

Bay Area Toll Authority Oversight Committee

November 12, 2025

Agenda Item 6b-25-1343

Toll Bridge Program Report Update

Subject:

Staff will present an updated Toll Bridge Program Report. The report will provide the latest details on toll bridge conditions and current project activities on the seven state-owned toll bridges.

Background:

Staff first presented the first Toll Bridge Program Report in April 2022 to offer an overview of bridge conditions and enhance the Authority's and public's understanding of toll bridge management. The ratings in the Toll Bridge Program Report are based on the Federal Highway Administration (FHWA) National Bridge Inspection Standards. A bridge condition rating is determined by element level inspections of bridges by Caltrans Bridge Maintenance Engineers, licensed by the State of California and certified for this work. Toll bridges are inspected every two years in accordance with state and national standards. The full inspection process, from fieldwork to final reporting, typically spans 24 months. It is important to highlight that the FHWA bridge condition ratings are not safety ratings and that a poor rating does not mean the bridge is unsafe. Safety determinations are made by Caltrans Bridge Maintenance Engineers through ongoing monitoring of the bridges. Any safety deficiency is addressed at time of discovery. The FHWA bridge condition rating is a tool to help record and track deterioration and prioritize projects and funding.

The toll bridges are intricate structures, that require understanding different structural types and systems. Inspections, observations, and ratings are performed at the element level across all the miles of bridges in the system. Examples of these bridge elements include, but are not limited to, deck joints, stringer beams, columns, and piles. The element level inspection data is used as the basis for determining component condition ratings. The main bridge components are the deck, superstructure, and substructure of each bridge. FHWA's guidelines call for rating the bridge components on a 0 to 9 scale. If the rating is greater than or equal to 7, the bridge is classified as Good; if it is less than or equal to 4, the classification is Poor. Bridges rated 5 or 6 are classified as Fair. The overall condition rating for each bridge reflects the lowest of the three component ratings.

Bridge component condition ratings are expected to change over time. Even with preventive maintenance, deterioration occurs due to usage, environmental exposure, and wear. However, ratings can improve following rehabilitation or replacement of components.

BATA's Toll Bridge Rehabilitation Capital Program provides ongoing funding to protect the Bay Area's toll bridges and toll collection systems. In partnership with Caltrans, BATA prioritizes projects that preserve bridge structures, following California Streets and Highways Code § 30950.3(b).

The Toll Bridge Program Report outlines current and future projects, highlighting funding needs and bridge conditions. A more detailed analysis of lifecycle and risk assessments is underway through the Toll Bridge Asset Management Plan (TBAMP), with findings expected in early 2026. These results will inform future updates to the Toll Bridge Program Report and guide long-term planning in the BATA 10-year Capital Improvement Plan.

The full report is available in Attachment A: Toll Bridge Program Report.

Recommendations:

None. Information Only

Attachments:

- Attachment A – Toll Bridge Program Report- November 2025
- Presentation – Toll Bridge Program Report Update.



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