



Preserving Bay Area Toll Bridges is Job #1

2026 Toll Bridge Asset Management and Toll Increase Fact Sheet January 2026

PHOTO: WALLY CHARLES

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 that started in 2026 funds 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



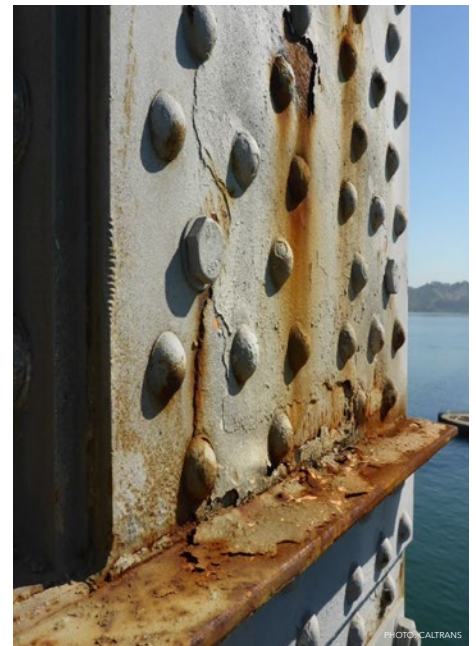
The heart of the Bay Area’s economic engine, the Bay Bridge accounts for over 40 percent of all transbay vehicle trips.

- Ranging in age from 12 to almost 90 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



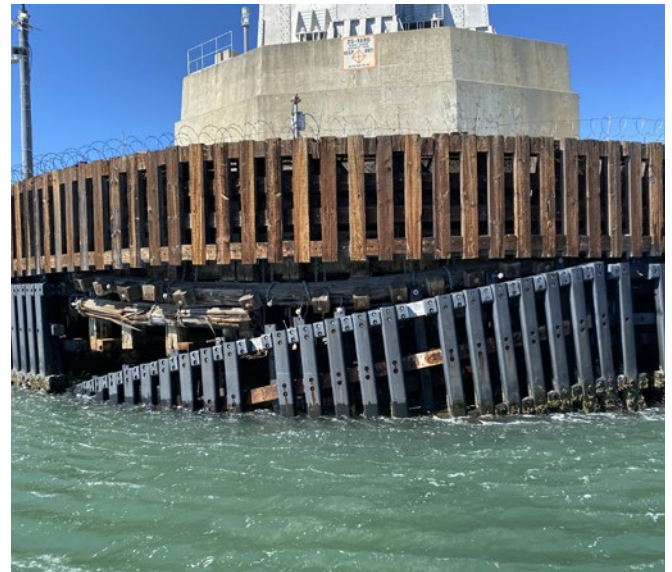
Harsh marine conditions create a constant fight against steel corrosion.

PHOTO: CALTRANS

What Bridge Preservation Projects are Planned?

Category	Sample Projects from Capital Improvement Program	10-Year Total ¹
Painting	Structural steel painting of superstructure and tower on various bridges	\$726M
Bridge Integrity	Main cable, joints, fenders, structure repairs, deck overlays and deck repairs on various bridges	\$383M
Other	Projects related to facilities, electrical/mechanical systems (substations, power cables), operational improvements, open-road tolling	\$538M

¹ As more accurate estimates become available, the 10-Year Total amounts will be updated in the Capital Improvement Plan.



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 2026 Toll Increase?

Tolls will be increased 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 and to service debt on BATA bond issues.

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 2026 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. Toll rates already include the last voter-approved Regional Measure 3 (RM 3) toll increase that went into effect January 1, 2025. The first of five 50 toll increases went into effect on January 1, 2026. Below is a summary of the 2026 Toll Increase for two-axle vehicle toll.

Toll collection methods	Jan 1, 2026	Jan 1, 2027	Jan 1, 2028	Jan 1, 2029	Jan 1, 2030
FasTrak	\$8.50	\$9.00	\$9.50	\$10.00	\$10.50
License Plate Account	\$8.50	\$9.25	\$9.75	\$10.25	\$10.75
Invoice	\$8.50	\$10.00	\$10.50	\$11.00	\$11.50