

Toll Bridge Asset Management Plan Update

July 9, 2025



Since 1998, BATA and Caltrans maintain a unique joint venture overseeing the Seven bridges

Statutory roles:

- Caltrans: Owns, operates, maintains, and manages rehabilitation of the bridges, including toll facilities
- BATA: Budgets and reimburses Caltrans' work and administers the toll revenue including budget and financing action

Since Spring 2021, the agencies have been jointly pursuing Asset Management. By the end of this presentation, you will understand:

- Bridge Condition ratings
- Life Cycle Cost Analysis scenarios and results





San Francisco Oakland Bay Bridge

West Span Opened: 1936
East Span Opened: 2013



Richmond San Rafael Bridge

Opened: 1956



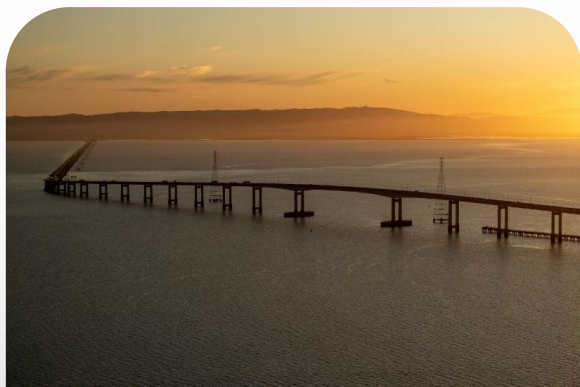
Carquinez Bridge

Eastbound Opened: 1958
Westbound Opened: 2003



Benicia Martinez Bridge

Southbound Opened: 1962
Northbound Opened: 2007



San Mateo Hayward Bridge

Opened: 1967



Antioch Bridge

Opened: 1978

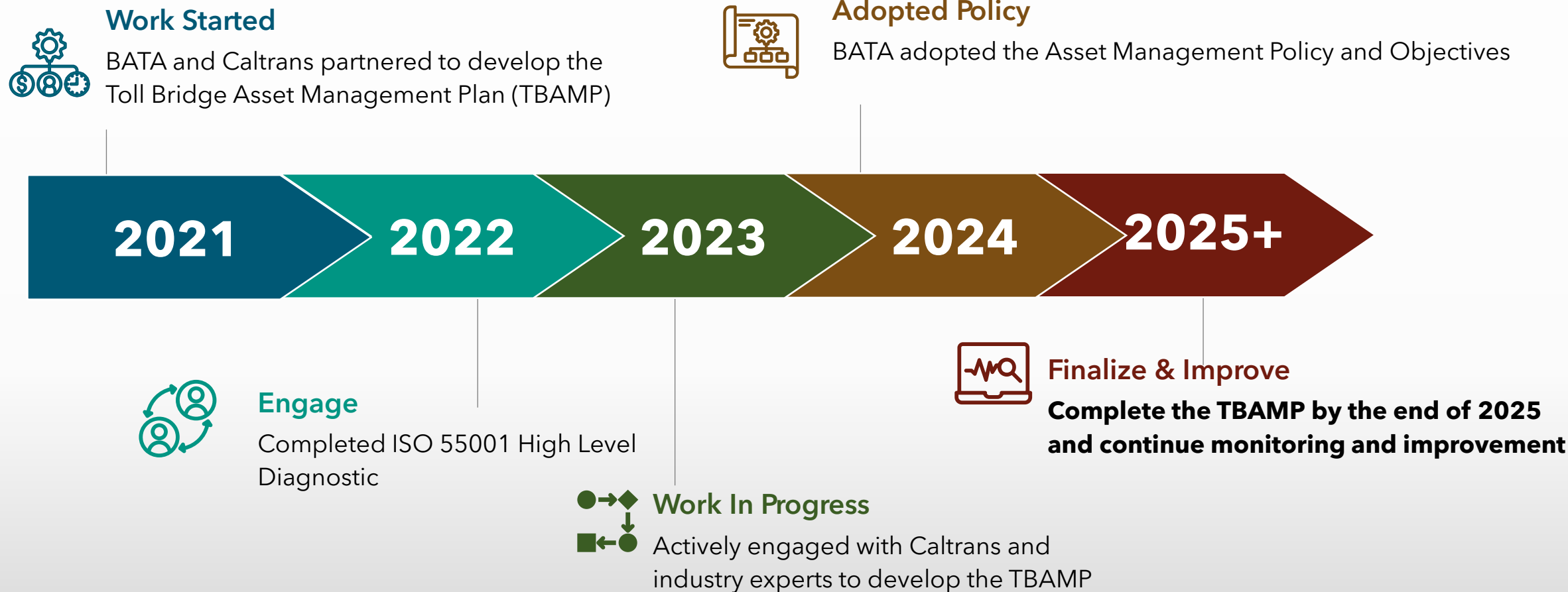


Dumbarton Bridge

Opened: 1982

Bay Area State- Owned Toll Bridges

Asset Management Timeline



Bridge Condition: How BATA and Caltrans Keep Our Toll Bridges Safe

1. Bridge Inspection



Routine & Specialty Inspections

- Caltrans Structure Maintenance and Investigations has certified engineers inspect bridges (throughout California since 1928) every 2-4 years
- Inspectors follow federal and state guidelines

