

**Attachment F – Toll Increase Fact Sheet, October 22, 2024**



# Preserving Bay Area Toll Bridges is Job #1

## 2026 Toll Increase Proposal Fact Sheet

October 2024

The Bay Area’s seven state-owned toll bridges are structurally sound and in good repair. State law requires BATA – working in partnership with Caltrans – to keep them that way. A phased toll increase starting in 2026 is proposed to fund the Toll Bridge Capital Improvement Plan, which includes almost \$2 billion of investment to preserve the San Francisco-Oakland Bay Bridge and the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges.

### Benefits of Keeping Our Toll Bridges in Good Condition



*The heart of the Bay Area’s economic engine, the Bay Bridge accounts for over 40 percent of all transbay vehicle trips.*



Ranging in age from 11 to 88 years old, the state-owned toll bridges are the linchpin of the Bay Area economy, carrying more than 200 million vehicle trips back and forth each year, linking people to services, workers to jobs, tourists to Bay Area attractions and goods to markets.



State-owned toll bridges accommodate some 650,000 freight trucks every year, making it possible to ship raw materials and finished goods to factories, warehouses, suppliers, distributors, stores and consumers.

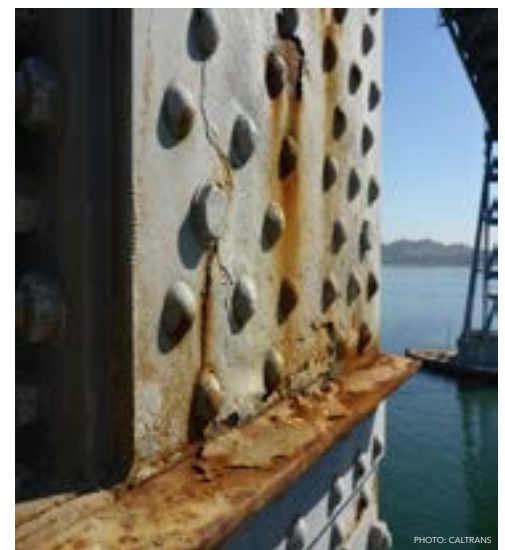


Repair work on roads and bridges generates 16 percent more jobs than construction of new bridges and roads.

### What Does Toll Bridge Preservation Involve?

- The state-owned toll bridges include more than 11 million square feet of bridge deck and over 22 million square feet of painted surfaces that must be maintained.
- Steel corrosion is one of the biggest threats to the bridges, a risk magnified by exposure to the marine environment.
- Painting bridge towers and superstructure helps preserve the steel’s structural integrity.
- Maintenance and rehabilitation costs increase as the bridges age. The typical service life for major bridge components include:

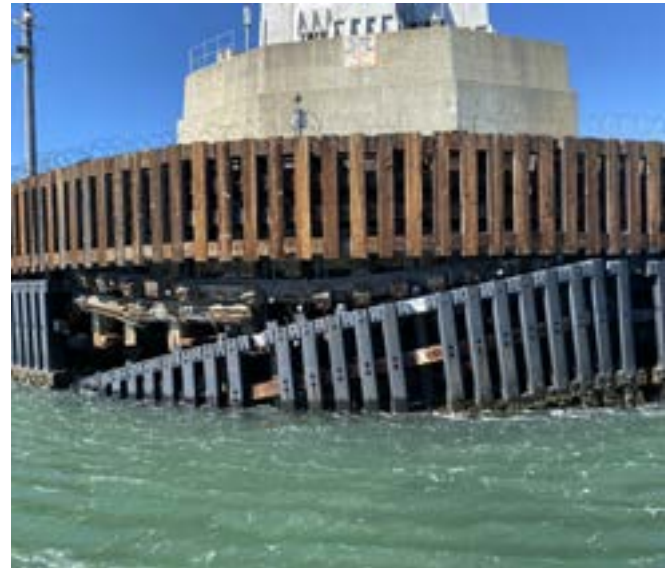
- |                                     |             |
|-------------------------------------|-------------|
| • Electrical and mechanical systems | 10-30 years |
| • Fender systems (timber)           | 15-20 years |
| • Fender systems (concrete)         | 75 years    |
| • Paint                             | 20-25 years |
| • Deck Joint Assemblies             | 20 years    |
| • Concrete elements                 | 50-85 years |



*Harsh marine conditions create a constant fight against steel corrosion.*

## What Bridge Preservation Projects are Planned?

Category	Sample Projects from Capital Improvement Program	10-Year Total
Painting	Structural steel painting of superstructure and tower on various bridges	\$741M
Bridge Integrity	Main cable, joints, fenders, structure repairs, deck overlays and deck repairs on various bridges	\$345M
Other	Projects related to facilities, electrical/mechanical systems (substations, power cables), operational improvements, open-road tolling	\$341M



*Upgrading the fenders that protect the Bay Bridge from ships headed to and from the Port of Oakland is among the top priorities for the Toll Bridge Capital Improvement Program.*

## What are the Details of the Proposed Toll Increase?

The proposal includes increasing tolls on the seven state-owned bridges by 50 cents a year from 2026 through 2030. This is similar to the Golden Gate Bridge’s approach to toll hikes and would spread the increase over five years rather than a large one-time jump. The increased revenue would be used only to pay for the maintenance, rehabilitation and operation of the bridges.

Tolls for large freight trucks and other vehicles with three or more axles would rise by 50 cents per axle each year from 2026 through 2030.

To encourage electronic toll payment with FasTrak tags and to help recoup the increased costs of collecting tolls via license plate accounts and invoices, tolls on Jan. 1, 2027 would rise by another 25 cents for customers who pay with a pre-registered license plate account and by \$1 for tolls paid by invoice.

The proposed toll increase is separate from the \$3 increase approved by Bay Area voters in 2018 through Regional Measure 3 to finance a comprehensive suite of highway and transit improvements around the region. The first of the three \$1 Regional Measure 3 increases went into effect in 2019, followed by another in 2022. The last of the RM 3 toll hikes will go into effect Jan. 1, 2025, bringing the toll for regular two-axle cars and trucks to \$8.

	Jan 1, 2025 with RM3 Increase	Jan 1, 2026 with Toll Increase	Jan 1, 2027	Jan 1, 2028	Jan 1, 2029	Jan 1, 2030
FasTrak	\$8.00	\$8.50	\$9.00	\$9.50	\$10.00	\$10.50
License Plate Account	\$8.00	\$8.50	\$9.25	\$9.75	\$10.25	\$10.75
Invoice	\$8.00	\$8.50	\$10.00	\$10.50	\$11.00	\$11.50