

# 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



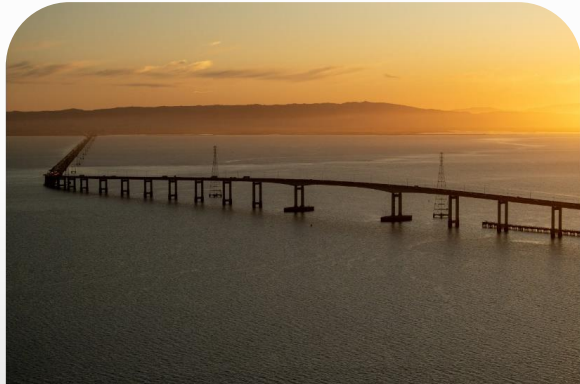
**Richmond San Rafael Bridge**  
 Opened: 1956



**Carquinez Bridge**  
 Eastbound Opened: 1958  
 Westbound Opened: 2003



**Benicia Martinez Bridge**  
 Southbound Opened: 1962  
 Northbound Opened: 2007



**San Mateo Hayward Bridge**  
 Opened: 1967



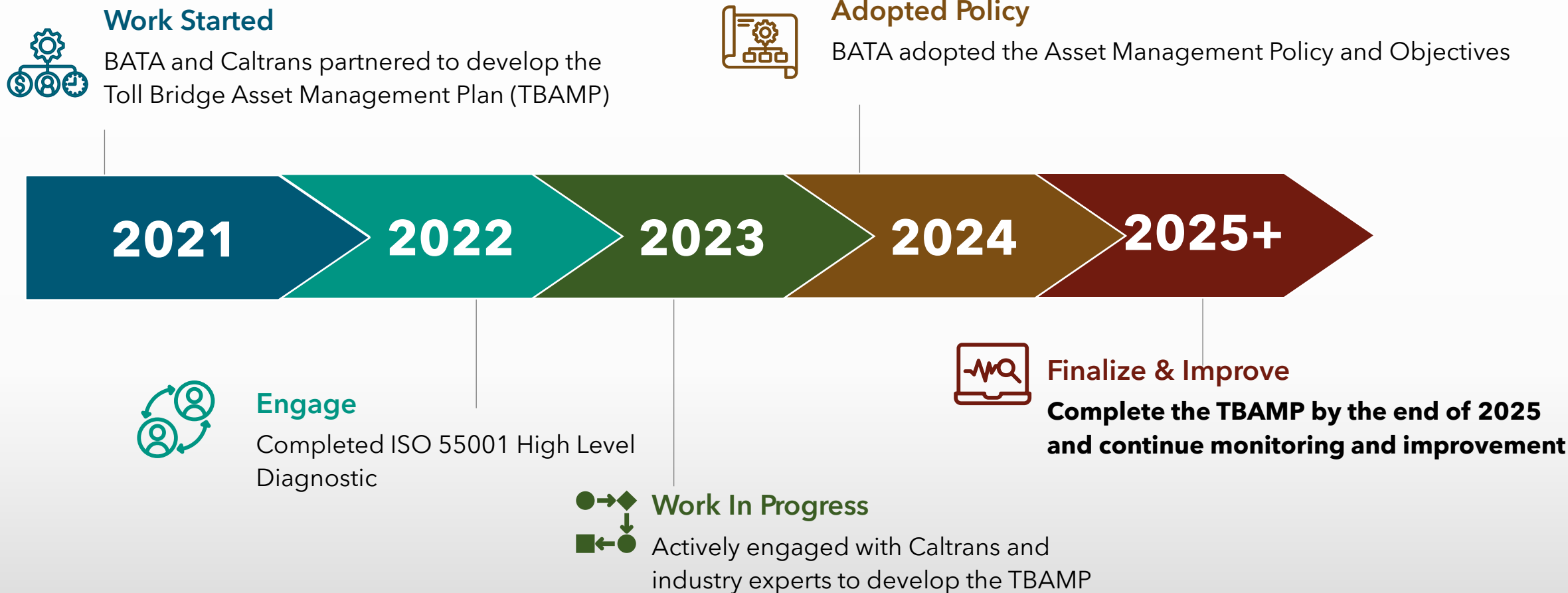
**Antioch Bridge**  
 Opened: 1978



**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

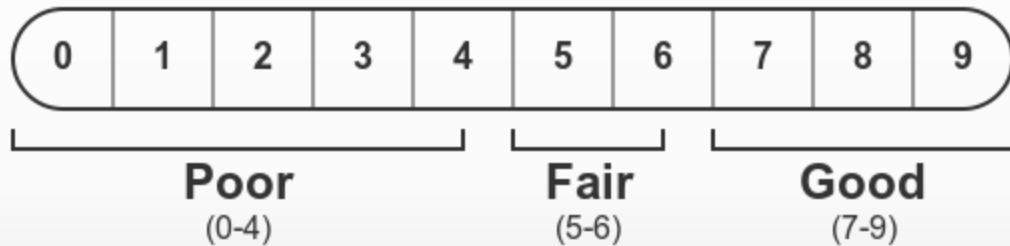
**Safety issues are addressed at the time of discovery**



