



BAY AREA TOLL AUTHORITY

Bay Area Metro Center

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Memorandum

TO: BATA Oversight Committee

DATE: June 1, 2016

FR: Executive Director


W. I. 1256

RE: BATA Resolution No. 115, Revised – Toll Bridge Seismic Retrofit Program Support Allocation Revision

Over the last year, the Toll Bridge Program Oversight Committee (TBPOC) has conducted additional investigations of the self-anchored suspension span (SAS) tower anchor rods after water was discovered around some rods in late 2014. Based on extensive investigations and testing of the rods by Caltrans, an independent bolt review team, the Seismic Safety Peer Review Panel, and steel fastener and marine foundation experts from the Federal Highway Administration (FHWA), all found the existing foundation condition to be seismically safe and that the best course of action would be to re-grout the rods and to monitor them with normal regular bridge inspection and maintenance procedures in the future. A summary of the investigations and findings can be found at www.baybridgeinfo.org. On May 12, 2016, the TBPOC authorized the re-grouting of tower anchor rods at the base of the Self-Anchored Suspension (SAS) span tower foundation, with an estimated capital cost of \$12 million.

The TBPOC had sought to fund the additional investigation and testing from existing capital outlay support allocations. However, the cost of the investigation and testing will require an additional allocation of \$2.9 million from the project budget.

Staff recommends that the Committee refer to the Authority BATA Resolution No. 115, Revised to allocate \$2.9 million in capital outlay support from the San Francisco-Oakland Bay Bridge East Span Seismic Replacement Project budget for the investigation and testing of the tower anchor rods.



Steve Heminger

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Date: June 24, 2015
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
Referred by: BATA Oversight
Revised: 09/23/15-BATA
03/23/16-BATA
06/22/16-BATA

ABSTRACT

BATA Resolution No. 115, Revised

This resolution approves the FY 2015-16 Toll Bridge Program Operating and Capital Budgets.

Attachment C-1 and C-2 to this resolution was revised on September 23, 2015 to update the Toll Bridge Rehabilitation Capital Budget and Program.

Attachment E to this resolution was revised on September 23, 2015 and to create separate Attachments E-1 and E-2 to provide additional budget detail on support allocations to the Toll Bridge Seismic Retrofit Program.

Attachment E-1 to this resolution was revised on March 23, 2016 to update the Toll Bridge Seismic Retrofit Program budget.

Attachment E-2 to this resolution was revised on June 22, 2016 to update support allocations to the Toll Bridge Seismic Retrofit Program.

Discussion of this resolution item can be found in the Executive Director's Memoranda to the BATA Oversight Committee dated June 5, 2015, September 2, 2015, March 2, 2016 and June 1, 2016.

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W.I.: 1251, 1252, 1253, 1254, 1255, 1256
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BAY AREA TOLL AUTHORITY
RESOLUTION No. 115

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, Streets and Highways Code § 30950.1 requires BATA to adopt an annual operating budget; and

WHEREAS, Streets and Highways Code § 30958 authorizes MTC to retain an amount not to exceed 1 percent of the gross revenues collected from tolls annually on Bay Area bridges to pay for administrative costs, after payments for debt service on outstanding bonds, and BATA’s direct operating costs; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2015-16 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; 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 Authority; and

WHEREAS, Caltrans has requested that the Authority adopt budgets for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program and the Toll Bridge Seismic Retrofit Program (SRP) on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, the Authority is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), the Authority is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic retrofit surcharge funds exceeding legal requirements to fund and finance the SRP; and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by the Authority on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self Insurance Reserve of at least \$50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the final draft BATA budget for FY 2015-16 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2015-16 Toll Bridge Program operating budget prepared in accordance to generally accepted accounting principles attached hereto as Attachment A and incorporated herein as though set forth in length, is approved; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures as well as capital projects in BATA's budget for FY 2015-16, providing that there shall be no increase in the overall budget without prior approval of the Authority; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and expenditures authorized in the BATA budget for FY 2015-16; and, be it further

RESOLVED, that the Authority adopt budgets for the FY 2015-16 RM 2, Rehab, SRP, AB 1171, and Express Lanes Capital programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to reallocate budgets from the authorized Toll Bridge Rehabilitation Program Budget within the approved project list and to move funds between designated contingency projects and active projects provided there is no overall increase to the total approved Toll Bridge Rehabilitation Program Budget; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available revenue as an advance for project cash flow purposes provided the advanced is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that the Authority's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2015-16, and be it further

RESOLVED, that BATA has approved a total budget of \$342 million for the planning, design, construction and operation of the Express Lane Network and designates to BAIFA the authority to administer the budget, contracts, expenses and assets of the Express Lane Network; and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2015, as listed in Attachment G; and be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight Committee with a monthly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY



Dave Cortese, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in Oakland, California, on June 24, 2015.

Date: June 24, 2015
W.I.: 1251, 1252, 1253, 1254, 1255, 1256
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Attachments
BATA Resolution No. 115

FY 2015-16 Toll Bridge Program
Operating and Capital Budgets

Attachment A: FY 2015-16 Toll Bridge Program Operating Budget.

Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the Express Lanes and Core Capacity Challenge projects.

Attachment C: FY 2016-25 Ten-Year Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 detailing the FY 2015-16 budgets and allocations and Attachment C-2, detailing the entire ten-year plan).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: SRP Capital Program Budget, which shows the adopted capital budgets for the SRP projects, (comprised of Attachment E-1 detailing the total project budgets and Attachment E-2 detailing capital outlay support allocations for FY 2015-16).

Attachment F: AB 1171 Capital Program.

Attachment G: Fund Reserve Designations, effective June 30, 2015.



BATA Resolution No. 115

Date: June 24, 2015

W.L.: 1256

Referred by: BATA Oversight Committee

Revised: 09/23/15-BATA

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Attachment E-2
Bay Area Toll Authority
Toll Bridge Seismic Retrofit Program Capital Outlay Support (COS) Budget for FY 2015-16

Contracts	COS Budget Total \$ (k)
YBITS2/CANT.(0120T)	\$ 9,435
504/288 Demo (01352)	\$ 2,000
Marine Demo (01353)	\$ 2,000
E3 Demo (01354)	\$ 2,000
SAS (0120F)	\$ 5,600
OTD2 (0120M)	\$ 625
Others (Note 2)	\$ 740
SAS Seismic Anchor Rods Investigation (Approved scope as of July 9)	\$ 2,500
Risk Budget (Note 1)	\$ -
Total for Toll Bridge Seismic Retrofit Program	\$ 24,900

Notes:

1. Assumptions in this COS Budget include no contingency or risk reserve for scope or schedule changes at this time, as these changes will only be presented as separate future budget requests if unmitigated risks, scope or schedule changes occur.
2. "Others" include: Dumbarton Public Access, YBI Landscape, YBITS 1 and West Approach Landscaping.
3. COS savings within contracts listed above will be shifted to other contracts listed above if needed.