



Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Bay Area Toll Authority Oversight Committee

*Federal Glover, Chair    Margaret Abe-Koga, Vice Chair*

---

Wednesday, July 10, 2024

9:35 AM

Board Room - 1st Floor

---

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/86180781550>

iPhone One-Tap: US:

+16699006833,,86180781550# US (San Jose)

+14086380968,,86180781550# US (San Jose)

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 861 8078 1550

International numbers available: <https://bayareametro.zoom.us/j/86180781550>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/86180781550>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances, there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Clerk: Carsie Bonner

**Roster**

**Federal Glover (Chair), Margaret Abe-Koga (Vice Chair),  
Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,  
Hillary Ronen, Sheng Thao**

**Non-Voting Members: Dina El-Tawansy, Libby Schaaf**

**1. Call to Order / Roll Call / Confirm Quorum**

*A quorum of the Commission/Committee/Authority shall be a majority of its voting members (5).*

**2. Pledge of Allegiance**

**3. Compensation Announcement (Committee Clerk)**

**4. Consent Calendar**

**4a.**     [24-0751](#)     Approval of BATA Oversight Committee Minutes of June 12, 2024 Meeting

**Action:**             Committee Approval

**Attachments:**     [4a 24-0751 6-12-2024 BATA O Draft Meeting Minutes.pdf](#)

**4b.**     [24-0755](#)     Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended May 31, 2024 (Unaudited).

**Action:**             Information

**Presenter:**       Derek Hansel

**Attachments:**     [4b 24-0755 1 Summary Sheet BATA MFR May 2024.pdf](#)

[4b 24-0755 2 BATA MFR May 2024.pdf](#)

**4c.**     [24-0853](#)     Yerba Buena Island Southgate Road Realignment and Bimla Rhinehart Vista Point Projects

i.    Funding Amendment - San Francisco County Transportation Authority (\$1,000,000).

ii.   Contract Amendment - AECOM Technical Services (\$200,000).

iii.  BATA Resolution No. 178 Design Immunity for Bimla Rhinehart Vista Point Parking Lot Project.

**Action:**             Committee Approval  
Authority Approval

**Presenter:**       Peter Lee

**Attachments:**     [4c 24-0853 1 Summary Sheet Contract Amendments SFCTA and AECOM](#)

[4c 24-0853 2 BATA Resolution No 0178.pdf](#)

## 5. Authority Approval

- 5a. [24-0661](#) BATA Resolution No. 52, Revised: FasTrak® Policy Changes: Referral to Authority.

A request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policy updates related to: (1) inclusion of all Express Lanes (Bay Area Infrastructure and Financing Authority (BAIFA), Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; (2) the replenishment amount and threshold amount for cash paying customers; (3) reduction in violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (4) updates to one-time waiver of toll evasion penalties for all toll operators; and (5) reduction in the California Department of Motor Vehicles (DMV) fee for placing unpaid violations on registration hold.

**Action:** Authority Approval

**Presenter:** Lysa Hale

**Attachments:** [5a 24-0661 1 Summary Sheet BATA Resolution No 52 Revised.pdf](#)  
[5a 24-0661 2 BATA Resolution No 52.pdf](#)  
[5a 24-0661 3 Presentation BATA Resolution No 52 Revised.pdf](#)

## 6. Information

- 6a. [24-0711](#) Toll Bridge Allision Mitigation and Fender Update.

Update on toll bridge allision prevention and mitigation measures and fender systems.

**Action:** Information

**Presenter:** Peter Lee, BATA and Muthanna Omran, Caltrans

**Attachments:** [6a 24-0711 1 Summary Sheet Toll Bridge Allision Response Fender Upd:](#)  
[6a 24-0711 2 Presentation Toll Bridge Allision Update.pdf](#)

6b. [24-0878](#) Information - Toll Bridge Stewardship.

Overview of the BATA toll bridge program, including traffic and revenue trends, tolls, expenditures and toll bridge capital program funding needs as discussed at the April 25, 2024, Commission Workshop. Staff seeks direction in light of pressures on the program and importance of the revenue stream in order to fund the maintenance of the bridges in a state of good repair.

**Action:** Information

**Presenter:** Lisa Klein

**Attachments:** [6b 24-0878 1 Summary Sheet Bridge Stewardship.pdf](#)  
[6b 24-0878 2 Presentation Bridge Stewardship.pdf](#)

## 7. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

## 8. Adjournment / Next Meeting

**The next meeting of the BATA Oversight Committee will be held on September 11, 2024 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

---

Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0751      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Consent

**File created:** 5/17/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Approval of BATA Oversight Committee Minutes of June 12, 2024 Meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**  
Approval of BATA Oversight Committee Minutes of June 12, 2024 Meeting

**Recommended Action:**  
Committee Approval

**Attachments:** List any attachments.



# Metropolitan Transportation Commission

## Meeting Minutes

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

### Bay Area Toll Authority Oversight Committee

*Federal Glover, Chair    Margaret Abe-Koga, Vice Chair*

Wednesday, June 12, 2024

10:30 AM

Board Room - 1st Floor

#### Roster

**Federal Glover (Chair), Margaret Abe-Koga (Vice Chair),  
Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,  
Hillary Ronen, Sheng Thao**

**Non-Voting Members: Dina El-Tawansy, Libby Schaaf**

**Chair Glover called the meeting to order at 10:43 a.m.**

#### 1. Call to Order / Roll Call / Confirm Quorum

- Present:** 7 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Fleming, Chair Glover, Commissioner Miley, Commissioner Papan, and Commissioner Ronen
- Absent:** 1 - Commissioner Thao

Non-voting members present: Commissioner El-Tawansy and Commissioner Schaaf  
 Ex Officio Voting Members Present: Commission Chair Pedroza, Vice Chair Josefowitz, Commissioner Mahan and Commissioner Spring.  
 Ad-Hoc Non-voting members present: Commissioner Giacomini

#### 2. Consent Calendar

**Upon the motion by Commissioner Chavez and seconded by Commissioner Papan, the Consent Calendar, with the exception of agenda item 2b, was unanimously approved by the following vote:**

- Aye:** 7 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Fleming, Chair Glover, Commissioner Miley, Commissioner Papan and Commissioner Ronen
- Absent:** 1 - Commissioner Thao

- 2a.**    [24-0643](#)    Approval of BATA Oversight Committee Minutes of May 8, 2024 Meeting.  
                  **Action:**    Committee Approval

- 2b.**     [24-0363](#)     Contract Change Order - FasTrak® Regional Customer Service Center, Bay Area Payment Plan Operations Extension: Conduent State and Local Solutions, Inc. (\$250,000).

**Action:** Committee Approval

**Presenter:** Eric Davis

Upon the motion by Commissioner Chavez and seconded by Commissioner Papan, agenda item 2b, the Committee unanimously approved Contract Change Order - FasTrak® Regional Customer Service Center, Bay Area Payment Plan Operations Extension: Conduent State and Local Solutions, Inc. (\$250,000) with the following conditions to provide an update to the Committee on best practices surrounding fare collections, focusing on low-income communities, including work performed to date, an analysis of future next steps in addition to an off-the-agenda report. The motion carried the following vote:

**Aye:** 7 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Fleming, Chair Glover, Commissioner Miley, Commissioner Papan and Commissioner Ronen

**Absent:** 1 - Commissioner Thao

- 2c.**     [24-0364](#)     Contract Change Order- FasTrak® Regional Customer Service Center Support of the FasTrak® Title 21 to 6c Transponder Swap: Conduent State and Local Solutions, Inc. (\$3,000,000).

**Action:** Committee Approval

**Presenter:** Monica Serrano

- 2d.**     [24-0621](#)     Contract: American Express Credit Card Processing for the FasTrak® Electronic Toll Collection Program: American Express Travel Related Services Company, Inc. (not to exceed \$2,600,000 annually).

**Action:** Committee Approval

**Presenter:** Victor Wong

- 2e.**     [24-0659](#)     Purchase Orders - Advanced Toll Collection and Accounting System Hardware Maintenance, Telecommunication Services, Cloud Services, and Network Maintenance: Hewlett Packard Enterprise Company, AT&T, GovConnection, and SSP Data (\$1,600,000 combined).

**Action:** Committee Approval

**Presenter:** Mark Dinh



- 2f. [24-0663](#) FasTrak® Customer Education and Outreach Contract Actions:  
i. Contract Amendment - Polytechnic Marketing LLC (Polytechnic) (\$2,600,000);  
ii. Contract Amendment - Kalamuna Inc. (Kalamuna) (\$250,000); and  
iii. Contract Amendment - Caribou Public Relations, Inc. (Caribou) (\$350,000)  
**Action:** Committee Approval  
**Presenter:** Lysa Hale
- 2g. [24-0705](#) Contract Amendment - On-Call Asset Management Services: On-Call Asset Management Production Support Services: HNTB Corporation (\$300,000).  
**Action:** Committee Approval  
**Presenter:** Ray Woo
- 2h. [24-0754](#) Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended April 30, 2024 (Unaudited).  
**Action:** Information  
**Presenter:** Derek Hansel

### 3. Authority Approval

- 3a. [23-1274](#) BATA Resolution No. 172 - Program of Project for BATA's Formula Share of the Local Partnership Program - Cycle 4.

A request that the Authority approve BATA Resolution No. 172, the program of projects for BATA's formula share of the Senate Bill 1 Local Partnership Program (LPP) Cycle 4.

**Action:** Authority Approval

**Presenter:** Rosalynn Chongchaikit

**Upon the motion by Commissioner Chavez and seconded by Commissioner Papan, the Committee unanimously approved referral to seek Authority Approval of BATA Resolution No. 172, program of projects for BATA's formula share of the Senate Bill 1 Local Partnership Program Cycle 4. The motion carried by the following vote:**

**Aye:** 7 - Vice Chair Abe-Koga, Commissioner Chavez, Commissioner Fleming, Chair Glover, Commissioner Miley, Commissioner Papan and Commissioner Ronen

**Absent:** 1 - Commissioner Thao

#### **4. Public Comment / Other Business**

Aletta Dupree, Team Folds, was called to speak.

#### **5. Adjournment / Next Meeting**

**The next meeting of the BATA Oversight Committee will be held on July 10, 2024, at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.**

Chair Glover adjourned the meeting at 10:53 a.m.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0755      **Version:** 1      **Name:**

**Type:** Report      **Status:** Consent

**File created:** 5/21/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended May 31, 2024 (Unaudited).

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**  
Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended May 31, 2024 (Unaudited).

**Presenter:**  
Derek Hansel

**Recommended Action:**  
Information

**Attachments:** List any attachments.

**Bay Area Toll Authority  
Oversight Committee**

**July 10, 2024**

**Agenda Item 4b-24-0755**

**Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended May 31, 2024 (Unaudited)**

---

**Subject:**

Statement of revenues and expenses for the period ended May 31, 2024 (unaudited)

**Background:**

The Bay Area Toll Authority manages the electronic toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans). BATA also manages FasTrak<sup>®</sup>, which is the electronic toll payment system for the bridges and express lanes. Caltrans is responsible for the operation and maintenance of these bridges.

The Statement of Revenues and Expenses has been prepared in accordance with the generally accepted accounting principles (GAAP). The columns have been designed to provide an easy comparison of current year-to-date actuals to the prior year-to-date actuals, including dollar and percentage variances.

**Operating Revenue:**

Regional Measures (RM) 1, 2, and 3 are tolls on the state-owned bridges to finance specific bridge and roadway improvements and transportation projects. Year-to-date toll revenues collected were \$732.3 million, which was \$2.4 million more than the prior year-to-date actual. The increase in revenues is primarily driven by an increase in traffic across the Bay Area bridges.

Violation revenues and other revenues collected were \$24.9 million, which was \$8.9 million more than prior year-to-date actual violation revenues and other revenues. Higher violation revenues were recognized in FY 2024 by BATA fully re-commencing the DMV hold violation process as of October 2023.

**Operating Expenses:**

As of May 31, 2024, Operating Expenses were \$140.1 million, which is \$28.4 million more than the prior year-to-date actual. Higher operating expenses in FY 2024 were driven by an increase in DMV hold fees and advertising costs as well as timing differences in FasTrak operation expenses.

**Non-Operating Revenues and Expenses:**

As of May 31, 2024, Total Non-operating Revenues (Expenses) were (\$329.8 million), which is \$17.8 million less than the non-operating expenses in prior year-to-date actual. The primary driver of the decrease was an increase in interest income for the current fiscal year driven by a higher interest rate environment. The increase in interest income was slightly offset by an increase in interest expense for the current fiscal year.

**Contributions and Transfers:**

As of May 31, 2024, Total Contributions and Transfers were \$178.9 million, an increase of \$157.5 million compared to prior year-to-date actual. The large increase in transfers is attributed to RM3 revenues being transferred to the capital fund in FY24. These transfers did not occur as of May 2023 due to RM3 funds being escrowed at the direction of the Authority during the litigation. The State Supreme Court dismissed this lawsuit in January 2023, and RM3 revenues began to be transferred to the capital fund in June FY23.

**Budget & Forecast Updates:**

FY 2023-24 total operating expenses are currently projected to be within budget.

**Recommendations:**

None. Information only.

**Attachments:**

- Attachment A – BATA Statement of Revenues and Expenses for the Period Ended May 31, 2024 (unaudited)



---

Andrew B. Fremier

<b>BAY AREA TOLL AUTHORITY (BATA)</b>						
<b>STATEMENT OF REVENUE AND EXPENSE</b>						
Fiscal Year 2024						
For the Period Ended May 31, 2024						
	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
<b>OPERATING REVENUES</b>						
RM1 revenue and Seismic	442,657,986	442,825,398	(167,412)	-0.04%	542,600,000	81.58%
RM2 revenue	94,603,751	94,398,952	204,800	0.22%	117,400,000	80.58%
RM3 revenue	195,024,755	192,697,461	2,327,294	1.21%	233,600,000	83.49%
<b>Toll revenues collected</b>	<b>732,286,491</b>	<b>729,921,810</b>	<b>2,364,682</b>	<b>0.32%</b>	<b>893,600,000</b>	<b>81.95%</b>
Toll violation revenues	24,040,411	15,453,191	8,587,221	55.57%	26,000,000	92.46%
Other revenues	859,677	535,969	323,708	60.40%	-	
<b>Other operating revenues</b>	<b>24,900,088</b>	<b>15,989,160</b>	<b>8,910,929</b>	<b>55.73%</b>	<b>26,000,000</b>	<b>95.77%</b>
<b>TOTAL OPERATING REVENUES</b>	<b>757,186,579</b>	<b>745,910,969</b>	<b>11,275,610</b>	<b>1.51%</b>	<b>919,600,000</b>	<b>82.34%</b>
<b>OPERATING EXPENSES</b>						
Operating expenses incurred by Caltrans	2,464,067	2,616,949	(152,882)	-5.84%	2,780,000	88.64%
Operating expenses - Transbay JPA	4,501,627	3,565,317	936,310	26.26%	5,969,367	75.41%
Professional fees	50,997,348	40,496,448	10,500,900	25.93%	107,234,900	47.56%
Allocations to other agencies	30,932,856	26,797,190	4,135,666	15.43%	85,830,480	36.04%
Salaries and benefits	15,814,724	15,679,133	135,591	0.86%	19,841,666	79.70%
Other operating expenses	35,389,054	22,516,318	12,872,736	57.17%	61,502,276	57.54%
<b>TOTAL OPERATING EXPENSES</b>	<b>140,099,676</b>	<b>111,671,357</b>	<b>28,428,320</b>	<b>25.46%</b>	<b>283,158,689</b>	<b>49.48%</b>
<b>OPERATING INCOME (LOSS)</b>	<b>617,086,903</b>	<b>634,239,612</b>	<b>(17,152,710)</b>	<b>-2.70%</b>	<b>636,441,311</b>	<b>96.96%</b>
<b>NONOPERATING REVENUES (EXPENSES)</b>						
Other Agency Reimbursements	13,995,295	11,675,894	2,319,401	19.86%	17,920,000	78.10%
Investment income (charge)	94,370,791	64,529,462	29,841,329	46.24%	62,116,998	151.92%
Build America Bonds (BABs) interest subsidy	63,243,070	64,824,672	(1,581,601)	-2.44%	70,339,448	89.91%
Interest expense	(489,171,013)	(475,731,455)	(13,439,559)	2.83%	(546,105,299)	89.57%
Financing fees and bond issuance costs	(6,441,256)	(7,540,573)	1,099,317	-14.58%	(7,500,194)	85.88%
Distributions to Caltrans for their capital purposes	(7,304,724)	(5,343,960)	(1,960,764)	36.69%	(8,910,000)	81.98%
Other nonoperating revenues (expenses)	1,538,085	-	1,538,085	100.00%	1,679,646	91.57%
<b>TOTAL NONOPERATING REVENUES (EXPENSES)</b>	<b>(329,769,752)</b>	<b>(347,585,959)</b>	<b>17,816,207</b>	<b>-5.13%</b>	<b>(410,459,401)</b>	<b>80.34%</b>
<b>INCOME (LOSS) BEFORE TRANSFERS</b>	<b>287,317,151</b>	<b>286,653,653</b>	<b>663,498</b>	<b>0.23%</b>	<b>225,981,910</b>	<b>127.14%</b>
<b>CONTRIBUTIONS AND TRANSFERS</b>						
Transfers to Metropolitan Transportation Commission	(14,725,755)	(13,876,000)	(849,755)	6.12%	(19,634,340)	75.00%
Transfer between programs <sup>(1)</sup>	(164,139,193)	(7,464,651)	(156,674,542)	2098.89%	(194,830,399)	84.25%
<b>TOTAL TRANSFERS</b>	<b>(178,864,948)</b>	<b>(21,340,651)</b>	<b>(157,524,297)</b>	<b>738.14%</b>	<b>(214,464,739)</b>	<b>83.40%</b>
<b>NET SURPLUS / DEFICIT before depreciation and unrealized gain (loss) on investment</b>	<b>108,452,202</b>	<b>265,313,002</b>	<b>(156,860,800)</b>	<b>-59.12%</b>	<b>11,517,171</b>	<b>941.66%</b>