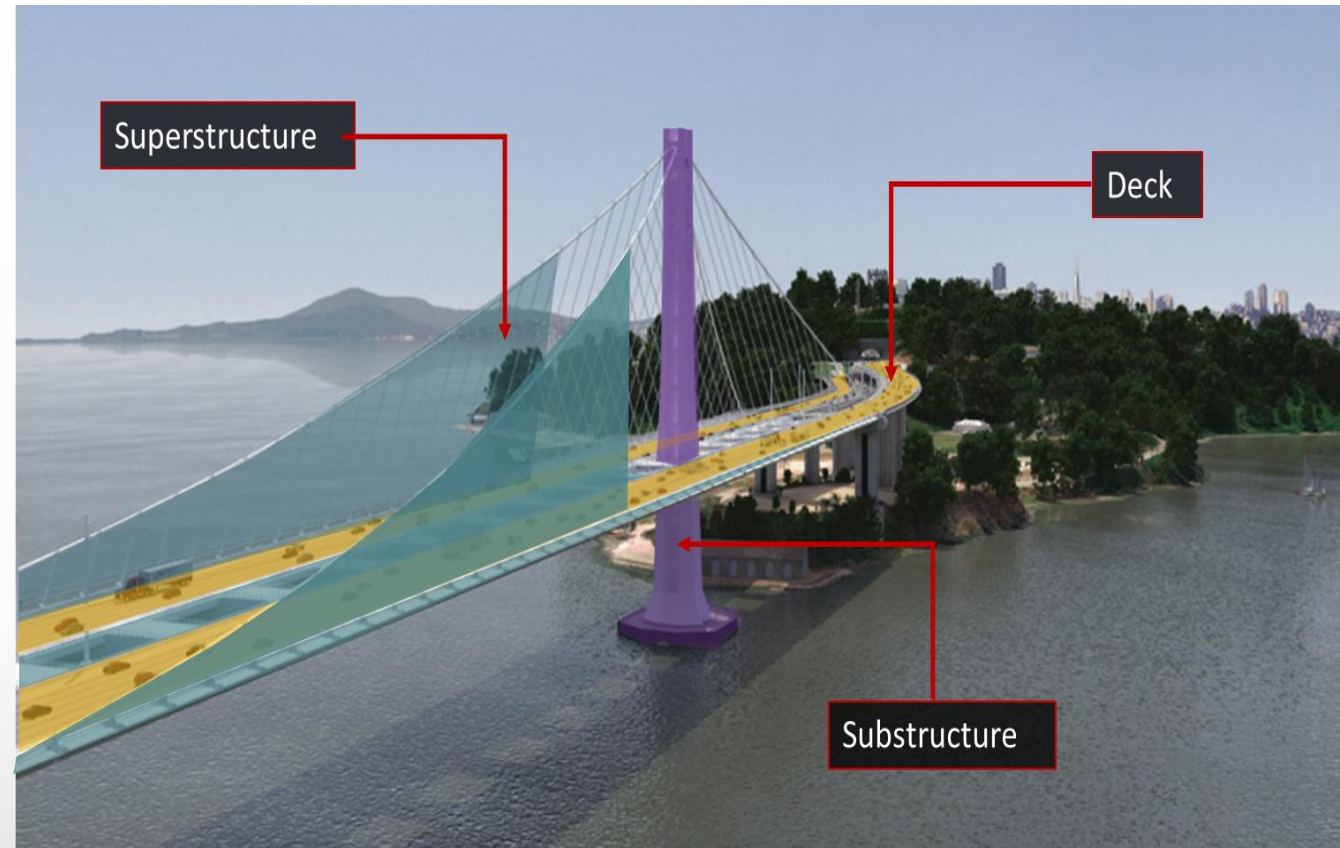


# Inspection Reports

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

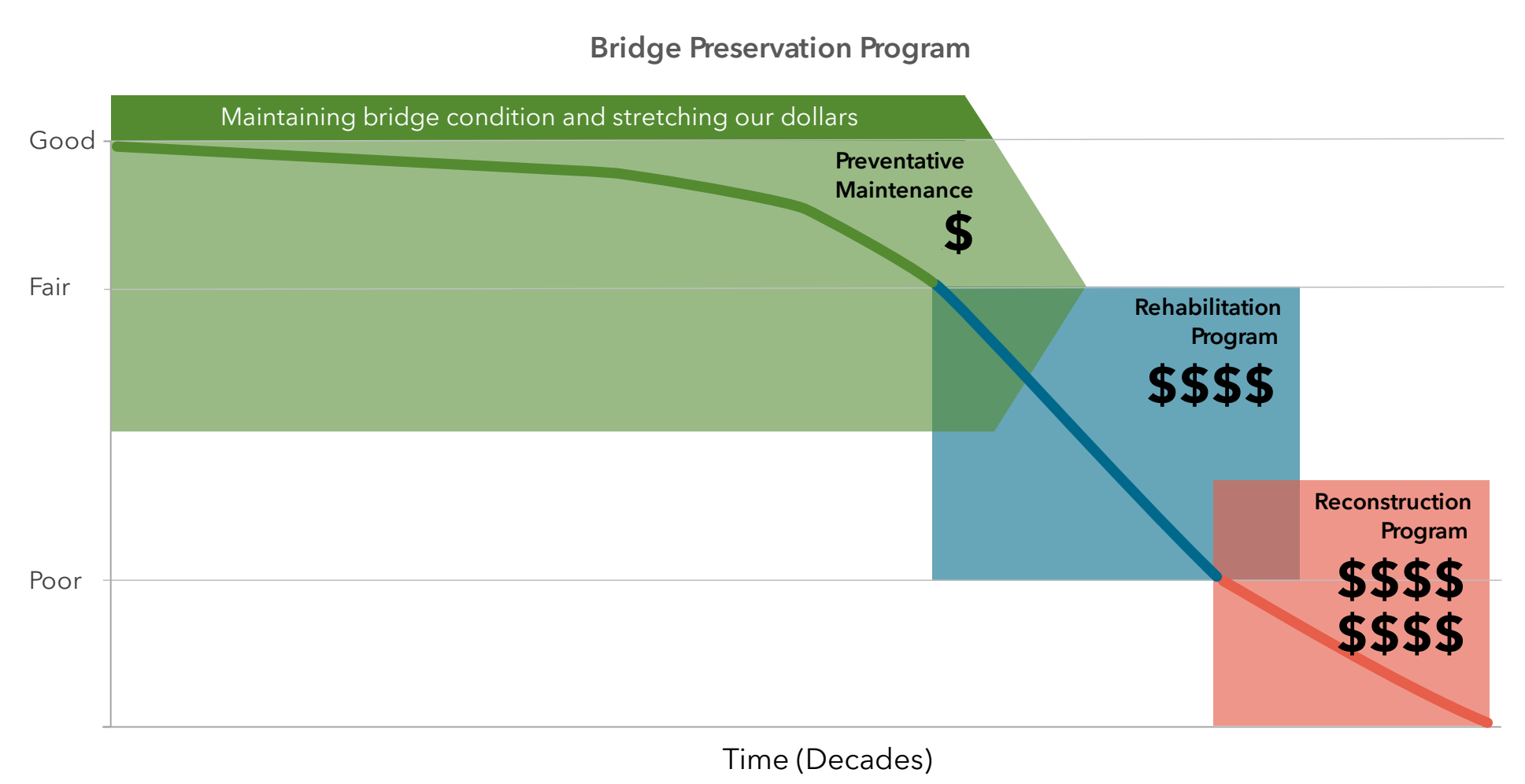


