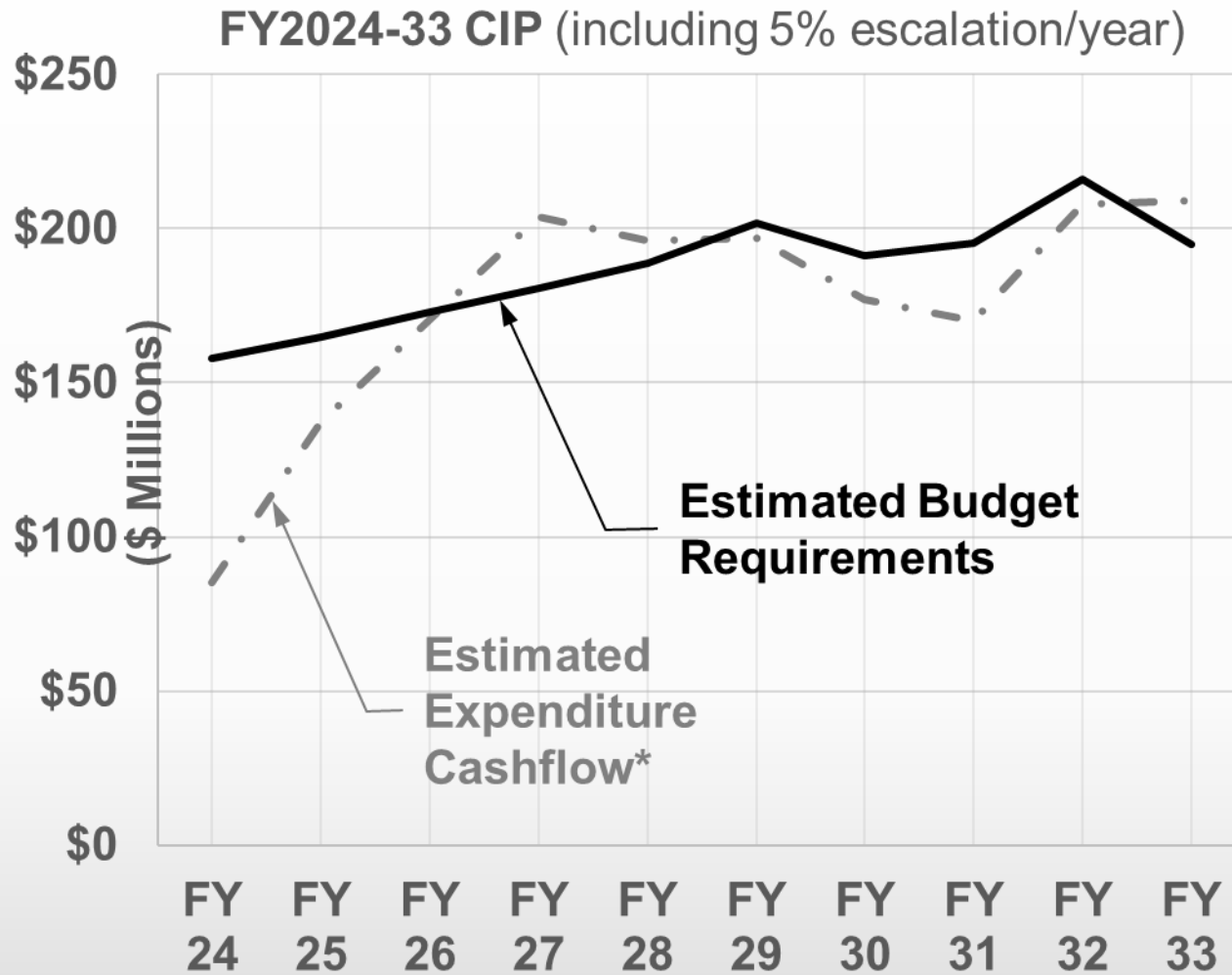
- BATA has adopted a \$1.9B 10-Year Capital Improvement Plan (CIP)
- Asset Management (underway) will inform the CIP and requirements beyond the 10-year CIP horizon
- Both CIP and asset management needs are likely to require funding from bond proceeds and toll revenue in excess of current levels
- Approach should consider both the ability to fund from current revenue and what should be funded from current revenue vs. financed



San Mateo-Hayward Bridge
Repairs Underway

FY 2024-33 CIP

(BATA Resolution No. 166)