<sup>(1)</sup> Includes RM2 and RM3 transfers to capital funds

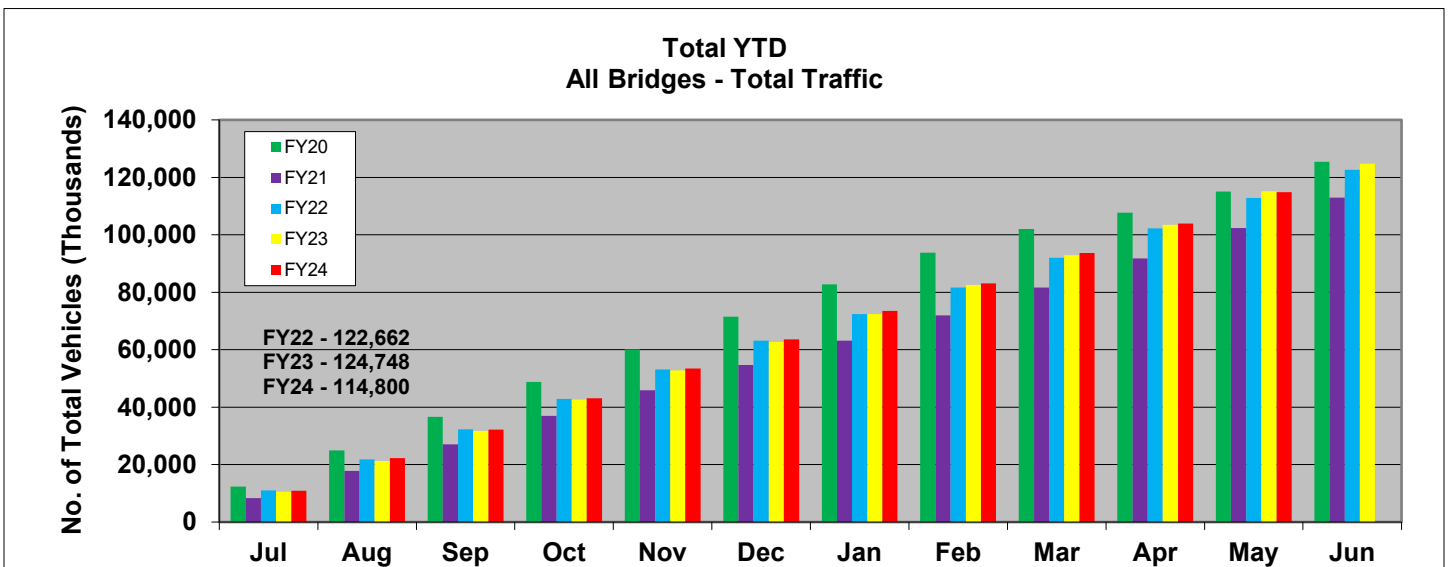
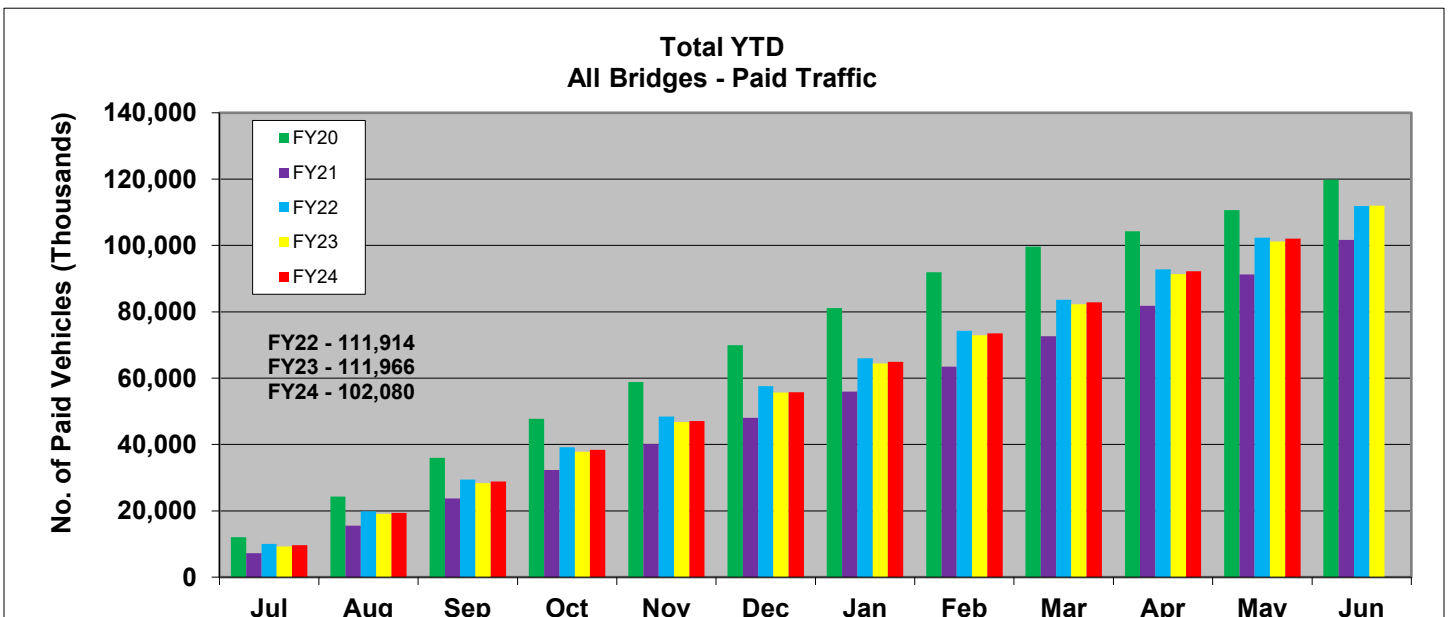
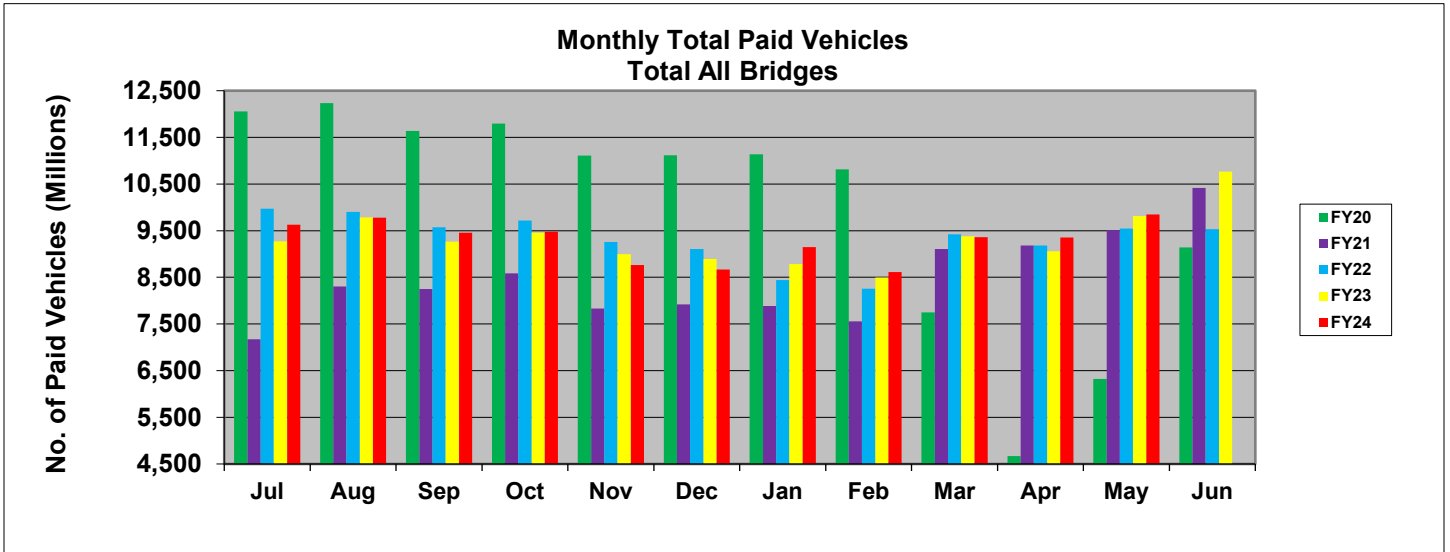
**Bay Area Toll Authority**  
**Cash and Investment**  
**May 31, 2024**

<b>CASH</b>	<b>BALANCE</b>
US Bank Cash - BATA	\$ -
Bank of America Checking - FasTrak	5,450,418
Total	<u>5,450,418</u>
<b>INVESTMENTS*</b>	
Government-Sponsored Enterprises (GSE)	883,076,276
US Treasury	812,893,120
Mutual Funds	245,357,697
Municipal Bonds	16,700,000
CAMP	719,018,946
LAIF	126,350
Total	<u>2,677,172,390</u>
<b>TOTAL CASH AND INVESTMENTS</b>	<b><u>\$ 2,682,622,808</u></b>

\* *Market values*

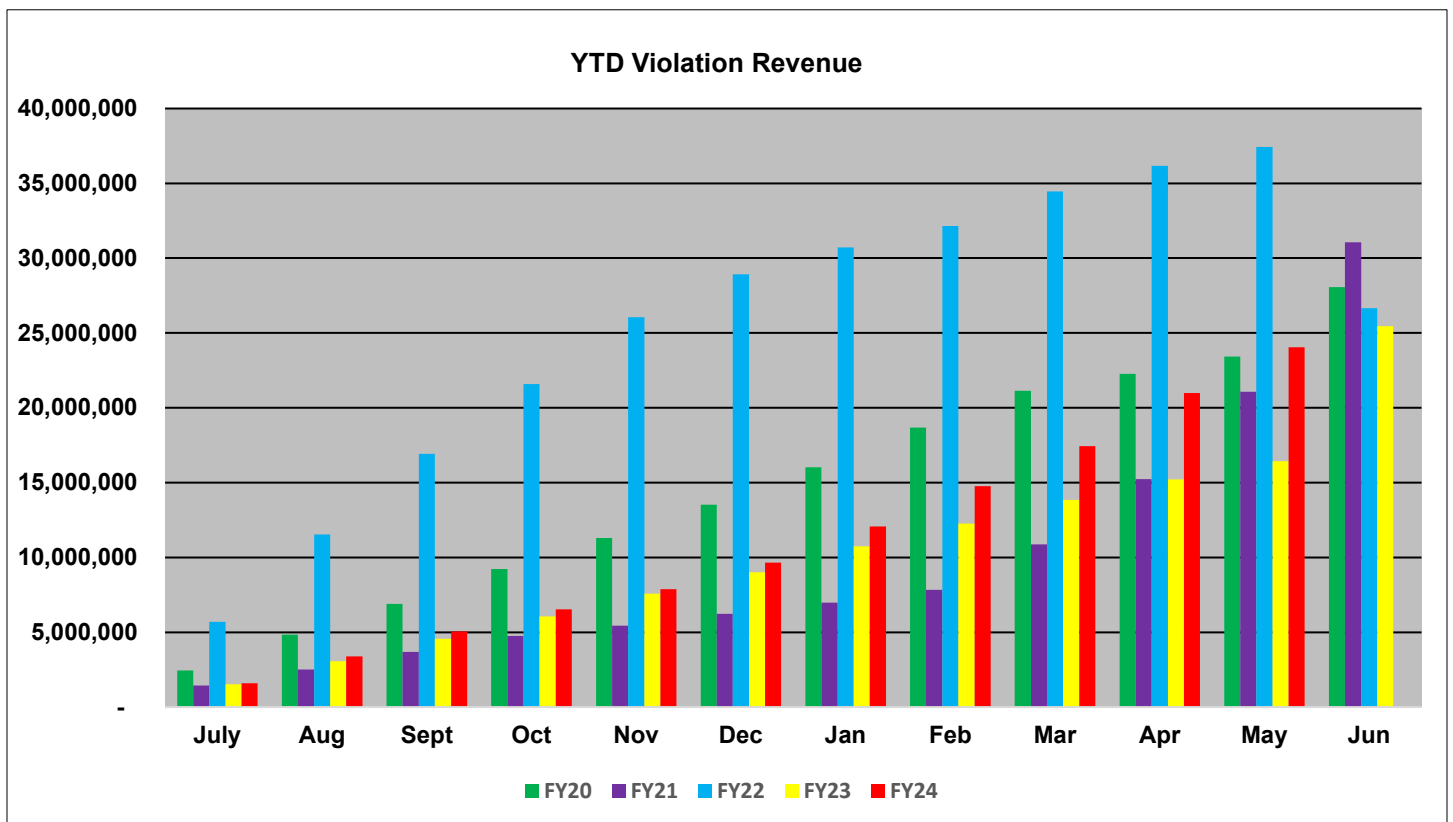
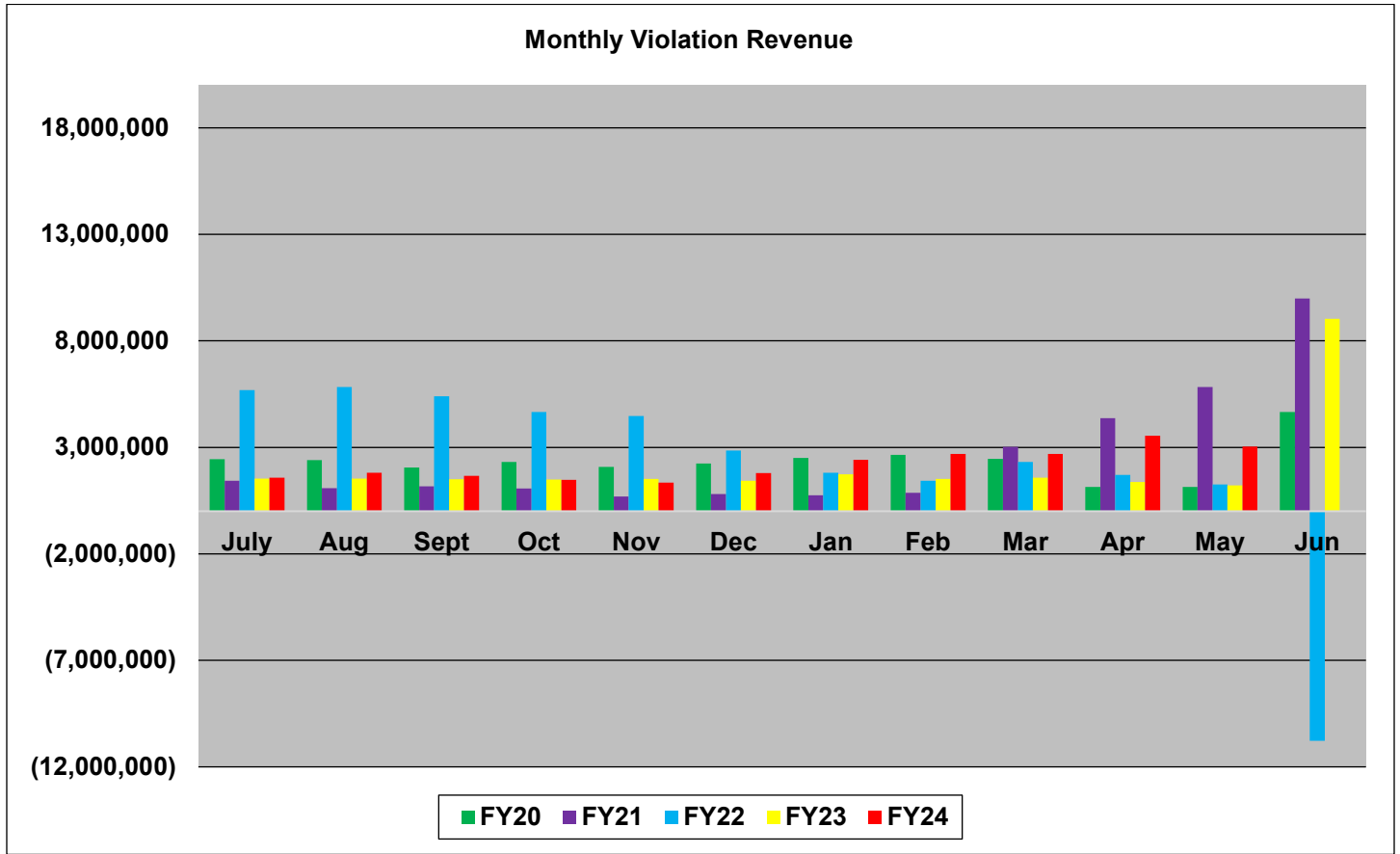
Interest Earnings for May 2024	\$ 8,659,326
Cumulative Earnings FY2023-24	\$ 94,095,410