- Lowest component rating determines the **overall rating** of the bridge



# Taking Action

Bridge preservation maximizes our dollars



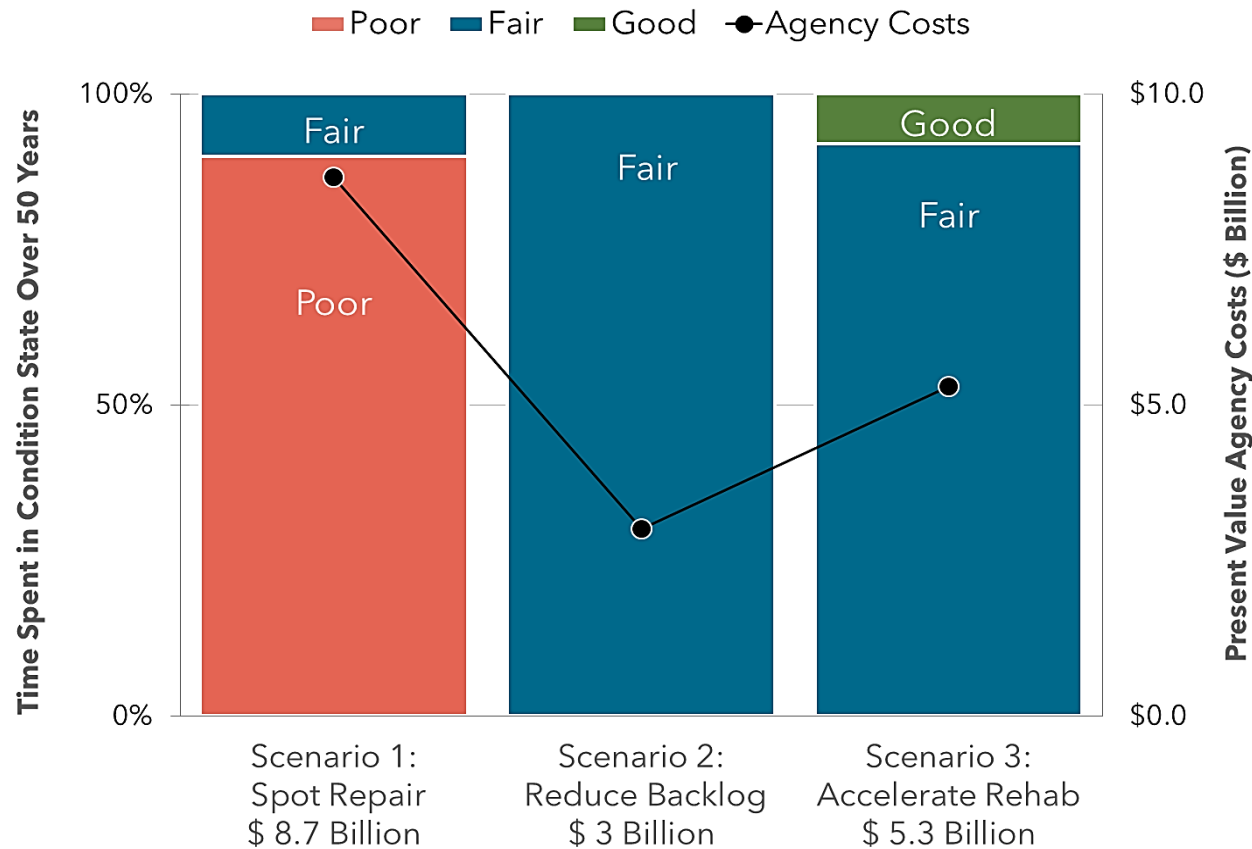
Adapted from Source: U.S. Department of Transportation Federal Highway Administration, "[Bridge Preservation Guide](#)."



