Date: January 28, 2026
W.I.: 1251
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 193

This resolution adopts the Toll Bridge Asset Management Plan.

Further discussion of the Toll Bridge Asset Management Plan is contained in the BATA Oversight Committee's Summary Sheet dated January 14, 2026. The Toll Bridge Asset Management Plan is attached as Attachment A.

Date: January 28, 2026
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BAY AREA TOLL AUTHORITY
RESOLUTION NO. 193

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 Recovery 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, on June 23, 2021, BATA 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 is committed 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 and Caltrans developed the Toll Bridge Asset Management Plan in conformity with the preeminent industry practices in asset management; and

WHEREAS, the adoption of the Toll Bridge Asset Management Plan is not a budgetary action; now, therefore, be it

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

RESOLVED, that the Section Director, Capital Delivery, Asset Management, and Roadside Tolling (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 Plan to better align with Plan Bay Area, and MTC general goals and objectives, Caltrans policy, and the BATA Plan of Finance.

BAY AREA TOLL AUTHORITY

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Sue Noack, 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 28, 2026.