FY 2023-24 BATA TRAFFIC DATA  
As of May 2024 (unaudited)





**FY 2023-24 BATA VIOLATION REVENUE**  
**As of May 2024 (unaudited)**





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0853      **Version:** 1      **Name:**

**Type:** Contract      **Status:** Consent

**File created:** 6/11/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Yerba Buena Island Southgate Road Realignment and Bimla Rhinehart Vista Point Projects  
 i. Funding Amendment - San Francisco County Transportation Authority (\$1,000,000).  
 ii. Contract Amendment - AECOM Technical Services (\$200,000).  
 iii. BATA Resolution No. 178 Design Immunity for Bimla Rhinehart Vista Point Parking Lot Project.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Yerba Buena Island Southgate Road Realignment and Bimla Rhinehart Vista Point Projects  
 i. Funding Amendment - San Francisco County Transportation Authority (\$1,000,000).  
 ii. Contract Amendment - AECOM Technical Services (\$200,000).  
 iii. BATA Resolution No. 178 Design Immunity for Bimla Rhinehart Vista Point Parking Lot Project.

**Presenter:**

Peter Lee

**Recommended Action:**

Committee Approval  
Authority Approval

**Attachments:** List any attachments.

**Bay Area Toll Authority  
Oversight Committee**

**July 10, 2024**

**Agenda Item 4c-24-0853**

**Yerba Buena Island Southgate Road Realignment and Bimla Rhinehart Vista Point  
Projects: 1) Funding Amendment – San Francisco County Transportation Authority  
(\$1,000,000) 2) Contract Amendment – AECOM Technical Services (\$200,000), and 3)  
BATA Resolution No. 178 Design Immunity for Bimla Rhinehart Vista Point Parking Lot  
Project**

---

**Subject:**

A request for Committee approval of 1) a funding agreement amendment with the San Francisco County Transportation Authority (SFCTA) in an amount not to exceed \$1,000,000 for the Yerba Buena Island Southgate Road Realignment Project; 2) a contract amendment with AECOM Technical Services, Inc. (AECOM) in an amount not to exceed \$200,000 for on-call design services to provide design services for the parking lot at the Bimla Rhinehart Vista Point; and 3) referral to the Authority for approval of Bay Area Toll Authority (BATA) Resolution No. 178 authorizing design immunity for the Bimla Rhinehart Vista Point Parking Lot Project Design Plans and Approval Delegation.

**Background:**

The Yerba Buena Island Southgate Road Realignment Project realigns the Interstate 80 eastbound off-ramp to Yerba Buena Island from the San Francisco-Oakland Bay Bridge (Bay Bridge) just past the tunnel and Southgate Road on the island to improve mobility for pedestrians, bicyclists, and vehicles. (See Illustration A, below.) Funding for the project was a combination of Federal Highway Bridge Program (HBP) funds with match from Proposition 1B and BATA Toll Bridge Seismic Retrofit and Rehabilitation Program funds. The SFCTA opened the new ramp in 2023.



**Illustration A: Completed Southgate Road Project**

As part of the Southgate Road Project and under a separate contract planned to be advertised in Summer 2024, SFCTA is required to make roof and exterior repairs to the historic Torpedo Building adjacent to the Bimla Rhinehart Vista Point. The Vista Point was constructed as an environmental commitment of the Bay Bridge East Span Seismic Replacement Project. A temporary parking lot was provided while Caltrans and BATA negotiated various permits with stakeholders and complete design of a permanent parking lot. As currently proposed, the permanent lot will have 35 parking spaces, including three Americans with Disabilities Act accessible spaces, and will be at an elevation to accommodate for future sea level rise, remediation, and stormwater run-off. The parking lot will have a restroom facility and joint utility trench through the site for the restroom and to service future development envisioned in the Torpedo Building.



**Illustration B: Proposed Bimla Rhinehart Vista Point Parking Lot Project**

Given the proximity of both the Torpedo House and permanent parking lot construction activities, BATA, Caltrans and SFCTA staff believe combining the work under a single construction contract presents efficiencies for delivery and avoids the possible conflicts due to multiple contractors having to access through the same work areas. The estimated construction cost of the parking lot and other facilities has been revised to \$7 million, increasing the capital estimate from \$5 million to \$6 million plus a construction management support estimate of \$1 million. The capital revision is due to the risk of escalating costs due to inflation. Funding for the Project is budgeted in the Toll Bridge Rehabilitation Program.

**Requests:**

- 1) Staff requests Committee approval of a funding agreement amendment with SFCTA to the Yerba Buena Island Southgate Road Realignment Project to add \$1 million for construction of the permanent parking lot and construction management and oversight by the SFCTA. Staff is requesting the amendment prior to bids opening later this summer to minimize risks of delay due to cost escalation. If bids should come in below the budget, staff will hold the funds in reserve as contingency.

- 2) Under a competitive procurement in 2017, BATA has contracted with AECOM to prepare project plans for construction of the project. Staff requests Committee approval of a contract amendment with AECOM in the amount of \$200,000 for additional design costs due to revisions as requested during stakeholder plan reviews and delays with project permitting. Attachment A includes a summary of AECOM and its project team's small business and disadvantaged business enterprise status.
  
- 3) In September 2023, BATA approved BATA Resolution No. 171, Establishment of Process for Approval of Design Plans and Procedures for Delegation of Approval Authority, which provides the process for securing immunity pursuant to Government Code section 830.6. The proposed BATA Resolution No. 178 would delegate to specified staff authority to approve plans and future design changes for the Bimla Rhinehart Vista Point Parking Lot Project. Authorized staff would be delegated the responsibility to review and approve the reasonableness of the plans and any changes to the design and plans during construction.

**Issues:**

None identified.

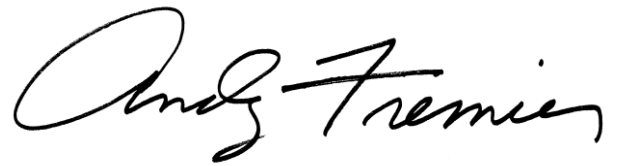
**Recommendation:**

Staff recommends the Committee: 1) authorize the Executive Director or designee to negotiate and enter into a funding agreement amendment with the SFCTA in an amount not to exceed \$1 million to the Yerba Buena Island Southgate Road Realignment Project; 2) authorize the Executive Director or designee to negotiate and enter into a contract amendment with AECOM in an amount not to exceed \$200,000 for on-call design services to provide design services for the parking lot at the Bimla Rhinehart Vista Point; and 3) refer BATA Resolution No. 178 Bimla Rhinehart Vista Point Project Design Plans Approval Delegation to BATA for approval.

**Attachments:**

- Attachment A – Small Business and Disadvantaged Business Enterprise Status For AECOM

- Attachment B – Request for Committee Approval Sheet - Summary of Funding Agreement Amendment with SFCTA
- Attachment C – Request for Committee Approval Sheet – Summary of Proposed Contract Amendment with AECOM
- BATA Resolution No. 178 Bimla Rhinehart Vista Point Project Design Plans Approval Delegation

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style.

---

Andrew B. Fremier

**Attachment A**

**Disadvantaged Business Enterprise and Small Business Enterprise Status**

-blank	<b>Firm Name</b>	<b>Role on Project</b>	<b>DBE* Yes / No</b>	<b>If DBE Yes, List #</b>	<b>SBE** Yes / No</b>	<b>If SBE Yes, List #</b>
Prime Contractor	AECOM Technical Services, Inc.	Project Management; Engineering, Environmental Studies	No		No	
Subcontractor	Associated Right of Way Services, Inc.	Right-of-Way	No		No	
Subcontractor	BayMetrics	Data Collection	Yes	28904	No	
Subcontractor	Bess Testlab, Inc.	Utilities Support	Yes	34267	No	
Subcontractor	Earthview Science	Visual Services	No		Yes	2011133
Subcontractor	Econ Northwest	Revenue Analysis	No		No	
Subcontractor	Elite Transportation Group	Travel Demand Forecast	Yes	45726	Yes	2011002
Subcontractor	Illingworth & Rodkin, Inc.	Acoustic Support	No		No	
Subcontractor	Pitcher Services, LLC	Geotechnical Support	No		No	
Subcontractor	Radman Aerial Surveys	Aerial Surveys	No		No	
Subcontractor	WRECO	Drainage Support	Yes	30066	No	

\*Denotes certification by the California Unified Certification Program (CUCP).

\*\*Denotes certification by the State of California.



**Request for Committee Approval**

---

**Summary of Funding Agreement Amendment**

Work Item No.: 1251

Consultant: San Francisco County Transportation Authority (SFCTA)  
San Francisco, CA

Work Project Title: Yerba Buena Island Southgate Road Realignment Project (Project)

Purpose of Project: Realign the I-80 eastbound off-ramp from the San Francisco-Oakland Bay Bridge (Bay Bridge) and Southgate Road on Yerba Buena Island (YBI)

Brief Scope of Work: SFCTA shall advertise, award and administer the Project and include construction of the Bimla Rhinehart Vista Point Parking Lot

Funding Amount Not-to-exceed: This amendment: \$1,000,0000  
Total contract value before this amendment: \$19,203,900  
Maximum contract amount after this amendment: \$20,203,900

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funds in the amount of \$1,000,000 are included in the FY 2024-25 BATA Toll Bridge Program Operating and Capital Budgets.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a funding agreement amendment with SFCTA for construction, right of way, and construction management for the Project, as described above and in the BATA Oversight Committee Summary Sheet dated July 10, 2024; and the Chief Financial Officer is directed to set aside funds in the amount of \$7,000,000 for such funding agreement amendment.

Bay Area Toll Authority:

---

Federal Glover, Chair

Approved: July 10, 2024

**Request for Committee Approval**

---

**Summary of Contract Amendment**

Work Item No.: 1251

Consultant: AECOM Technical Services, Inc.  
San Francisco, CA

Work Project Title: Bimla Rhinehart Vista Point Parking Lot

Purpose of Project: Provide permanent parking for Bimla Rhinehart Vista Point as required by San Francisco-Oakland Bay Bridge East Span Seismic Replacement Project environmental permitting.

Brief Scope of Work: Civil design of parking lot for the Bimla Rhinehart Vista Point, including site work, fencing, utilities and parking.

Project Cost Not to Exceed: This amendment: \$200,000  
Total contract value before this amendment: \$9,345,000  
Maximum contract amount after this amendment: \$9,545,000

Funding Source: Toll Bridge Rehabilitation Program Funds

Fiscal Impact: Funding is included in the FY 2024-25 BATA Toll Bridge Program Operating and Capital Budgets.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with AECOM Technical Services, Inc., to provide design services as described above and in the BATA Oversight Committee Summary Sheet dated July 10, 2024, and the Chief Financial Officer is authorized to set aside funds in the amount of \$200,000 for such contract amendment.

Bay Area Toll Authority:

---

Federal Glover, Chair

Approved: July 10, 2024

Date: July 24, 2024  
W.I.: 1251  
Referred By: BATA Oversight

ABSTRACT

Resolution No. 178

This resolution authorizes the delegation of the Bimla Rheinart Vista Point Parking Lot Plans Approval to specified staff.

Further discussion of this subject is contained in the BATA Oversight Committee Memorandum dated July 10, 2024.

Date: July 24, 2024  
W.I.: 1251  
Referred By: BATA Oversight

Re: Delegation of the Bimla Rheinart Vista Point Parking Lot Project to specified staff

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 178

WHEREAS, California Government Code Section 830.6 provides limitations on liability for public entities for conditions of public property where the public entity exercises appropriate discretion in the planning and design of public improvements. This limitation of liability is commonly known as “design immunity”; and

WHEREAS, California Government Code Section 830.6 requires public entities to establish the following three elements to invoke design immunity protections: (1) discretionary approval of a design before construction; (2) substantial evidence supporting the reasonableness of the design; and (3) a causal relationship between the design and the harm claimed; and

WHEREAS, the first element may be satisfied where the legislative body of a public entity, or the legislative body’s delegee, exercises discretionary authority to approve the plan or design of the improvement in advance of construction of the improvement; and

WHEREAS, the Bay Area Toll Authority (BATA) anticipates constructing a public improvement through its work on the Bimla Rheinart Vista Point Parking Lot Project; and

WHEREAS, subject to the terms below, the legislative body of BATA desires to delegate to an MTC/BATA employee the discretionary authority to approve the planning and design of a public improvement; and

WHEREAS, this resolution does not impact, affect, or change the legislative body’s discretion or authority to appropriate or approve project funding or to independently review and approve planning or design for the public improvement; and

WHEREAS, this resolution does not circumvent other established project planning and design processes; and

WHEREAS, this resolution is narrowly tailored to the specific project, employee, and terms set forth below and for the purpose of supporting the BATA's design immunity protections as provided by State law; now, therefore be it

RESOLVED, that the legislative body of BATA hereby delegates to Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) the authority to exercise discretionary authority, jointly and severally, on behalf of BATA to approve the designs, design amendments, and design addenda for Bimla Rheinhart Vista Point Parking Lot Project; and, be it further

RESOLVED, that the legislative body of BATA delegates authority to Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) provided that any designs, design amendments, and design addenda approved by Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) are prepared by or previously reviewed by an appropriate licensed design professional; and, be it further

RESOLVED, that the approval of any designs, design amendments, and design addenda by Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) is limited to the acceptance or approval of the designs based upon an appropriate licensed design professional's representation that such designs are in general conformance with applicable statutes, codes, standards, and guidelines for the purposes of California Government Code Section 830.6 and otherwise, the responsibility and liability for the completeness, accuracy, and conformance of such will continue to reside with the Engineer of Record, Engineering Firm of Record, or public agency that prepared the design; and, be it further

RESOLVED, that Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) shall document this resolution and any approvals exercised by Director, Design and Project Delivery, and Assistant Director, Capital Program Delivery (or successor sections and/or positions with the same or similar scope and responsibilities) in the project file for Bimla Rheinhart Vista Point Parking Lot Project.