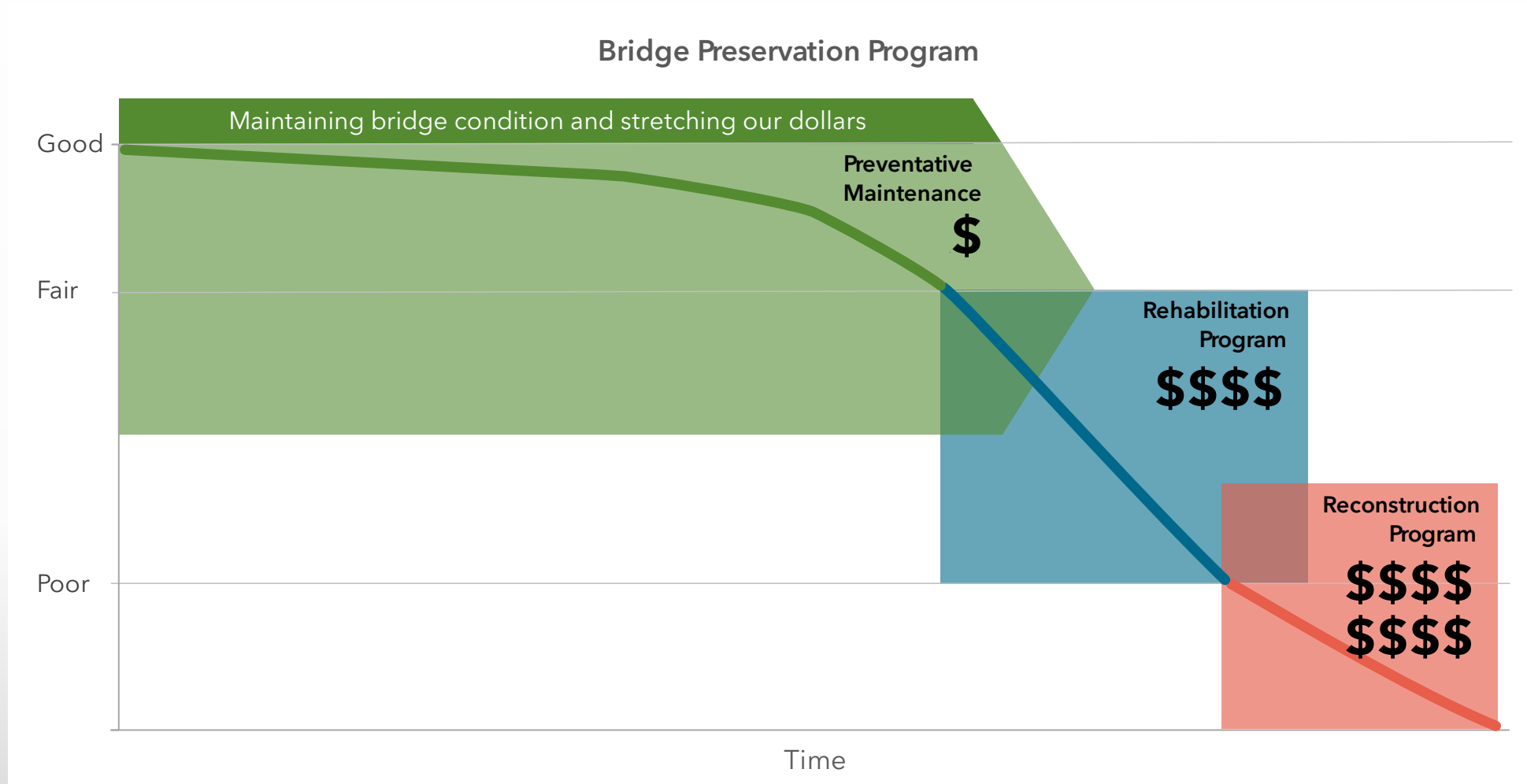
*Estimated expenditure cashflow does not include cashflow for amounts budgeted in previous years.

CIP Projects

(BATA Resolution No. 166)

Category	Sample Projects from CIP	10-Year Total
Structural Steel Painting	Structural steel painting of Superstructure and Towers on various bridges	\$741M
Bridge Integrity	Main Cable, Joints, Fenders, Structure Repairs, Deck Overlay/Repairs on various bridges	\$345M
Other Project	Projects related to Facilities, Electrical/Mechanical (substations, power cables), Operational Improvements (Forwards), Open Road Tolling (ORT) [\$67M]	\$341M
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
	Total	\$1,864M

Asset Management to Minimize Life Cycle and Replacement Costs and Maximize Value of our Spending



Adapted from Source: U.S. Department of Transportation Federal Highway Administration, "[Bridge Preservation Guide](#)."

Level Setting

- The need for an additional toll increase for rehabilitation was identified pre-pandemic, and has been included in BATA's long-term financial planning with a January 2027 effective date
- BATA Recovery Ad Hoc Working Group recognized the need to track traffic, costs and asset management needs to inform timing and amount of a toll increase
 - Higher than expected inflation continues to put pressure on CIP estimates and forecasts
 - Pandemic appears to have reset bridge traffic at significantly lower levels
 - Conversion to all-electronic tolling and lower collection levels exacerbates impact on revenue from decrease in traffic
 - **Combined, these lead to annual revenue \$170 million less than would be seen at 2019 paid traffic levels – nearly enough to fund CIP program on pay-as-you-go basis**

Discussion

- BATA has an obligation to fund toll bridge operations and state of good repair.
- Should staff return with revenue-raising options to address bridge rehabilitation needs?
- What information is needed? E.g.,
 - Toll dollars at work – what's been done, future rehabilitation needs and upcoming improvements like open road tolling and Forward programs.
 - Who currently pays bridge tolls for passenger vehicles and trucks and what can be done to lessen impacts.
 - FasTrak uptake and potential to incentivize further uptake.
 - Other?

Questions?