# 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

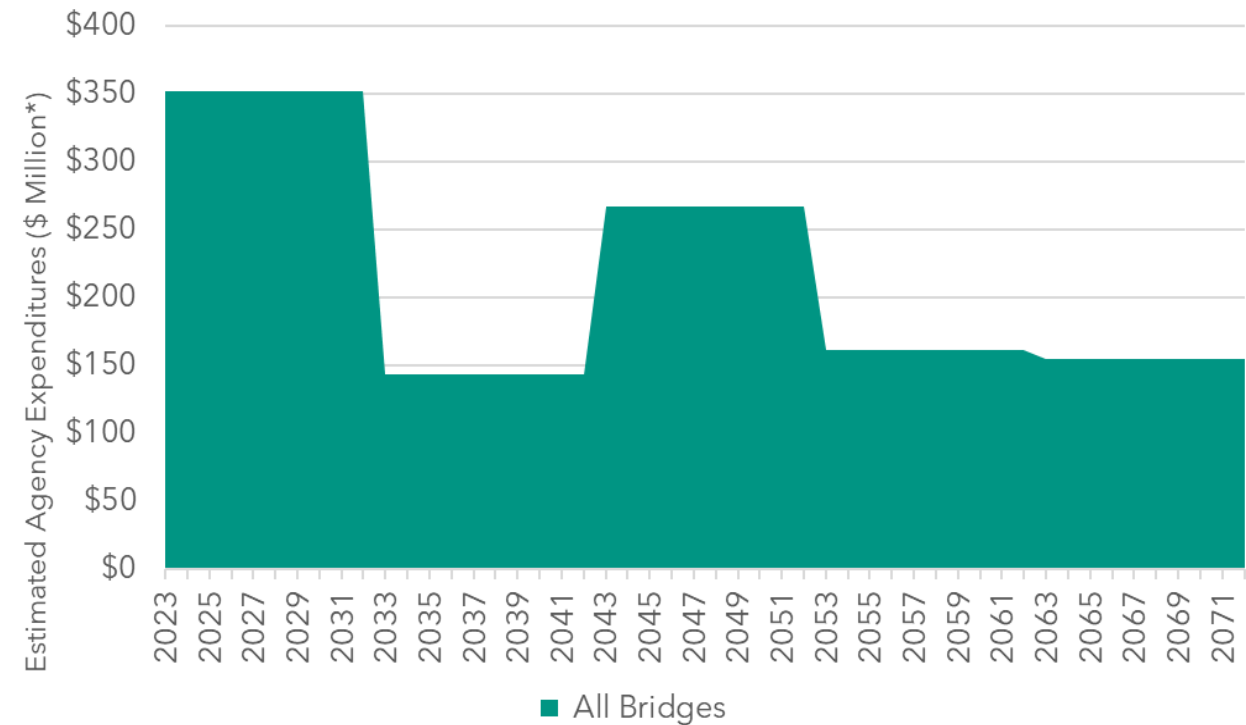


# Life Cycle Analysis Results

## 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

**Average Annual Cost for Reduce Backlog Scenario Over 50 Years**



\*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