BAY AREA TOLL AUTHORITY

---

Alfredo Pedroza, 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 July 24, 2024.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0661      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Authority Approval

**File created:** 5/2/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** BATA Resolution No. 52, Revised: FasTrak® Policy Changes: Referral to Authority.

A request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policy updates related to: (1) inclusion of all Express Lanes (Bay Area Infrastructure and Financing Authority (BAIFA), Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; (2) the replenishment amount and threshold amount for cash paying customers; (3) reduction in violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (4) updates to one-time waiver of toll evasion penalties for all toll operators; and (5) reduction in the California Department of Motor Vehicles (DMV) fee for placing unpaid violations on registration hold.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

BATA Resolution No. 52, Revised: FasTrak® Policy Changes: Referral to Authority.

A request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policy updates related to: (1) inclusion of all Express Lanes (Bay Area Infrastructure and Financing Authority (BAIFA), Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; (2) the replenishment amount and threshold amount for cash paying customers; (3) reduction in violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (4) updates to one-time waiver of toll evasion penalties for all toll operators; and (5) reduction in the California Department of Motor Vehicles (DMV) fee for placing unpaid violations on registration hold.

**Presenter:**

Lysa Hale

**Recommended Action:**

Authority Approval

**Attachments:** List any attachments.



**Bay Area Toll Authority  
Oversight Committee**

**July 10, 2024**

**Agenda Item 5a-24-0661**

**BATA Resolution No. 52, Revised: FasTrak® Policy Changes: Referral to Authority**

---

**Subject:**

A request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policy updates related to: (1) inclusion of all Express Lanes (Bay Area Infrastructure and Financing Authority (BAIFA), Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; (2) the replenishment amount and threshold amount for cash paying customers; (3) reduction in violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (4) updates to one-time waiver of toll evasion penalties for all toll operators; and (5) reduction in the California Department of Motor Vehicles (DMV) fee for placing unpaid violations on registration hold.

**Background:**

In July 2023, prompted by Assembly Bill 2594 (Ting), BATA deployed a low-income payment plan for the Bay Area toll agencies. Prior to the deployment, the Authority approved BATA Resolution No. 52, Revised in May 2023 to: incorporate policies related to the payment plan and include the reduced violation penalties adopted by express lanes operators for transactions occurring on or after October 3, 2022; amend the policies related to waiver of toll evasion penalties; and make other clarifying changes.

This item will update BATA Resolution No. 52, Revised to reflect that express lanes operators are participating in the low-income payment plan, align the replenishment amount and threshold for FasTrak® accountholders using cash/check to fund their account with the same amounts for accountholders funding with a credit card, reduce the penalty amounts for Golden Gate Bridge violations, and update the region's one-time waiver policies as follows:

- Inclusion of Golden Gate Bridge in the same one-time waiver policy as state-owned bridges
- Inclusion of a low-income waiver for Express Lanes
- Update BAIFA's waiver policies to align with the other Express Lanes operators

- Eliminate the sunset date for the bridges' one-time waiver policy

### **Payment Plan Participation**

When Resolution No. 52, Revised was approved by the Authority in May 2023, only bridges were required to participate in the AB 2594-mandated payment plan starting July 1, 2023. Express lane operators were not required to offer a low-income payment plan until July 1, 2024. However, after Resolution No. 52, Revised was updated with payment plan information, all regional Express Lanes operators received approval from their Boards to participate early starting on July 1, 2023. The proposed changes to Resolution No. 52, Revised reflect Express Lanes participation.

### **FasTrak Account Replenishment Amount and Threshold Amount**

The current FasTrak® minimum replenishment amount for customers who fund their account with a credit card is \$25 per toll tag, and the threshold amount for replenishment is \$15. For cash/check customers, the replenishment amount is \$40 per toll tag, and the replenishment threshold is \$30. Staff is recommending the minimum replenishment for cash/check customers be lowered to \$25 per toll tag and the replenishment threshold be lowered to \$15, effective July 24, 2024, to align with the credit card amounts.

### **Golden Gate Bridge Violation Penalties**

AB 2594 caps violation penalties at a cumulative \$50 per violation for bridges. Golden Gate Bridge currently has a violation penalty of \$25 for the first notice and \$45 for the second notice. Golden Gate Bridge is lowering the penalty for the second notice to \$25 effective July 1, 2024.

### **Waiver Policies**

Starting July 1, 2023, BATA created a one-time waiver of violation penalties on state-owned bridges for all customers with no limitation on the timeframe when the violations occurred. This waiver policy is set to expire September 30, 2024. After Resolution No. 52, Revised was approved by the Authority in May 2023, Golden Gate Bridge agreed to offer the same waiver. This one-time waiver addressed the requirement in AB 2594 to provide a waiver of violation penalties for low-income drivers who received bridge toll violations occurring between March

20, 2020 and January 1, 2023 (“COVID Waiver”) and expands on the requirements of the AB 2594 COVID Waiver by offering it to anyone with violations on state-owned bridges and the Golden Gate Bridge regardless of income level. To obtain the waiver, a customer must call the FasTrak® Customer Service Center and pay all tolls and DMV fees owed, or if eligible, enter into a payment plan and make the first payment. Golden Gate Bridge will continue this one-time waiver beyond September 30, 2024 with no expiration date. Staff recommends that the BATA one-time waiver also be extended past September 30, 2024 with no expiration date to create a system that is customer-friendly and that helps people get out of debt and into good standing.

After Resolution No. 52, Revised was approved by the Authority in May 2023, BAIFA Express Lanes also agreed to participate in the BATA and Golden Gate Bridge one-time waiver through September 30, 2024. However, after September 30, 2024, BAIFA Express Lanes will align their waiver policies with the other regional Express Lanes operators to maintain consistency for all express lanes.

Starting July 1, 2023, Alameda County Transportation Commission (ACTC), Valley Transportation Authority (VTA) and the San Mateo County Express Lanes Joint Powers Authority (SMCEL JPA) began offering a waiver of all violation penalties on a one-time basis for qualified low-income drivers, using the same criteria as the payment plan. Starting October 1, 2024, BAIFA Express Lanes will also offer this low-income waiver, which was previously included under the broader one-time waiver policy. Resolution No. 52, Revised is being updated to reflect these changes.

### **Change in DMV Fee**

From time to time, DMV adjusts their fee for placing unpaid violations on registration hold. DMV changed the fee for registration holds from \$3 to \$2, retroactive to July 1, 2023. Resolution No. 52, Revised reflects this fee reduction.

### **Issues:**

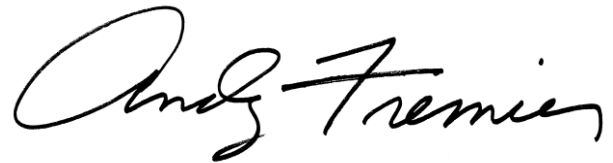
None identified.

**Recommendations:**

Staff recommends that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policy updates related to: (1) inclusion of all Express Lanes (Bay Area Infrastructure and Financing Authority, Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; (2) the replenishment amount and threshold for cash paying customers; (3) reduction in violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (4) updates to waiver of toll evasion penalties for all toll operators; and (5) reduction in the DMV fee for placing unpaid violations on registration hold. BATA Resolution No. 52, Revised is included.

**Attachments:**

- BATA Resolution No. 52, Revised
- Presentation



---

Andrew B. Fremier

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/20-BATA 10/27/21-BATA  
11/17/21-BATA 05/24/23-BATA  
07/24/24-BATA

ABSTRACT

Resolution No. 52, Revised

This resolution adopts the FasTrak<sup>®</sup> Regional Customer Service Center Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area.

Attachment A to this Resolution was revised on July 26, 2006 to revise the policies for toll tag deposit and prepaid toll balances for the FasTrak<sup>®</sup> program, effective October 1, 2006.

Attachment A to this Resolution was revised on October 24, 2012 to amend the policies to add license plate and one-time payment accounts and to delete the commercial post-paid account from the FasTrak<sup>®</sup> program, effective December 8, 2012 or upon commencement of Golden Gate Bridge Highway and Transportation District All Electronic Toll Collection Program.

This resolution was revised on July 27, 2016, to clarify that the FasTrak<sup>®</sup> Regional Customer Service Center Policies are applicable to all facilities served by the FasTrak<sup>®</sup> Regional Customer Service Center. Attachment A to this Resolution was also revised on July 27, 2016 to update the minimum balance for License Plate and One Time Payment Accounts and to make other clarifying changes.

Attachment A to this Resolution was revised on February 28, 2018 to amend the policies to increase the California Department of Motor Vehicles (DMV) Hold fee consistent with DMV fee increases.

Attachment A to this Resolution was revised on September 23, 2020 to amend the policies to authorize post-paid license plate toll invoices for state-owned bridges upon commencement of All Electronic Tolling at state-owned bridges and include information about the cash payment network.

Attachment A to this Resolution was revised on October 27, 2021 to amend the policies to reduce the violation penalties for violations on the state-owned bridges, effective January 1, 2021 and to clarify existing practices. Reduced penalties may apply to other toll facilities, if adopted by their respective agencies.

Attachment A to this Resolution was revised on November 17, 2021 to amend the policies effective March 31, 2022 to reduce the tag deposit, reduce the pre-paid toll account opening balance for accounts funded by cash or check, and have agencies absorb cash payment network convenience fees for FasTrak<sup>®</sup> account replenishments and violation notice payments on behalf of customers, and also revised to make clarifying edits.

Attachment A to this Resolution was revised on May 24, 2023 to include the reduced violation penalties adopted by express lanes operators for transactions occurring on or after October 3, 2022; amend the policies related to waiver of toll evasion penalties; add policies related to a payment plan for low-income customers; and to make other clarifying changes.

Attachment A to this Resolution was revised on July 24, 2024 to update policies related to: (1) the replenishment amount for cash paying customers; (2) violation penalty amounts for Golden Gate Bridge, Highway and Transportation District; (3) waiver of toll evasion penalties for all toll operators; (4) inclusion of all Express Lanes (Alameda County Transportation Commission, Santa Clara Valley Transportation Authority, and San Mateo County Express Lanes Joint Powers Authority) in the payment plan for low-income customers; and (5) reduction in the California Department of Motor Vehicles (DMV) fee for placing unpaid violations on registration hold

Further discussion of this resolution is contained in the Executive Director's memoranda or summary sheet dated July 7, 2004; July 5, 2006, October 3, 2012, July 6, 2016, February 7, 2018, September 9, 2020, October 13, 2021, November 10, 2021, May 10, 2023 and July 10, 2024.

Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/27/16-BATA

Re: Adoption of the FasTrak® Regional Customer Service Center (RCSC) Policies, effective May 30, 2005, for the state-owned toll bridges in the Bay Area, as revised for all facilities served by the RCSC

BAY AREA TOLL AUTHORITY  
RESOLUTION No. 52, Revised

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, BATA is responsible for programming, administering, and allocating all toll revenues, except revenues from the seismic retrofit surcharge, from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission; 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, the California Department of Transportation (Caltrans) implemented electronic toll collection on all Bay Area state-owned toll bridges on December 31, 2000, and

WHEREAS, pursuant to the BATA-Caltrans Cooperative Agreement dated July 1, 2004, Caltrans delegated to BATA certain responsibilities related to the administration of the electronic toll collection program, and

WHEREAS, BATA and the Golden Gate Bridge Highway and Transportation District entered into a Cooperative Agreement on August 26, 2003 to consolidate FasTrak™ Service Center operations, and

WHEREAS, the consolidated Regional Customer Service Center requires a common set of operating policies, and

WHEREAS, BATA has contracted and will contract to provide other entities and toll facility operators, including those operating express lanes, with some or all of the services of its consolidated Regional Customer Service Center; now, therefore, be it

RESOLVED, that BATA hereby adopts the FasTrak Regional Customer Service Center Policies, effective May 30, 2005, as revised, as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length.

BAY AREA TOLL AUTHORITY

---

Dave Cortese, Chair

The above resolution, revising and superseding the resolution approved on July 28, 2004, was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, on July 27, 2016.



Date: July 28, 2004  
W.I.: 1252  
Referred by: BATA Oversight  
Revised: 07/26/06-BATA 10/24/12-BATA  
07/27/16-BATA 02/28/18-BATA  
09/23/20-BATA 10/27/21-BATA  
11/17/21-BATA 05/24/23-BATA  
07/24/24-BATA

Attachment A  
Resolution No. 52  
Page 1 of 5

**FasTrak® Regional Customer Service Center (RCSC) Policies,  
effective December 8, 2012 on the  
San Francisco Bay Area State-Owned Toll Bridges, as revised for all  
facilities served by the RCSC**

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on July 24, 2024**

	<b>Policy</b>	<b>Regional CSC effective December 8, 2012, as revised on July 24, 2024</b>
1.	General	
2.	Terms & Conditions	Regional CSC license agreement
3.	Privacy Policy	Regional CSC privacy policy
4.	Account types	
5.	Prepaid Accounts	- Private, Business, Non-revenue, Anonymous
6.	Commercial Post Paid Accounts	Deleted
7.	License Plate Account	Yes
8.	One Time Payment	Yes
9.	Account policies	
10.	Prepaid Toll Account Opening Balance	Credit Card Account - \$25 per tag Cash/check Account- \$25 per tag N/A for License Plate Account and One Time Payment
11.	Replenishment Amount	<p><b>Private – Effective through July 23, 2024:</b>            Credit card - \$25 per tag min.            Cash/check - \$40 per tag min.            or 1-month average based on previous 90 days usage</p> <p><b>Private – Effective July 24, 2024:</b>            Credit card - \$25 per tag min.            Cash/check - \$25 per tag min.            or 1-month average based on previous 90 days usage</p> <p><b>Business – Effective through July 23, 2024:</b>            Credit card - \$25 per tag min.            Cash/check - \$40 per tag min.            or 45-day average based on previous 90 days usage</p> <p><b>Business – Effective July 24, 2024:</b>            Credit card - \$25 per tag min.            Cash/check - \$25 per tag min.            or 45-day average based on previous 90 days usage</p> <p>N/A for License Plate Account and One Time Payment</p>
12.	Replenishment Threshold	<p>Credit Card Account - \$15 min. or            2-week average use based on previous 90 days</p> <p>Cash/check Account - \$30 min. or            2-week average use based on previous 90 days</p> <p>N/A for License Plate Account and One Time Payment</p>