2. Inspection Reports



Documentation

- Findings are fully documented in bridge inspection reports sent to FHWA
- Bridge team tracks and monitors conditions over time

3. Taking Action



Project Development

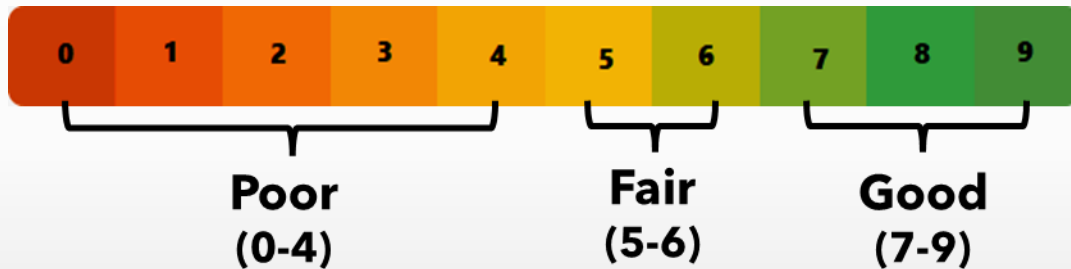
- Identify needed repairs from inspections
- Prioritize based on risk
- Plan and initiate projects

Safety issues are addressed at the time of discovery

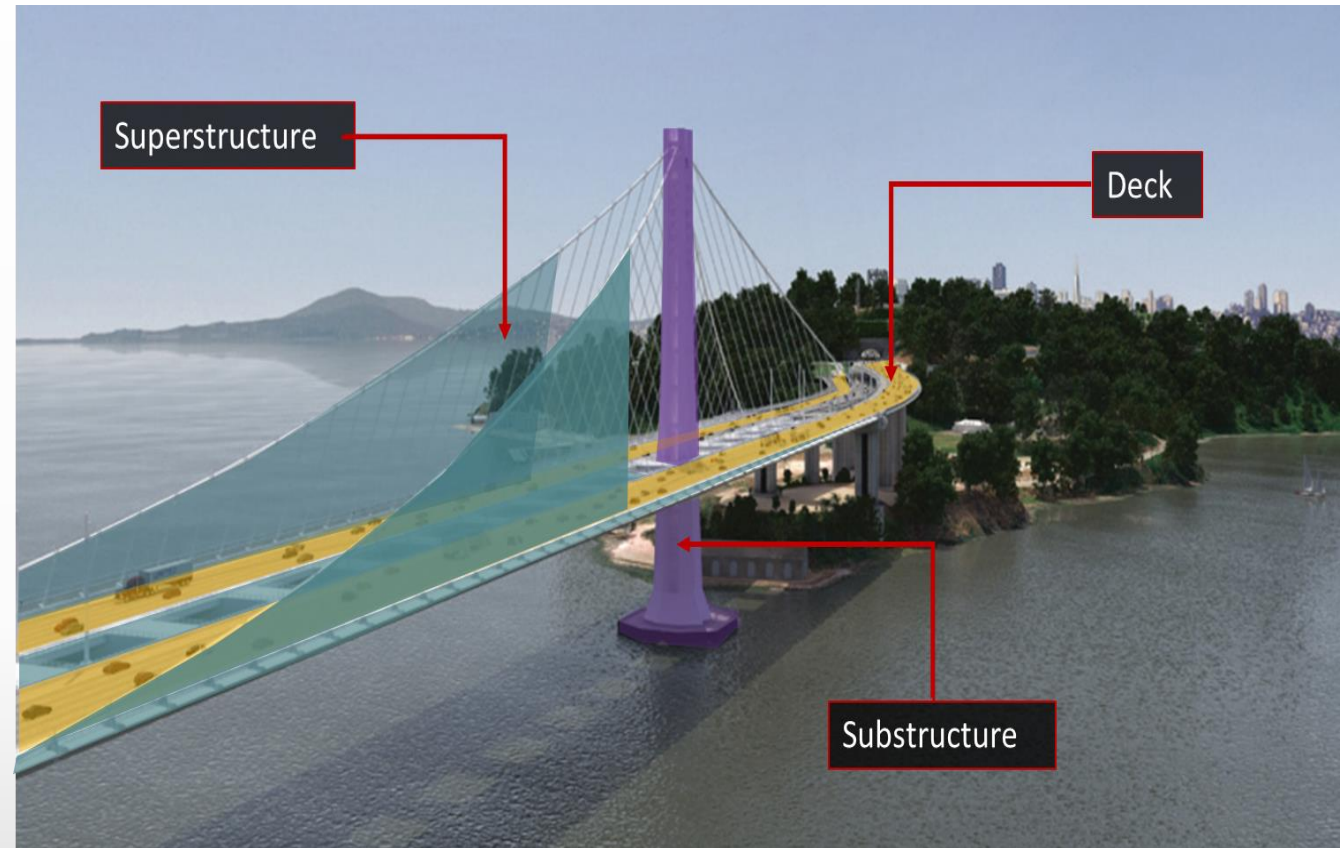


Inspection Reports

- Element Level Inspections Generate Bridge Component Condition Ratings
- The rating scale ranges from 0 (Failed condition) to 9 (Excellent condition)

