Bay Area Toll Authority
Oversight Committee

January 14, 2026 **Agenda Item 6a-26-0047**

BATA Resolution No. 193 –Toll Bridge Asset Management Plan

Subject:

Request referral of BATA Resolution No. 193 adopting the first Toll Bridge Asset Management Plan to the Authority for approval. The Plan defines how BATA and Caltrans will manage, maintain, and invest in the seven state-owned toll bridges to optimize performance, reduce lifecycle costs, and ensure safe, reliable service within available resources. Staff will also provide an update on the future investment strategy and key rehabilitation and maintenance projects aligned with the Plan.

Background:

In June 2020, the BATA Recovery Ad Hoc Working Group was established to evaluate the impacts of COVID-19 and the Shelter-in-Place Orders on bridge traffic and toll revenue. The Ad Hoc Working Group reviewed the impact of the pandemic and BATA's initial response in three areas:

- Toll Revenues and Toll Bridge Operations, Maintenance and Rehabilitation
- Tolling Operations
- Traffic Operations on Bridges and Approaches

Among the key recommendations in the resulting BATA Recovery Action Plan, approved by BATA in June 2021, was establishing a robust asset management program to ensure sustainable stewardship, efficient use of resources, and industry best practices to maintain the toll bridges in a state of good repair. BATA and Caltrans successfully completed the Toll Bridge Asset Management Plan (Asset Plan) on schedule in late 2025, concluding a four-year development effort, informing and enhancing BATA's asset management program. The Asset Plan outlines how both agencies will manage, maintain, and invest in the toll bridges to optimize performance, reduce life-cycle costs, and ensure safe, reliable service.

Toll Bridge Asset Management Plan:

The Toll Bridge Asset Management Plan, Attachment A to BATA Resolution No. 193, uses life cycle cost analysis to compare various investment scenarios for preserving the bridges. The three scenarios analyzed for managing the toll bridges over the next 50 years are:

- **Scenario 1 Spot Repair:** With an estimated $33.2 Billion (in 2023 $) in toll bridge rehabilitation and maintenance needs. This scenario fixes bridge elements before they fall into very poor condition.
- **Scenario 2 Preservation Performance (Recommended Approach):** With an estimated $14.1 Billion (in 2023 $) in toll bridge rehabilitation and maintenance needs. This scenario fixes bridge elements as needed to sustain fair condition.
- **Scenario 3 Accelerate Rehab:** With an estimated $19.6 Billion (in 2023 $) in toll bridge rehabilitation and maintenance needs. This scenario fixes bridge elements as needed to increase time in good condition.

The three scenarios each have tradeoffs reflecting the different life-cycle strategies for managing toll bridges, balancing condition, timing, and cost. Analysis shows that Scenario 2, Preservation Performance, which maintains bridges in fair or better condition, is the most cost-effective and recommended approach to extend service life and optimize resources. It best aligns with BATA's asset management principles, emphasizing whole-life cost, data-driven decisions, and risk-based planning. This scenario will guide future investments by informing project prioritization in the BATA 10-Year Toll Bridge Capital Improvement Plan. In comparison, Scenario 1 (Spot Repair) and Scenario 3 (Accelerate Rehab) require higher investments without delivering proportionally better performance over the 50-year analysis period. The accompanying presentation also highlights key construction projects over the next 10 years that support the Preservation Performance strategy.

Recommendations:

Staff recommends that the Committee refer BATA Resolution No. 193, Toll Bridge Asset Management Plan, to the Authority for approval.

Attachments:

- BATA Resolution No. 193: Toll Bridge Asset Management Plan
- Presentation - Toll Bridge Asset Management Plan

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