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on July 24, 2024**

13.	License Plate Account and One Time Payment Minimum Balance	Credit card – Charged to credit card Cash/check - \$7.25 or current toll rate on GGB for 2 axle vehicle
14.	Tag Deposit	Credit Card Account - \$5 per tag, waived for first 3 tags  Cash/check Account - \$5 per tag  N/A for License Plate Account and One Time Payment
15.	Max number of tags	None
16.	Lost/stolen tags maximum liability	\$0 after notification, No maximum
17.	Low Balances	Credit Card Account - Automatic replenishment Cash/check Account - Send notice requesting replenishment; In-lane display shows low balance message
	<b>Policy</b>	<b>Regional CSC effective December 8, 2012, as revised on July 24, 2024</b>
18.	Account Suspension	Immediate tag suspension when account balance is less than zero
19.	Account Revocation	Negative Balance for 90 days OR No activity for one year
20.	One Time Payment Account Closure	Limited term – account closed after 30 days Balance not refundable
21.	Reciprocity	
22.	Toll Discounts apply to customers of other toll facilities	Yes
23.	Guarantee of tolls to other toll agencies based on Regional CSC tag and plate files	Yes
24.	Account fees	
25.	Additional Statement Fee	1. \$1 for monthly paper statements 2. \$1 statement regeneration 3. \$7 for disk (business and commercial accounts only)
26.	Bad Check Fee	\$25
27.	Tag Replacement Charges	\$5 interior \$5 exterior
28.	Infrequent User Fee	None.
29.	Account Maintenance Fee	None.
30.	Tags Fees/Sales	None.
31.	Post Paid License Plate Toll Invoices	Golden Gate Bridge and state-owned bridges
32.	Violation Policies	

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on July 24, 2024**

33.	Toll Evasion	<p style="text-align: center;"><u>Violations</u></p> <p style="text-align: center;"><u>Golden Gate Bridge</u>  <u>effective for transactions starting July 1, 2024:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice        Toll + \$25 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice        Toll + \$25 penalty</p> <p style="text-align: center;"><u>State-owned bridges:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice        Toll + \$5 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice        Toll + \$15 penalty</p> <p style="text-align: center;"><u>Regional express lanes:</u></p> <p style="text-align: center;">1<sup>st</sup> Notice        Toll + \$10 penalty</p> <p style="text-align: center;">2<sup>nd</sup> Notice        Toll + \$30 penalty</p> <p style="text-align: center;">Exceptions:</p> <ol style="list-style-type: none"> <li>1. If the violation is determined to be the fault of the toll agency.</li> <li>2. One-Time Waiver for Express Lanes Violations for all express lanes except BAIFA express lanes; One-Time Waiver for Express Lanes Violations for BAIFA express lanes, effective October 1, 2024: For 1<sup>st</sup> time offense, upon request a non-customer can open a FasTrak® account prior to DMV registration hold or collections and the penalty will be waived.</li> <li>3. For FasTrak® account holders in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.</li> <li>4. One-Time Waiver for Golden Gate Bridge and State-Owned Bridge Violations: Upon request, violation penalties will be waived for all open violations at the time of request, up to and including violations on DMV registration hold or at collections. A customer is eligible for this waiver one time only. To receive the waiver, the customer must pay all outstanding tolls and DMV processing fees or, if eligible, enter into a low-income payment plan</li> </ol>
-----	--------------	--

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on July 24, 2024**

		<p>in accordance with Section 37 below and make the first payment. This waiver may apply to other toll facilities if adopted by their respective agencies.</p> <p>5. One-Time Low-Income Waiver for Express Lanes: For individuals who qualify as low income (defined as 200 percent or less of the federal poverty guidelines), upon request, violation penalties will be waived for all open violations at the time of request, up to and including violations on DMV registration hold or at collections. A customer is eligible for this waiver one time only. To receive the waiver, the customer must pay all outstanding tolls and DMV processing fees or enter into a low-income payment plan in accordance with Section 37 below and make the first payment. This waiver goes into effect for BAIFA express lanes on October 1, 2024. Processing fee of \$2 for DMV registration holds or as otherwise set by the DMV, when applicable.</p>
34.	Cash Payment Network	
35.	Electronic Toll Collection Payment Locations	<p>Toll payment can be made at the FasTrak® Regional Customer Service Center, by mail and by the internet. For cash customers, toll payments can also be made via a network of cash payment locations. A list of available walk-in centers can be found on the Bay Area FasTrak® website, <a href="http://www.bayareaFasTrak.org">http://www.bayareaFasTrak.org</a>. BATA, Golden Gate Bridge Highway and Transportation District, and other entities and toll facility operators supported by the FasTrak® Regional Customer Service Center will absorb the cost of convenience fees for One-Time Payments, Invoice payments, and License Plate Account replenishment, FasTrak® Account replenishment, and Violation Notice payments until further notice.</p>

**Attachment A**



**Regional Customer Service Center Policies**

**effective December 8, 2012, as revised on July 24, 2024**

36.	<b>Payment Plan Policies</b>	
37	Payment Plan	<p>Effective July 1, 2023, a payment plan will be available to qualified Bridge and Express Lanes customers as follows:</p> <ol style="list-style-type: none"><li>1. Available to individuals who qualify as low income (defined as 200 percent or less of the federal poverty guidelines).</li><li>2. Transactions in first violation notice status through violations on DMV registration hold or at collections can be included in a payment plan.</li><li>3. Minimum debt to enter into a payment plan: \$100 in tolls, penalties, and DMV processing fees combined.</li><li>4. Maximum debt to enter into a payment plan: None.</li><li>5. Minimum first payment amount to enter into payment plan: 50% of tolls owed or \$100, whichever is lower; this payment is required before violations on DMV registration renewal hold may be removed.</li><li>6. Maximum number of plans: No concurrent plans will be allowed; up to two plans in a four-year period; eligibility will be verified each time customer applies for a payment plan.</li></ol> <p><del>Other toll facilities may participate in the payment plan if adopted by their respective agencies.</del></p>

# Changes to Resolution 52, Revised

Bay Area Toll Authority  
July 10, 2024

# AB 2594 (Ting) Requirements

- Add express lane operators to AB 2594-required low-income payment plan
  - Not required until July 1, 2024, but operators decided to join July 1, 2023
  - This is to update resolution to reflect their participation
- Change Golden Gate Bridge violation penalties
  - 1<sup>st</sup> notice \$25 and 2<sup>nd</sup> notice \$25 (reduced from \$50)



# Current One-Time Waiver Policies

Toll Facility	Everyone can get:	Low income can get:	Sunset date
<ul style="list-style-type: none"> <li>• BATA Bridges</li> <li>• Golden Gate Bridge</li> <li>• BAIFA Express Lanes</li> </ul>	Waiver of penalties for ALL open violations. DMV fees not eligible for waiver	Same	September 30, 2024
ACTC, VTA, SMCELJPA	Waiver of penalties for ONE open violation. DMV fees not eligible for waiver	Waiver of penalties for ALL open violations. Requires eligibility verification	Ongoing

# Proposed Changes to One-Time Waiver Policies

- Eliminate September 30, 2024 sunset date for BATA one-time waiver
- Add Golden Gate Bridge to BATA one-time waiver policy
  - Golden Gate Bridge offered the same one-time waiver policy as BATA starting July 1, 2023
  - This is to update resolution to reflect their participation
- Update BAIFA's waiver policy to align with the other express lanes effective October 1, 2024
  - Approved by BAIFA in June 2024

# One-Time Waiver Policies after 9/30/2024

Toll Facility	Everyone can get:	Low income can get:	Sunset date
All Bridges	<p><b>No change</b> - Waiver of penalties for ALL open violations. DMV fees not eligible for waiver</p>	Same	<p><b>Ongoing; does not sunset</b></p>
All Express Lanes	<p><b>No change</b> - Waiver of penalties for ONE open violation. DMV fees not eligible for waiver</p>	<p><b>No change</b> - Waiver of penalties for ALL open violations. Requires eligibility verification</p>	Ongoing

# Replenishment of FasTrak Accounts

- Currently cash/check customers have minimum replenishment amount of \$40 and threshold of \$30
- Credit card customers have minimum replenishment amount of \$25 and threshold of \$15
- Proposed change is to make minimum replenishment amounts the same, regardless of payment method

# Today's Committee Action

- Refer BATA Resolution 52, Revised to Authority for approval
  - Compliance with AB2594
    - Express lanes to participate in low-income payment plan
    - Reduce violation penalties for Golden Gate Bridge
  - Update one-time waiver policies
    - Extend one-time waiver policy for BATA and Golden Gate Bridge
    - Update BAIFA's waiver policy to align with the other express lanes
  - General update
    - Align replenishment amounts for cash/check paying customers with those for credit card paying customers
    - Update DMV's fee for placing unpaid violations on registration hold from \$3 to \$2



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0711      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 5/13/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Toll Bridge Allision Mitigation and Fender Update.

Update on toll bridge allision prevention and mitigation measures and fender systems.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Toll Bridge Allision Mitigation and Fender Update.

Update on toll bridge allision prevention and mitigation measures and fender systems.

**Presenter:**

Peter Lee, BATA and Muthanna Omran, Caltrans

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Bay Area Toll Authority  
Oversight Committee**

**July 10, 2024**

**Agenda Item 6a-24-0711**

**Information – Toll Bridge Allision and Fender Update**

---

**Subject:**

Update on toll bridge allision prevention and mitigation measures and fender systems.

**Background:**

On March 26, 2014, the container ship MV Dali struck the Francis Scott Key Bridge in Baltimore, Maryland resulting in the collapse of the bridge. While that incident is still under investigation, BATA and Caltrans received several media and stakeholder inquires on allision prevention and mitigation measures and fender systems on the Bay Area toll bridges.

BATA and Caltrans staff will provide an update to the Committee on the ship allision mitigation practices in the San Francisco Bay, navigational aids and fender systems on the bridges, and incident response.

**Issues:**

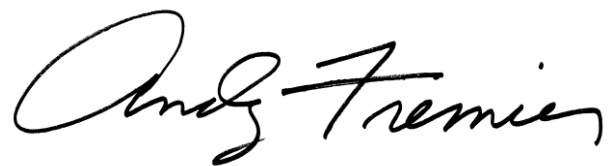
None identified.

**Recommendations:**

None. Information Only.

**Attachments:**

- Presentation



---

Andrew B. Fremier



# Toll Bridge Allision Prevention and Mitigation Measures and Fender Status

BATA Oversight Committee

July 10, 2024

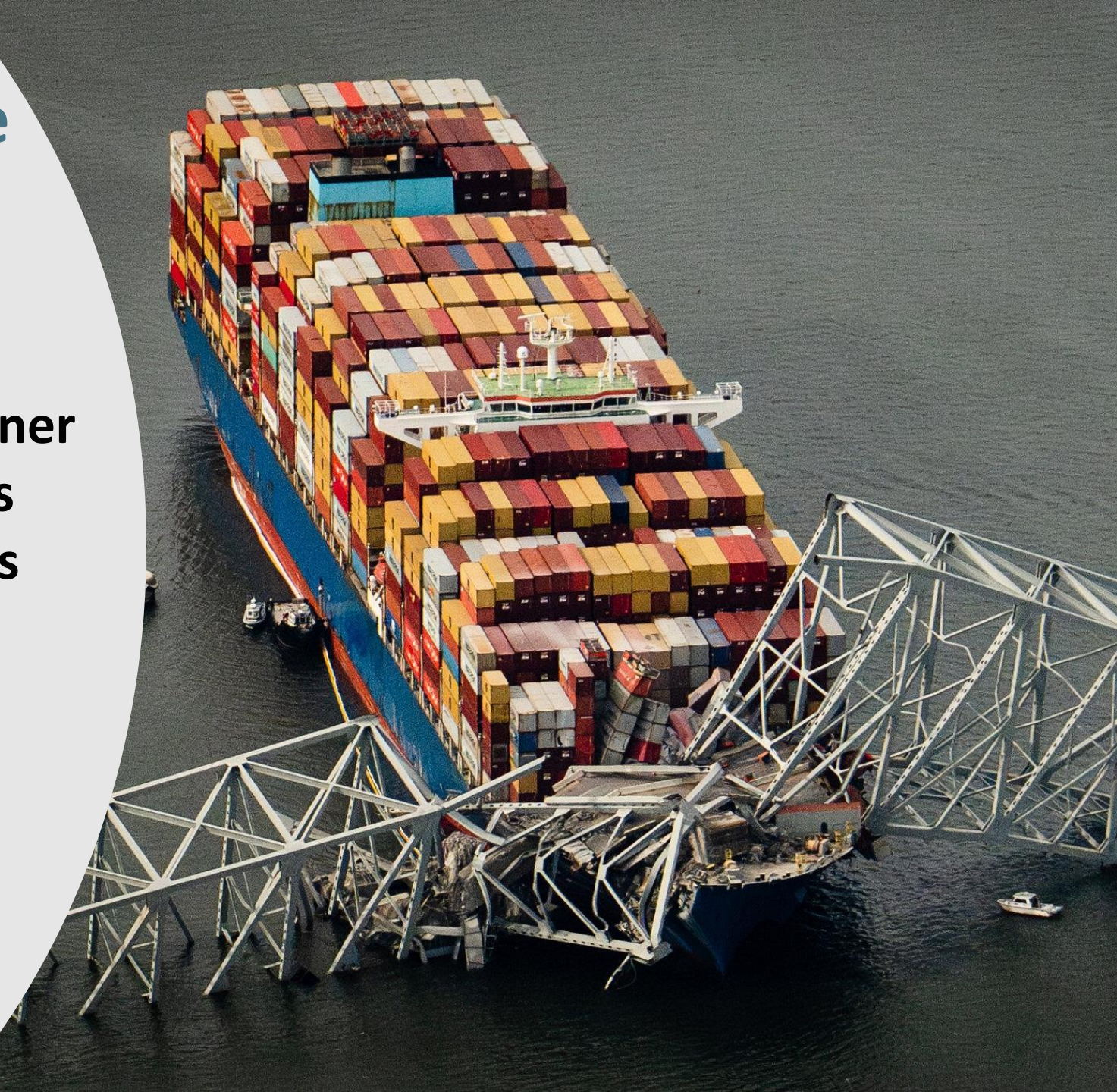


*Caltrans*  
*Bay Area*



# Francis Scott Key Bridge Allision

On March 26, 2014, the **container ship MV Dali** struck the Francis Scott Key Bridge resulting in its collapse.





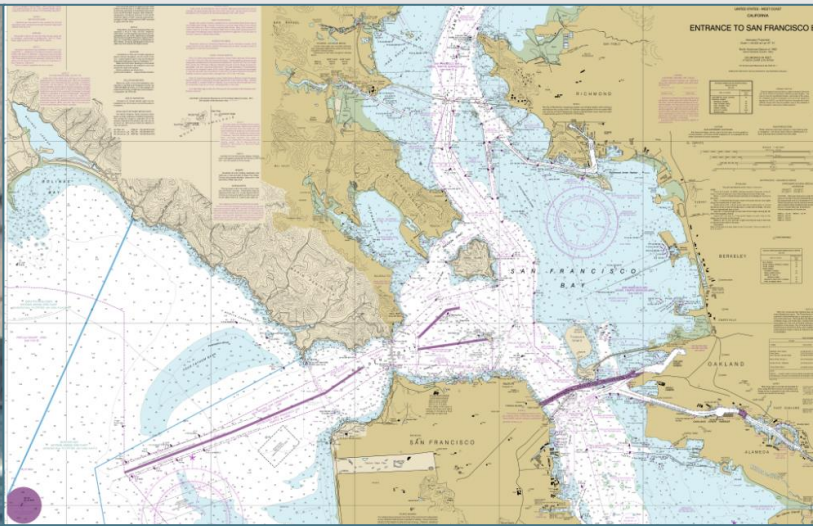
# San Francisco-Oakland Bay Bridge is the most traversed of BATA's toll bridges

- In 2019, 140,000 vessels of different sizes and weights passed under BATA's bridges.
- About 1,000 of those were more than 100,000 Deadweight Tonnage (DWT)
- The largest ship was estimated to be 309,000 DWT





# Allision Prevention, Mitigation, and Response



## Prevention

- Operations overseen by San Francisco Bar Pilots and United States Coast Guard (USCG)

## Mitigation

- Navigational Aids
  - Charts
  - Radar Beacons
  - Navigation Lights
- Fenders

## Response

- Coordination and Communication

# San Francisco Bar Pilots

- San Francisco Bar Pilots are mandated by the State of California to provide pilotage service in the San Francisco Bay and tributaries.
- San Francisco Bar Pilots work on call all hours of the day and night, 365 days a year, safely navigating vessels in and out of San Francisco Bay and its tributaries.
- The San Francisco Bar Pilots are licensed and regulated by both the United States Coast Guard and the California Board of Pilot Commissioners.