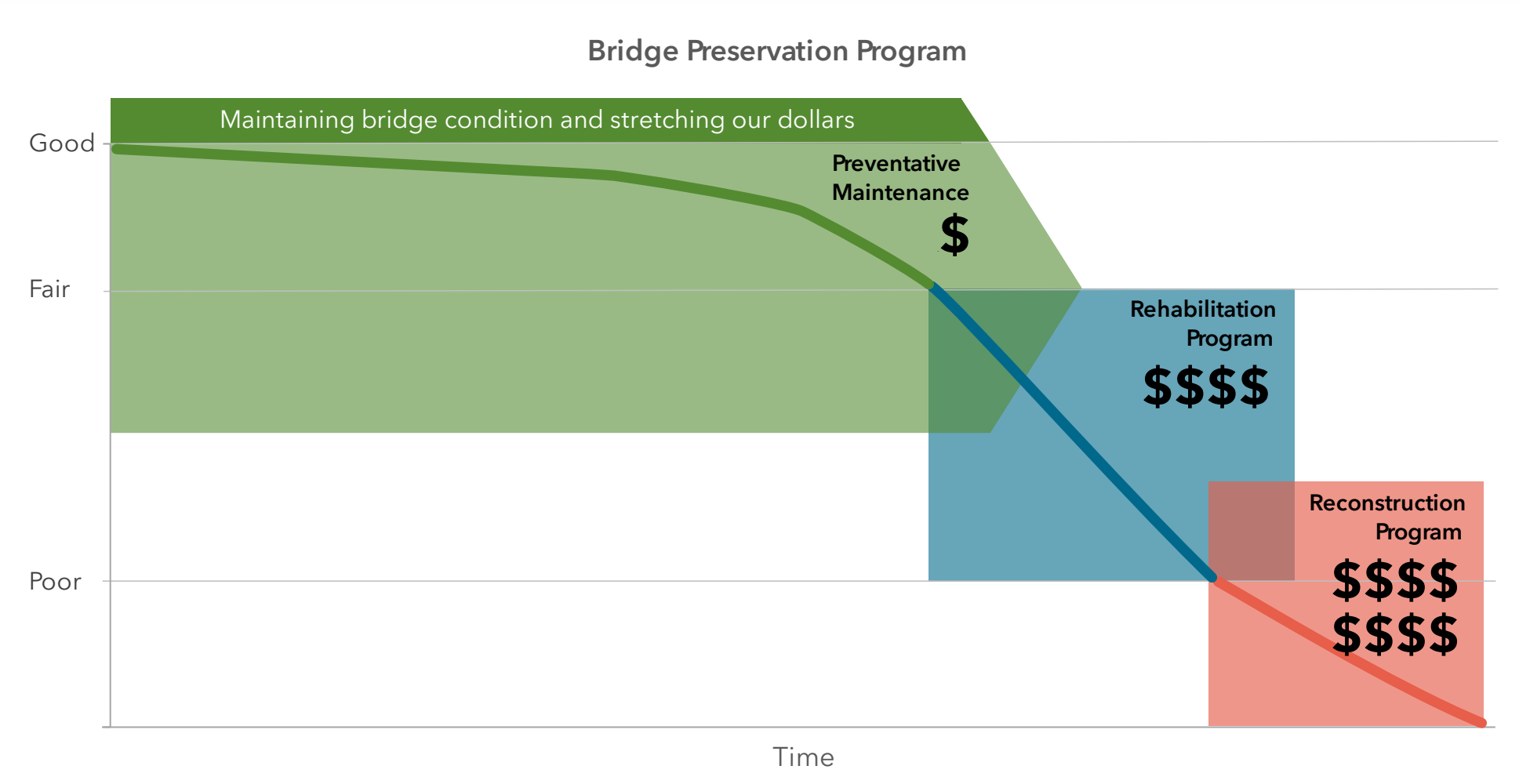


- Lowest component rating determines the **overall rating** of the bridge



Taking Action

Bridge preservation maximizes our dollars



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



Life Cycle Analysis Results Example

Establishing Toll Bridge Scenarios to Target Cost-Effective Strategies

Scenario Planning for San Francisco-Oakland Bay Bridge West Span

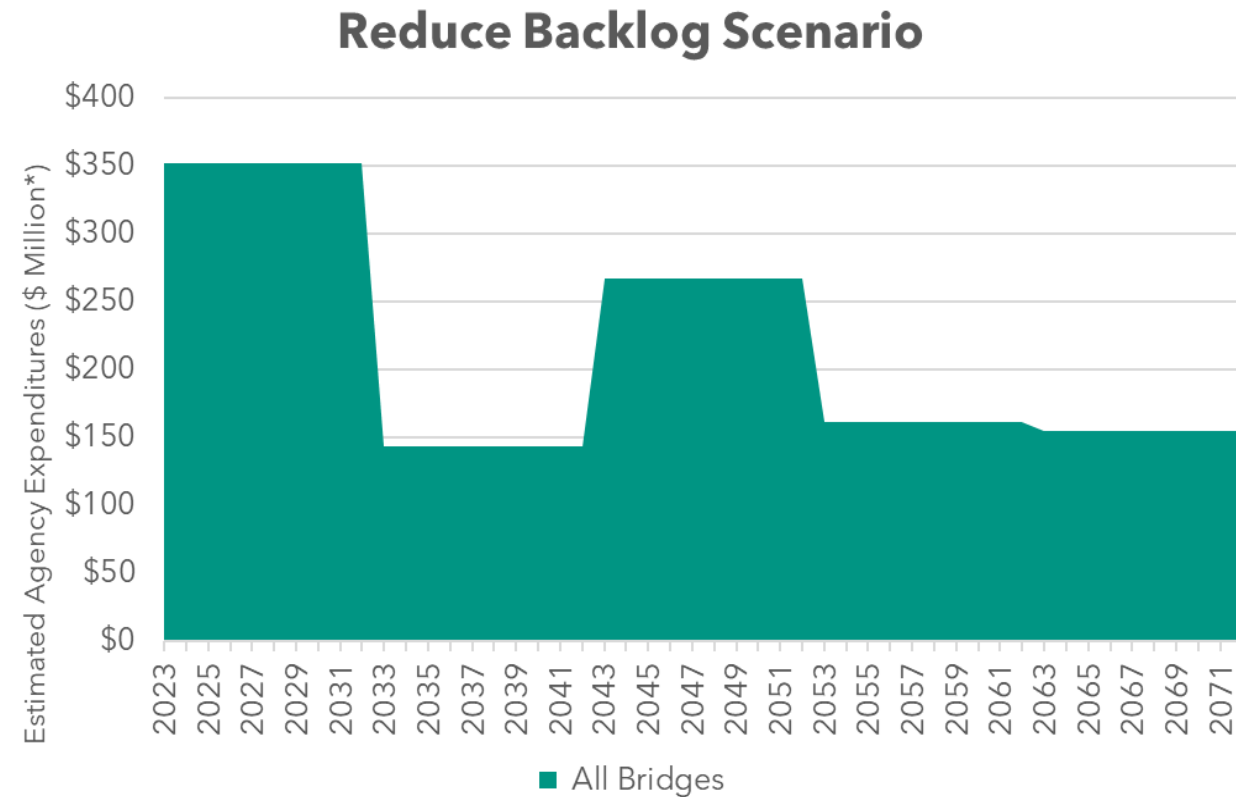


- **Scenario 1 Spot Repair:**
Fix bridge elements before they fall into very poor conditions
- **Scenario 2 Reduce Backlog:**
Fix bridge elements as needed to sustain fair condition
- **Scenario 3 Accelerate Rehab:**
Fix bridge elements as needed to increase time in good condition

Life Cycle Analysis Results

Summary of Results

- Early investment maximizes cost effectiveness and prevents higher future repair costs
- San Francisco-Oakland Bay Bridge West Span and Richmond San Rafael Bridges represent majority of planned expenditures
- Incorporating life cycle cost analysis will increase planned investments beyond the current \$2.3B BATA 10-Year CIP (FY 2024-33)
- Approved toll increase starting in 2026 helps fund the most critical bridge preservation work



*Estimates are based on 10-Year averages in 2023 dollars

Next Steps

November 2025

Toll Bridge Program Report

Updated report to include asset management data

November 2026

BATA 10-Year Capital Improvement Plan

Integrate asset management findings into the capital planning framework

