

Bay Area Toll Authority

Oversight Committee

January 10, 2024

Agenda Item 5a-24-0071

BATA Resolution No. 175 – BATA Toll Bridge Asset Management Policy and Objectives

Subject:

Request for referral of BATA Resolution No. 175 adopting the BATA Toll Bridge Asset Management Policy and Objectives, which communicate organizational commitment to asset management, to the Authority for approval. Staff will also provide an update on the joint BATA and Caltrans Toll Bridge Asset Management Plan Progress.

Background:

Since 1998, BATA and Caltrans have had a unique partnership managing the State-owned Bay Area Toll Bridges. Caltrans owns, operates, maintains and manages rehabilitation of the bridges. BATA administers the toll revenue, including funding those bridge needs. In June 2020, a BATA Ad Hoc Working group was established to evaluate the impacts of COVID-19 and the Shelter-in-Place Orders on bridge traffic and toll revenue. The Ad Hoc Working Group reviewed the impact of the pandemic and BATA's initial response in three areas:

- I. Toll Revenues and Toll Bridge Operations, Maintenance and Rehabilitation
- II. Tolling Operations
- III. Traffic Operations on Bridges and Approaches

As a result, an action plan was proposed to maintain the toll bridges in the state of good repair considering the limited revenues. This action plan was approved by the BATA Oversight Committee on June 9, 2021. A substantial recommendation of this action plan is to develop a robust asset management program to demonstrate sustainable asset stewardship, effective use of resources, and to implement the best practices in asset management. In April 2022, staff presented the first Toll Bridge Program Report that described the conditions of the toll bridges and the asset management plan process. Staff presented an updated report to this Committee in February 2023.

As part of the asset management program development process, the action plan recommended following the best business practices in asset management including the International Organization for Standardization (ISO) 55001 standards or equivalent. To align with these ISO standards, BATA developed the Toll Bridge Asset Management Policy and Objectives.

To further meet the action plan recommendations, in the spring of 2021, BATA and Caltrans have joined efforts to develop a comprehensive asset management plan exclusive to the toll bridges in the Bay Area. This plan will act as a focal point for information about the Bay Area bridges, their management strategies, long-term expenditure forecasts, and business management processes.

BATA Toll Bridge Asset management Policy and Objectives

The new policy communicates BATA commitment to best practices in asset management and outlines concrete objectives as specified in Attachment A to BATA Resolution No. 175. The policy articulates four principles to guide BATA when planning and implementing asset management activities. These include: (1) focusing on people and safety, (2) addressing life cycle cost, (3) adopting a quantifiable approach and (4) promoting sustainability and ongoing enhancement. The policy includes five objectives and associated measurable goals to (1) support Caltrans capital and O&M efforts, (2) maintain desired asset condition, (3) improve funding effectiveness, (4) increase engagement and (5) strengthen the asset management program.

Toll Bridge Asset Management Plan Update

The Toll Bridge Asset Management Plan (TBAMP) is being jointly undertaken by BATA and Caltrans with an emphasis on robust technical analysis to better understand the most cost-effective asset management strategy for each bridge. In May 2022, BATA hired HDR Engineering Inc. to support the asset management work on Benicia-Martinez and Carquinez Toll Bridges. This effort resulted in a comprehensive life cycle cost analysis (LCCA) for the 1958 Benicia Martinez and 1962 Carquinez bridge structures over the next 50-year period. An amendment to this contract is subject to approval by this Committee under a separate item this month to expand the analysis to the newer 2007 Benicia-Martinez and 2003 Carquinez structures.

The attached slides (Attachment B) present three future scenarios to manage Bay Area toll bridges throughout their life cycle while addressing the associated tradeoffs between conditions and costs. The three scenarios are as follows:

- Scenario 1 Spot Repair: Fix bridge elements before they fall into very poor conditions.


- Scenario 2 Reduce Backlog: Fix bridge elements as needed to sustain fair condition.
- Scenario 3 Accelerate Rehab: Fix bridge elements as needed to increase time in good condition.

Recommendations:

Staff recommends that this Committee refer BATA Resolution No. 175, BATA Toll Bridge Asset Management Policy and Objectives, to the Authority for approval.

Attachments:

- Attachment A: BATA Resolution No. 175: BATA Toll Bridge Asset Management Policy and Objectives.
- Attachment B: Toll Bridge Asset Management Update Presentation.



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