# USCG Vessel Traffic Service

United States Coast Guard  
Vessel Traffic Service (VTS)  
San Francisco makes sure  
vessel transits are safe,  
secure, and efficient



# Bridge Allision Prevention and Protection Systems

- **Navigation Aids**
  - Navigational Lights
  - Radar Beacons (Racons)
  - Fog Horns
  - Air Gap Sensors
- **Fenders**





# Fender Design

- Fender protection design, like seismic design, is risk and probabilistic based
- Factors considered, including
  - Ship Traffic
  - Ship Sizes
  - Channel Depth and Alignment
  - Fender geometry
- Fenders are intended to be sacrificial to absorb the impact of the collision and protect the bridge pier.



# Past Bay Bridge Allision Incidents



**2007**

**Cosco Busan**  
(68,000 DWT)



**2007**

**Damaged SFOBB WS**  
**Fender**



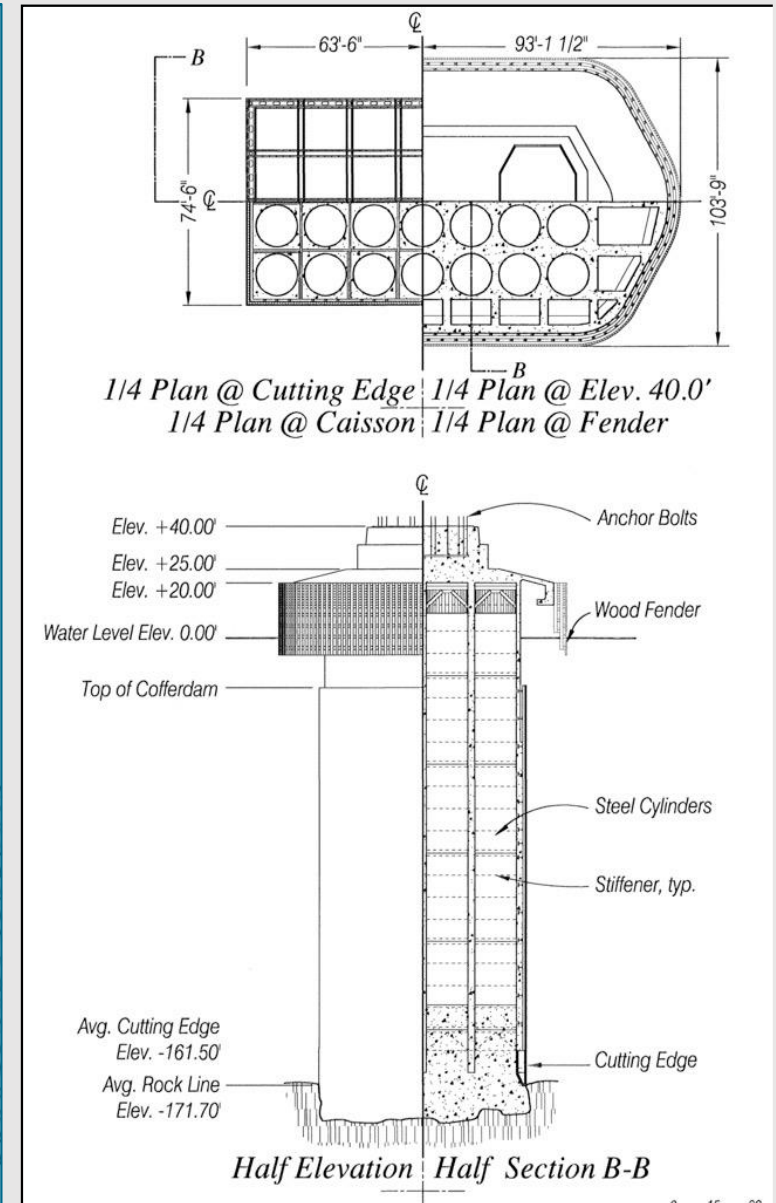
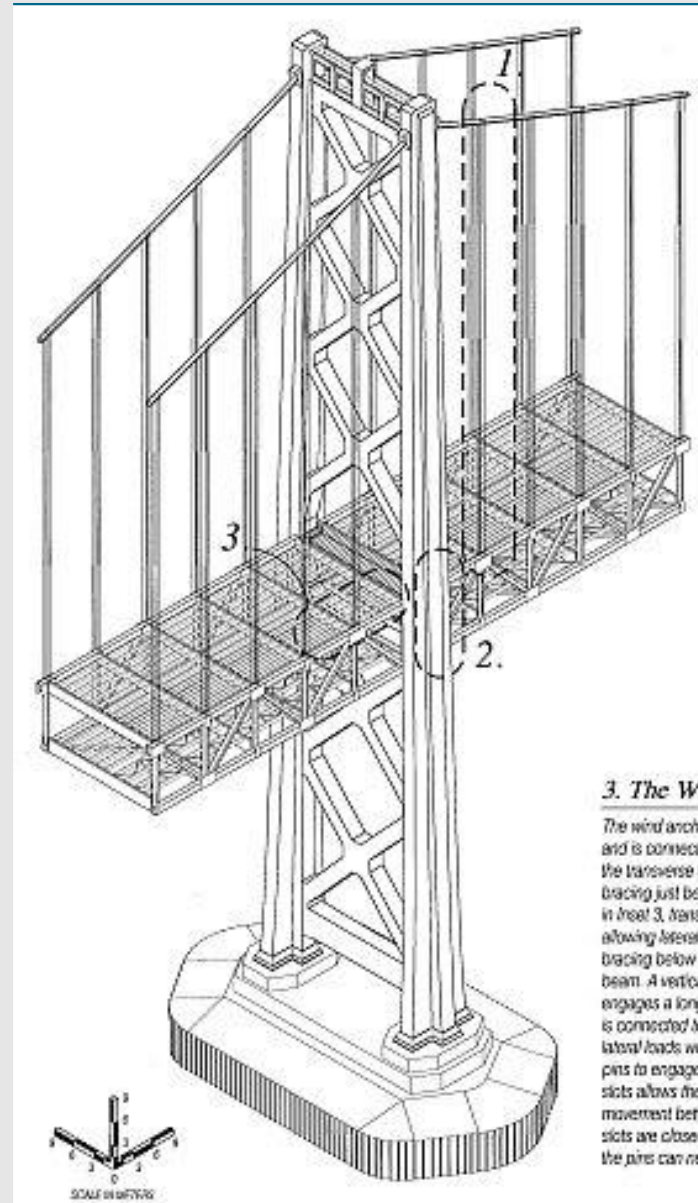
**2013**

**Overseas Reymar**  
(70,000 DWT)



# Bay Bridge West Span Fenders

- Original 1930's design
- Concrete skirt with reinforced recycled plastic lumber walers and posts
- 20' to 25' offset to tower leg
- Depth ~100' to mudline



# 2025-26 Fender Rehabilitation

- **Fender system will be rehabilitated with a bridge mounted rubber fender system** to have improved energy absorption capability compared for better protection for the bridge and vessels in an allision.
- **Rubber Fender System design** optimized to minimize the amount of force that the allision transfers to the structure and maximize the energy absorption of the system.





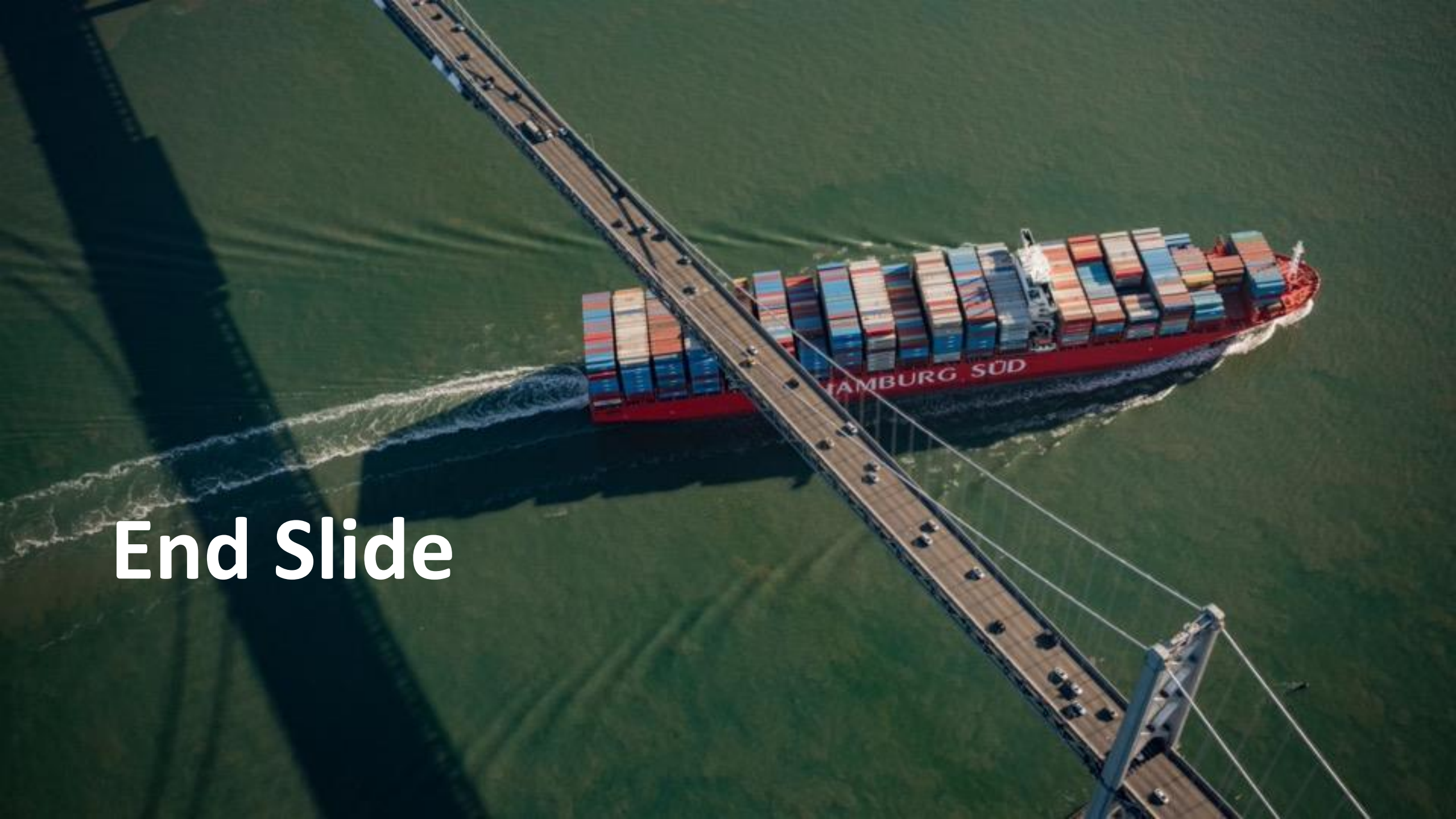
# Incident Response

Coordination and Communication between numerous agencies

- San Francisco Bar Pilots
- United States Coast Guard
- California Highway Patrol
- Caltrans
- Others
  - California Office of Emergency Services (Cal OES)
  - US Army Corp of Engineers
- Table Tops Exercises







End Slide



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

**File #:** 24-0878      **Version:** 1      **Name:**

**Type:** Report      **Status:** Informational

**File created:** 6/13/2024      **In control:** Bay Area Toll Authority Oversight Committee

**On agenda:** 7/10/2024      **Final action:**

**Title:** Information - Toll Bridge Stewardship.

Overview of the BATA toll bridge program, including traffic and revenue trends, tolls, expenditures and toll bridge capital program funding needs as discussed at the April 25, 2024, Commission Workshop. Staff seeks direction in light of pressures on the program and importance of the revenue stream in order to fund the maintenance of the bridges in a state of good repair.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:**

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

**Subject:**

Information - Toll Bridge Stewardship.

Overview of the BATA toll bridge program, including traffic and revenue trends, tolls, expenditures and toll bridge capital program funding needs as discussed at the April 25, 2024, Commission Workshop. Staff seeks direction in light of pressures on the program and importance of the revenue stream in order to fund the maintenance of the bridges in a state of good repair.

**Presenter:**

Lisa Klein

**Recommended Action:**

Information

**Attachments:** List any attachments.

**Bay Area Toll Authority  
Oversight Committee**

**July 10, 2024**

**Agenda Item 6b-24-0878**

**Information – Toll Bridge Stewardship**

---

**Subject:**

Overview of the BATA toll bridge program, including traffic and revenue trends, tolls, expenditures and toll bridge capital program funding needs as discussed at the April 25, 2024, Commission Workshop. Staff seeks direction in light of pressures on the program and importance of the revenue stream in order to fund the maintenance of the bridges in a state of good repair.

**Background:**

At the April 25, 2024, Commission Workshop, staff provided an overview of the BATA toll bridge program and toll revenue portfolio, including investor communication, capital structure, debt issuance considerations, asset management and rehabilitation program funding needs.

As presented in April, nearly half the current \$7 bridge toll is directed toward voter-approved regional measures (\$3), which do not directly fund toll bridge rehabilitation needs. The remaining \$4 directed to toll bridge needs has remained flat since 2010 when BATA approved a toll increase to fully fund the seismic retrofit program. Since then, costs have risen with inflation and impacts from the pandemic have had a significant effect on BATA's toll revenues. Paid bridge traffic is approximately 80% of pre-pandemic levels, and the pandemic-accelerated transition to all electronic tolling has presented toll collection challenges and exacerbated the reduction in revenue from decreased traffic.

BATA has a responsibility to fund \$4.45 billion in Regional Measure 3 (RM3) projects, operating transfers directed by RM3 and Regional Measure 2 (RM2), bridge maintenance, and bridge rehabilitation totaling \$1.9 billion in the current 10-year capital improvement plan (CIP). In addition, BATA's bond indentures include covenants which require toll increases in certain circumstances and require specific coverage levels be met for the issuance of additional bonds.

As discussed at the April 25, 2024, Commission Workshop, BATA's Plan of Finance has long assumed a need to increase revenue for rehabilitation and modeled a toll increase in 2027 for this purpose. The BATA Ad Hoc Recovery Working Group, convened from 2020 to 2021, acknowledged the need to track post-pandemic traffic trends, costs and asset management needs to inform the timing and amount of a future toll increase to maintain the toll bridges in a state of good repair.

**Issues:**

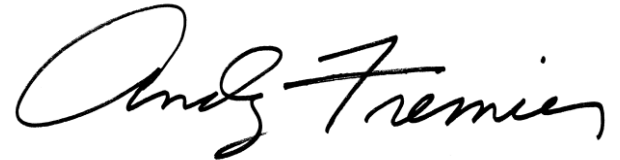
None identified.

**Recommendations:**

None. Information Only.

**Attachments:**

- Presentation

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial 'A'.

