

Date: January 24, 2024  
W.I.: 1251  
Referred by: BATA Oversight  
Revised: 01/28/2026-BATA

### ABSTRACT

#### Resolution No. 175, Revised

This resolution adopts the BATA Toll Bridge Asset Management Policy and Objectives.

Further discussion of the BATA Toll Bridge Asset Management Policy and Objectives is contained in the BATA Oversight Committee's Summary Sheet dated January 10, 2024. The BATA Toll Bridge Asset Management Policy and Objectives is attached as Attachment A.

This resolution was revised on January 28, 2026, to update Attachment A which included the BATA Toll Bridge Asset Management Policy and Objectives.

Further discussion of this action is contained in the BATA Oversight Committee's Summary Sheet dated January 14, 2026.

Date: January 24, 2024  
W.I.: 1251  
Referred by: BATA Oversight

RE: BATA Toll Bridge Asset Management Policy and Objectives

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 175

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, 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 BATA; 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, in accordance with Streets and Highways Code §§ 30950.3(b), BATA shall give first priority to projects and expenditures that are deemed necessary by the department and the authority to preserve and protect the bridge structures; and

WHEREAS, due to the outbreak of a novel coronavirus disease designated as Coronavirus Disease 2019 (“COVID-19”) by the United States Centers for Disease Control and

Prevention, which has been declared a global pandemic by the World Health Organization, a BATA Ad Hoc Working group was established, in June 2020, to evaluate the impacts of COVID-19 and the Shelter-in-Place Orders on bridge traffic and toll revenue; and

WHEREAS, BATA Oversight Committee on June 9, 2021, approved the Ad Hoc Working Group Summary Report and Action Plan to address the COVID-19 pandemic impact on the BATA toll bridges and approaches; and

WHEREAS, pursuant to the recommendations of the approved Ad Hoc Working Group Summary Report and Action Plan, BATA shall commit to a robust asset management program; and

WHEREAS, pursuant to the recommendations of the BATA Recovery Ad Hoc Working Group Summary Report and Action Plan, BATA and Caltrans have collaborated to develop a comprehensive asset management plan, a living document that acts as a focal point for information about the Bay Area bridges, to demonstrate sustainable asset stewardship, effective use of resources, and to implement the best practices in asset management; and

WHEREAS, pursuant to the recommendations of the BATA Recovery Ad Hoc Working Group Summary Report and Action Plan, BATA developed Toll Bridge Asset Management Policy and Objectives in conformity with the International Organization for Standardization (ISO) 55001 standards or equivalent, thereby aligning with the preeminent practices in asset management; and

WHEREAS, the adoption of the Toll Bridge Asset Management Policy and Objectives is not a budgetary action; and

WHEREAS, the final draft of the Toll Bridge Asset Management Policy and Objectives was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the Toll Bridge Asset Management Policy and Objectives attached hereto as Attachment A and incorporated herein as though set forth in length; and be it further

RESOLVED, that the Section Director, Field Operations and Asset Management (or successor sections and/or positions with the same or similar scope and responsibilities) or designee or Chief Financial Officer may approve administrative adjustments to the Toll Bridge Asset Management Policy and Objectives to better align with Plan Bay Area, and MTC general goals and objectives, Caltrans policy, and the BATA Plan of Finance. Administrative updates will be regularly reported, at least once every two years, to the BATA Oversight Committee.

#### BAY AREA TOLL AUTHORITY

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Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 24, 2024.

## ATTACHMENT A:

**BATA Toll Bridge Asset Management Policy and Objectives****BATA Asset Management Policy**

BATA's Policy defines four principles to guide BATA with asset management activities.

**Focusing on People and Safety (Customers, Partner Agencies & Staff)**

- Be responsive to our customers and Bay Area resident needs and safety.
- Support robust, repeatable, and defensible decision-making.
- Utilize a formal but scalable, consistent, and repeatable approach to manage infrastructure assets - enabling services to be provided in the most efficient and cost-effective manner.
- Integrate Asset Planning and Management with corporate and business plans, budgetary and reporting processes.
- Cultivate an Asset Management culture and develop agency workforce.
- Provide economic opportunity for skilled workers through funding bridge projects.

**Addressing Life Cycle Cost**

- Develop and deploy a life cycle cost approach within current and future financial capacity.
- Consider the combined impact of all aspects of the asset life cycle (acquire, operate, maintain, renew, and retire assets).
- Base Asset Management decisions on evaluations of alternatives that consider full life cycle costs, benefits, and risks of assets.
- Consider innovative delivery approaches and alternative funding options such as federal grants for infrastructure improvements.

**Adopting a Quantifiable Approach**

- Adopt a quantifiable and risk-based approach to inform Asset Management decision making.
- Understand the implications of deferred asset interventions.
- Direct resources, expenditures, and priorities to achieve the desired service outcomes & benefits — at an acceptable level of risk.

**Promoting Sustainability & Ongoing Enhancement**

- Adopt a dynamic approach to Asset Management considering changes in operating conditions.
- Stay educated on industry trends and update processes and practices to maintain an effective Asset Management program.
- Regularly update both strategic and tactical asset management plans to ensure alignment with organizational priorities and asset needs.
- Incorporate sustainability in investment planning and decision-making to help reduce climate emissions.

# BATA Asset Management Objectives

Guided by the asset management principles, the following are BATA's measurable goals specific to the toll bridges.



1

**Support**



2

**Maintain**



3

**Improve**



4

**Engage**



5

**Strengthen**

## 1 Support Capital and O&M Efforts

- Develop a risk-based decision-making approach with Caltrans considering safety, performance targets and life cycle costs for capital investments and O&M projects for all bridges by 2027.

## 2 Maintain Desired Asset Condition

- All bridges receive overall NBIS bridge rating 'Fair' or above, by 2025; if not, in an active remediation status.

## 3 Improve Funding Effectiveness

- Seek alternative funding for capital projects such as federal grants for infrastructure improvements when available.

## 4 Increase Engagement

- Develop public-facing, quantifiable 10-year capital improvement plan to the Board by 2025.

## 5 Strengthen Asset Management Program

- Demonstrate alignment with asset management industry standards (e.g., ISO 55001) by 2030.
- Update BATA/Caltrans Master Cooperative Agreement reflecting asset management responsibilities and shared risks by 2026.
- Develop asset performance measures (e.g., delays, disruptions) and performance targets by end of 2028.
- Define asset data requirements and develop implementation plan for bridge management software by 2027.