---

Andrew B. Fremier



# Toll Bridge Stewardship

BATA Oversight Committee

July 10, 2024

6b-24-0878



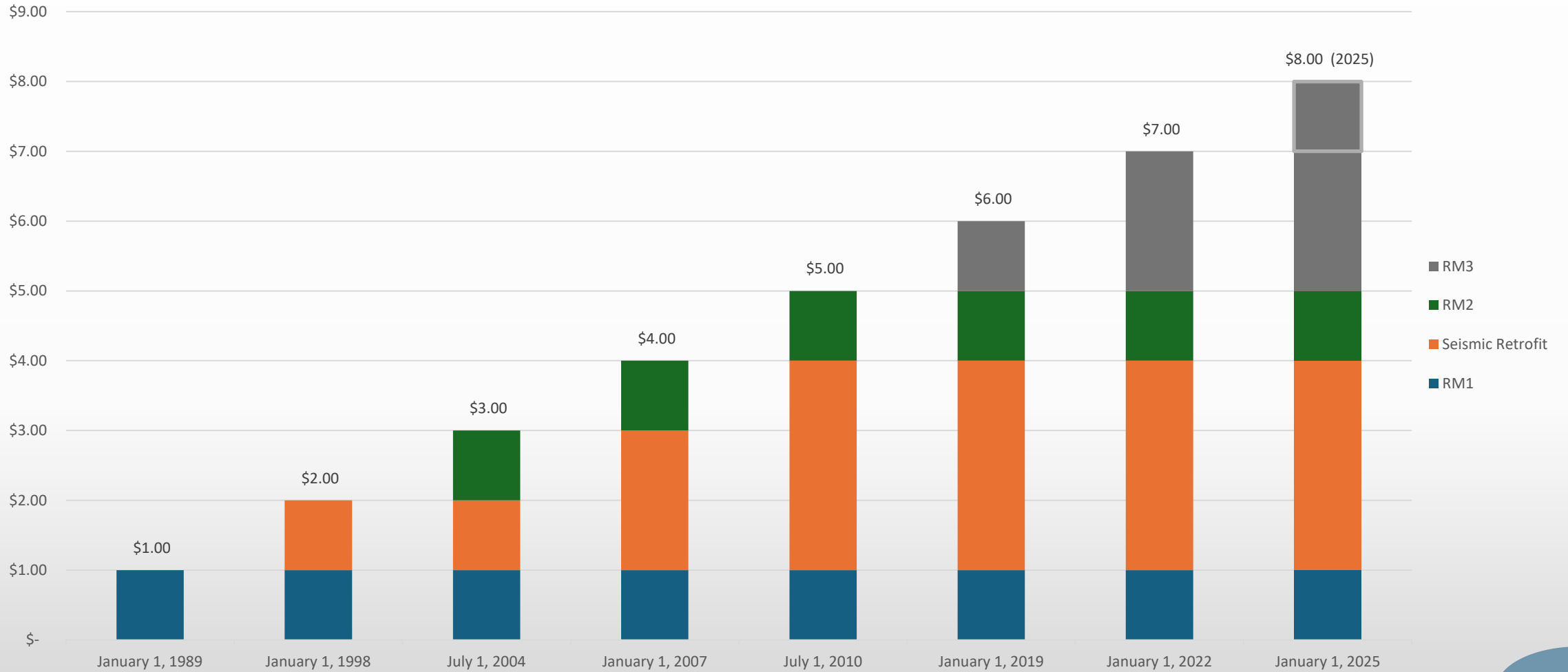


# BATA Recovery Ad Hoc Working Group

- Since 1998 BATA and Caltrans have uniquely joint-ventured to keep the toll bridges in a state of good repair
- 2021 Ad Hoc Action Items Related to Toll Bridge Rehabilitation
  - Track traffic and revenue
  - Strengthen asset management and capital planning
  - Track costs and seek to reduce them
  - Review revenue options as needed

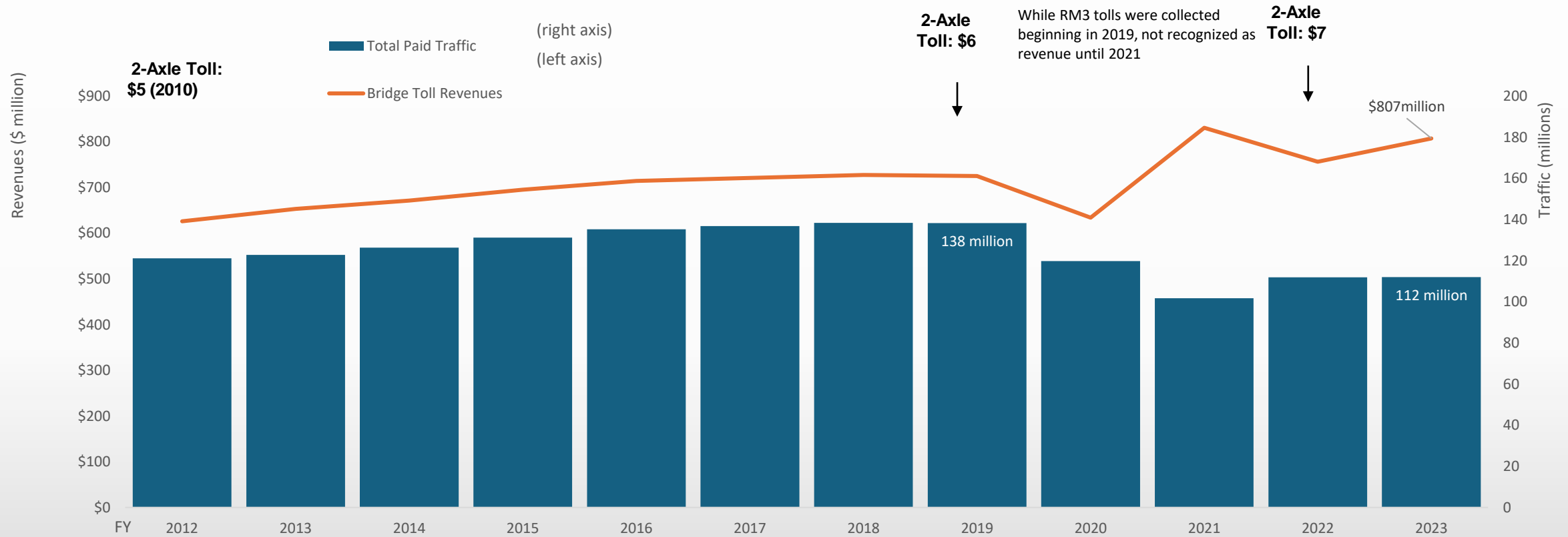


# Bridge Toll History



# Paid Traffic and Bridge Toll Revenues

## Annual Traffic and Bridge Toll Revenues



# BATA Toll Rates are Below Comparable Crossings

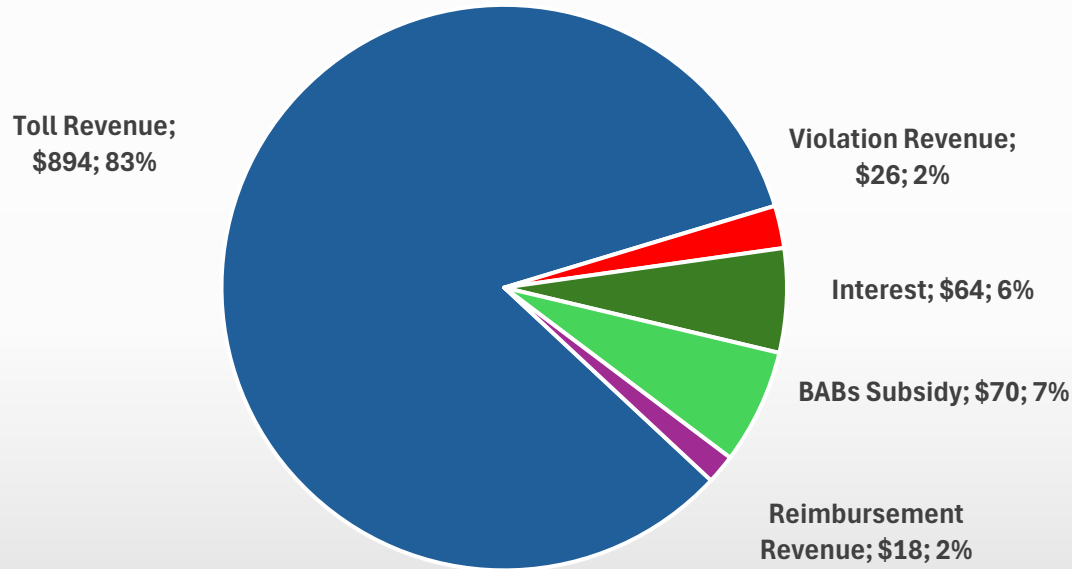
## Roundtrip Tolls – Prominent Bridges (2-axle)

Facility	Location	Off-Peak/ Electronic	Peak/ By Mail
Chesapeake Bay Bridge/Tunnel	Maryland and Virginia	\$32.00	\$42.00
Chicago Skyway	Chicago	\$14.40	\$14.40
RFK Bridge	New York	\$13.88	\$22.38
George Washington Bridge	New York	\$13.38	\$17.63
Golden Gate Bridge	San Francisco	\$9.25	\$10.25
BATA Bridges	Bay Area	\$7.00	\$7.00
Ben Franklin Bridge	Philadelphia	\$5.00	\$5.00

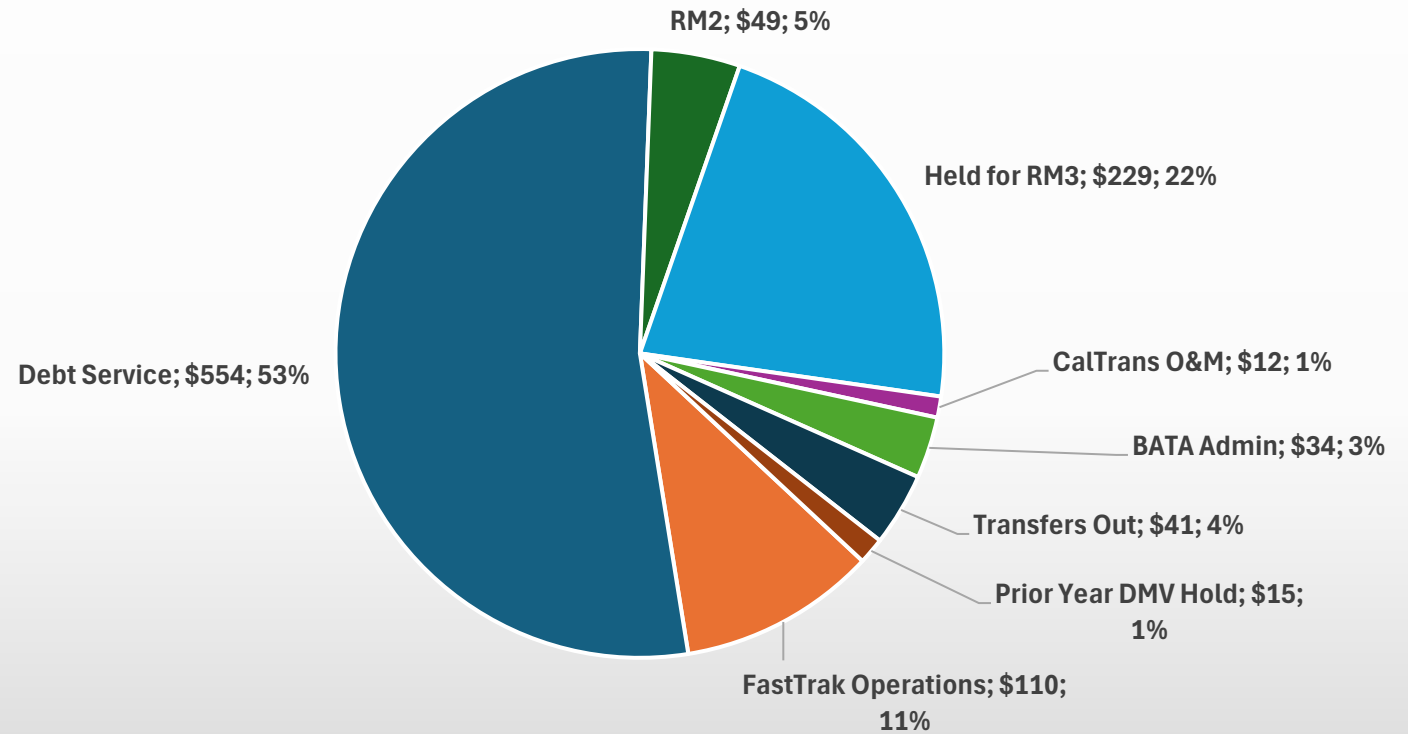
- Golden Gate Bridge charges a differential toll based on the method of payment:
  - \$9.25 FasTrak
  - \$9.50 license plate account/one-time payment
  - \$10.25 for an invoiced toll
- Each of these tolls will increase by \$0.50 for four more years reaching a total FasTrak toll of \$11.25 in July 2028

# FY 2024 Amended Operating Budget (\$ in millions)

## Revenue - \$1,072

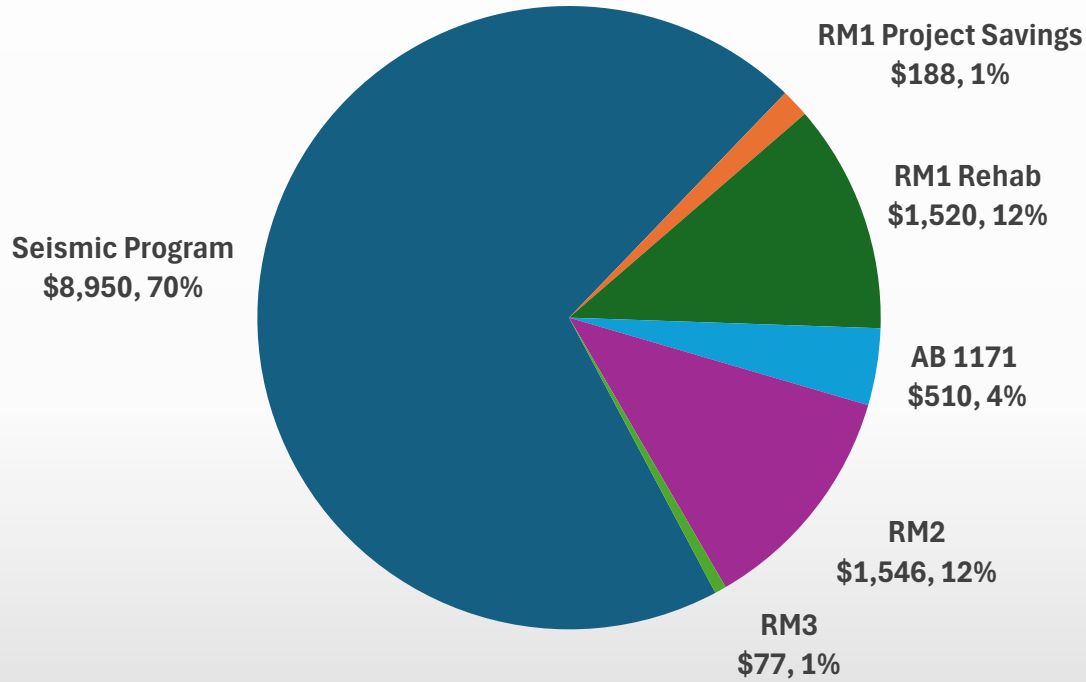


## Operating Expense and Transfer - \$1,043

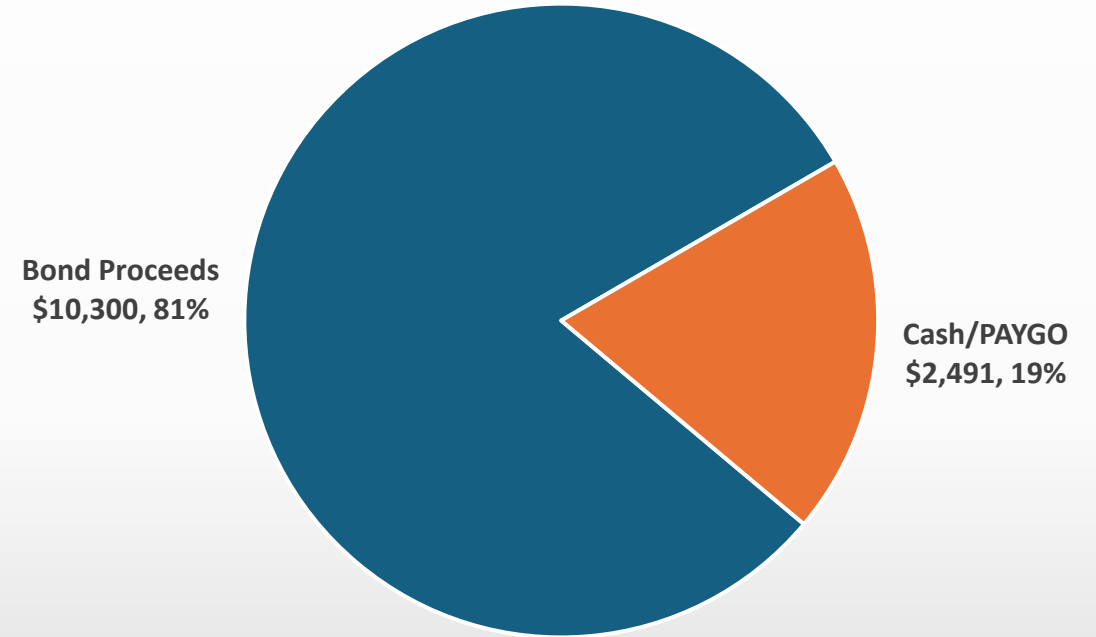


# BATA Capital Programs (\$ in millions)

### Expenditures through 12/31/23 - \$12,791



### Funding Sources - \$12,791





# Funding Considerations for Maintenance, Rehabilitation and Asset Management

- BATA has adopted a \$1.9B 10-Year Capital Improvement Plan (CIP)
- Asset Management (underway) will inform the CIP and requirements beyond the 10-year CIP horizon
- Both CIP and asset management needs are likely to require funding from bond proceeds and toll revenue in excess of current levels
- Approach should consider both the ability to fund from current revenue and what should be funded from current revenue vs. financed

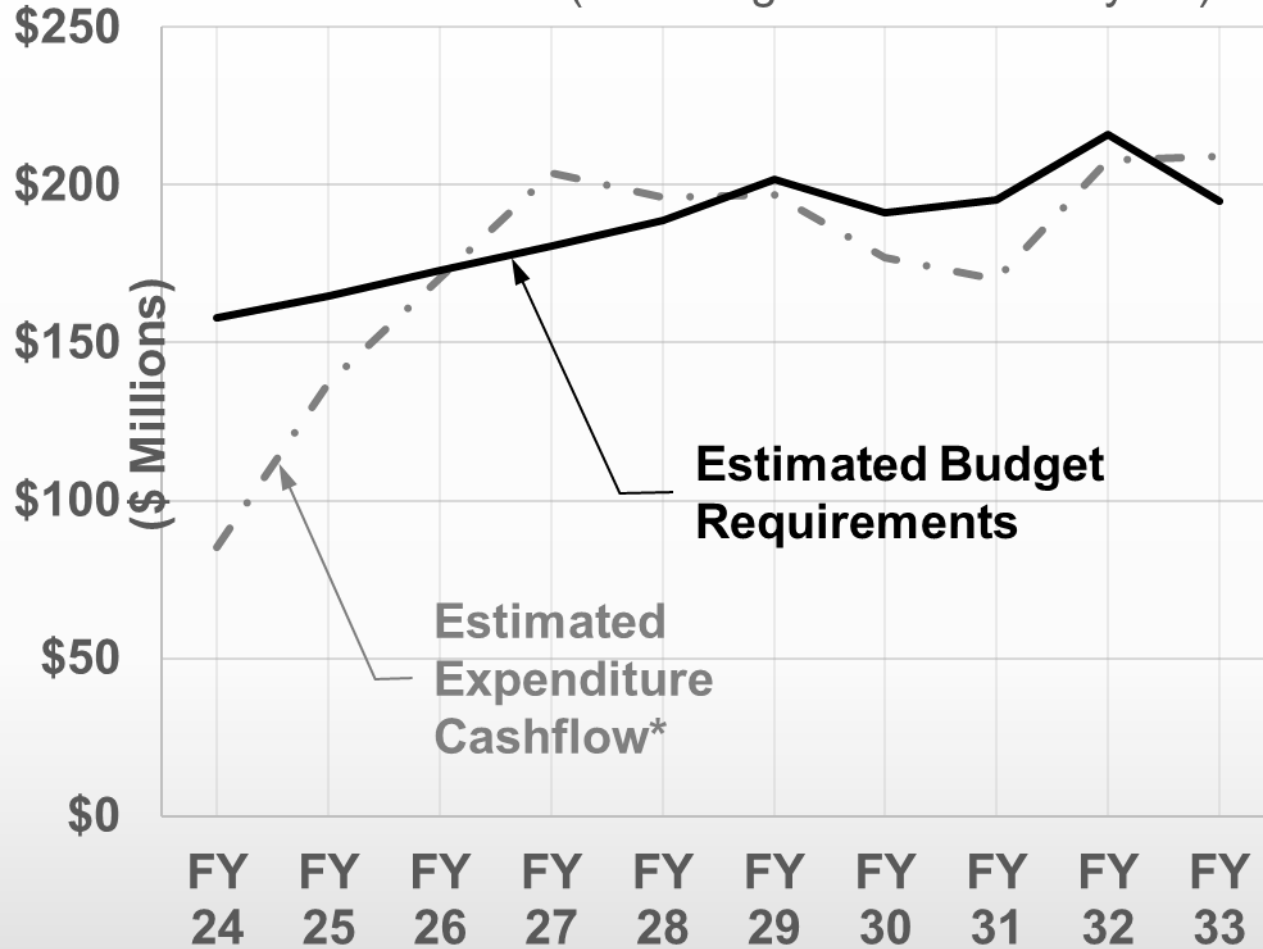


San Mateo-Hayward Bridge  
Repairs Underway

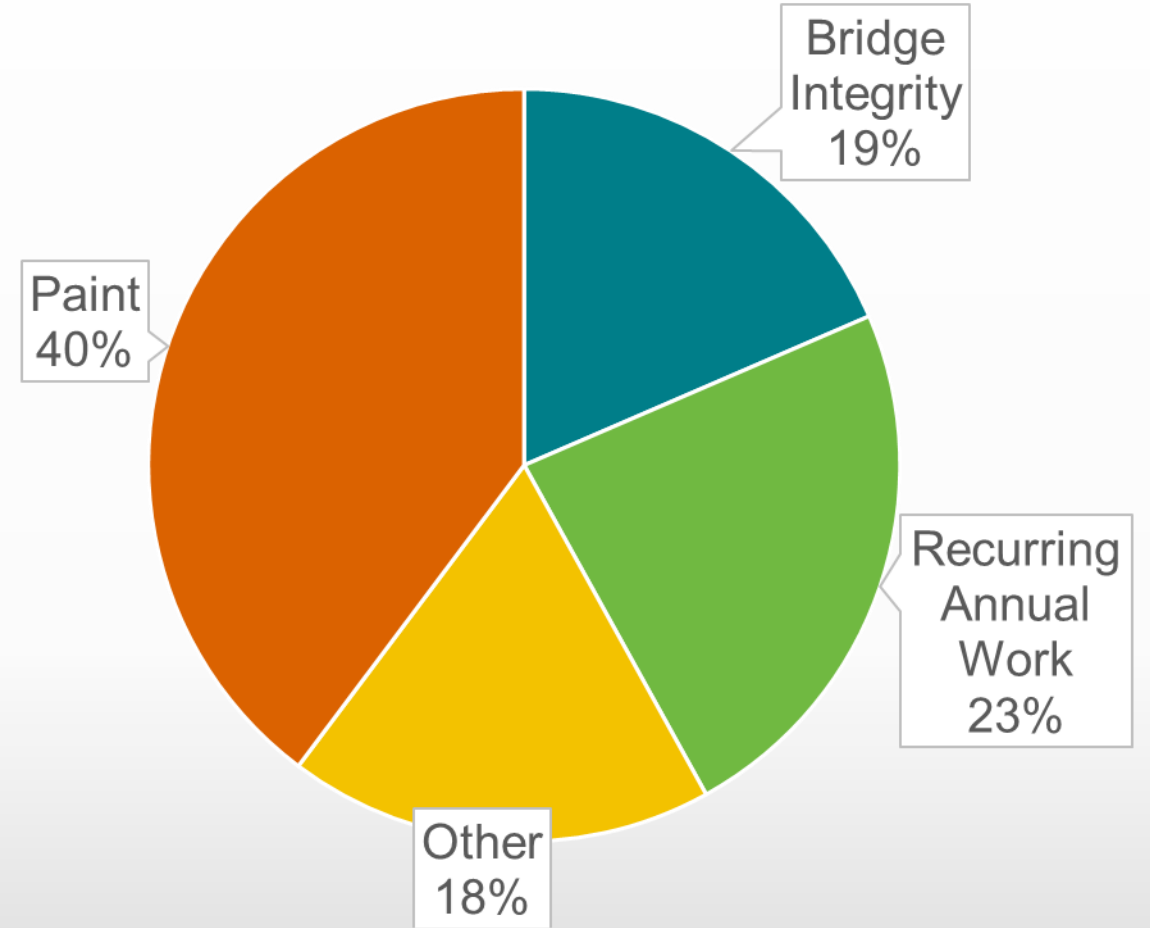
# FY 2024-33 CIP

## (BATA Resolution No. 166)

FY2024-33 CIP (including 5% escalation/year)



Total = \$1.9B



\*Estimated expenditure cashflow does not include cashflow for amounts budgeted in previous years.



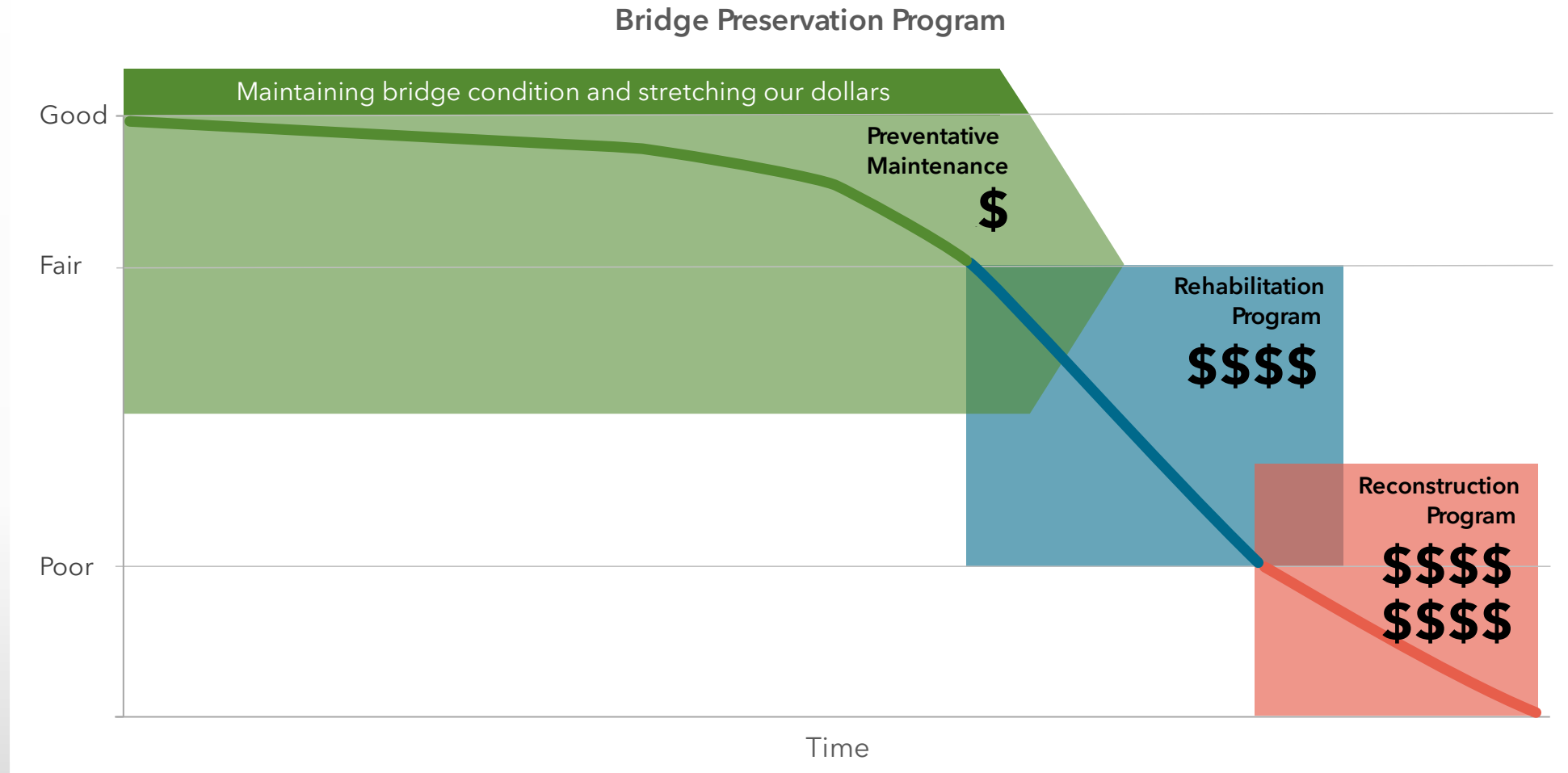


# CIP Projects

(BATA Resolution No. 166)

Category	Sample Projects from CIP	10-Year Total
Structural Steel Painting	Structural steel painting of Superstructure and Towers on various bridges	\$741M
Bridge Integrity	Main Cable, Joints, Fenders, Structure Repairs, Deck Overlay/Repairs on various bridges	\$345M
Other Project	Projects related to Facilities, Electrical/Mechanical (substations, power cables), Operational Improvements (Forwards), Open Road Tolling (ORT) [\$67M]	\$341M
Recurring Annual Work	Fastrak® customer service center and transponders [\$127M], Bridge Inspections [\$57M], BATA Technology Infrastructure & Security, BASE cameras [\$28M], Program Monitoring, Bay Lights Maintenance, Asset Management, Audits [\$17M]	\$437M
	<b>Total</b>	<b>\$1,864M</b>

# Asset Management to Minimize Life Cycle and Replacement Costs and Maximize Value of our Spending



Adapted from Source: U.S. Department of Transportation Federal Highway Administration, "Bridge Preservation Guide."



# Level Setting

- The need for an additional toll increase for rehabilitation was identified pre-pandemic, and has been included in BATA's long-term financial planning with a January 2027 effective date
- BATA Recovery Ad Hoc Working Group recognized the need to track traffic, costs and asset management needs to inform timing and amount of a toll increase
  - Higher than expected inflation continues to put pressure on CIP estimates and forecasts
  - Pandemic appears to have reset bridge traffic at significantly lower levels
  - Conversion to all-electronic tolling and lower collection levels exacerbates impact on revenue from decrease in traffic
  - **Combined, these lead to annual revenue \$170 million less than would be seen at 2019 paid traffic levels – nearly enough to fund CIP program on pay-as-you-go basis**

# Discussion

- BATA has an obligation to fund toll bridge operations and state of good repair.
- Should staff return with revenue-raising options to address bridge rehabilitation needs?
- What information is needed? E.g.,
  - Toll dollars at work – what's been done, future rehabilitation needs and upcoming improvements like open road tolling and Forward programs.
  - Who currently pays bridge tolls for passenger vehicles and trucks and what can be done to lessen impacts.
  - FasTrak uptake and potential to incentivize further uptake.
  - Other?



# Questions?

