



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

Meeting Agenda

Bay Area Toll Authority Oversight Committee

Committee Members:

Federal Glover, Chair

Margaret Abe-Koga, Vice Chair

*Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,
Hillary Ronen, and Sheng Thao*

Non-Voting Member: Dina El-Tawansy

Wednesday, May 10, 2023

9:35 AM

Board Room - 1st Floor

The Bay Area Toll Authority (BATA) Oversight Committee is scheduled to meet on Wednesday, May 10, 2023 at 9:35 a.m. or immediately following the 9:00 a.m. Budget Study Session, in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

This meeting shall consist of a simultaneous teleconference call at the following location(s): Santa Clara County Government Center, 70 W. Hedding Street, 1st Floor (Room 157), San Jose, CA 95110 and Country Inn & Suites by Radisson, 1160 W Devon Avenue (Business Center), Elk Grove, IL 60007

Meeting attendees may opt to attend in person for public comment and observation. 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>. 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. In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Zoom Attendee Link: <https://bayareametro.zoom.us/j/86944031325>

iPhone One-tap: US: +13462487799,,86944031325# US or +16694449171,,86944031325# US

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: 869 4403 1325

International numbers available: <https://bayareametro.zoom.us/j/86944031325>

Detailed instructions on participating via Zoom are available at:
<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 by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name 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.

1. Roll Call / Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).

2. Consent Calendar

- 2a. [23-0517](#) Approval of Bay Area Toll Authority Oversight Committee Minutes of the April 12, 2023 Meeting

Action: Committee Approval

Attachments: [2a 23-0517 04-12-2023 BATA O Draft Meeting Minutes.pdf](#)

- 2b. [23-0546](#) Contract - Consultant Design Services for West Oakland Link Project: T.Y. Lin International (\$6,000,000)

Action: Committee Approval

Presenter: Gavin Lohry

Attachments: [2b 23-0546 Consultant Design Services Contract TYLin.pdf](#)

3. Authority Approval

- 3a. [23-0606](#) BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

Action: Authority Approval

Presenter: Lysa Hale

Attachments: [3a 23-0606 BATA Resolution 52 Low Income Payment Plan FasTrak Poli](#)
[3a 23-0606 Presentation Update Low Income Payment Plan and FasTrak](#)

4. Information

4a. [23-0472](#)

Update on the Open Road Tolling Program and Potential Future Change to the High-Occupancy Vehicle Policy at BATA Bridges

Update on the Open Road Tolling (ORT) Program and a potential future change to the high-occupancy vehicle (HOV) policy to allow vehicles with two or more occupants to use the HOV lanes at Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, and San Mateo-Hayward Bridges while providing the HOV discount to vehicles with three or more occupants using FasTrak Flex®.

Action: Information

Presenter: Peter Lee

Attachments: [4a 23-0472 Update Open Road Tolling Program and HOV Policy.pdf](#)
[4a 23-0472 Attachment A Open Road Tolling Program Update.pdf](#)

5. Public Comment / Other Business

*Committee Members 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.*

6. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on Wednesday, June 14, 2023 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

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) 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 Titulo 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.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

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 #: 23-0517 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 3/23/2023 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 5/10/2023 **Final action:**

Title: Approval of Bay Area Toll Authority Oversight Committee Minutes of the April 12, 2023 Meeting

Sponsors:

Indexes:

Code sections:

Attachments: [2a_23-0517_04-12-2023_BATA_O_Draft_Meeting_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Approval of Bay Area Toll Authority Oversight Committee Minutes of the April 12, 2023 Meeting

Recommended Action:
Committee Approval

Attachments:



Metropolitan Transportation Commission Meeting Minutes

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

Bay Area Toll Authority Oversight Committee

Committee Members:

Federal Glover, Chair

Margaret Abe-Koga, Vice Chair

*Cindy Chavez, Victoria Fleming, Nate Miley, Gina Papan,
Hillary Ronen, and Sheng Thao*

Non-Voting Member: Dina El-Tawansy

Wednesday, April 12, 2023

9:35 AM

Board Room - 1st Floor

Chair Glover called the meeting to order.

1. Roll Call / Confirm Quorum

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

Absent: 1 - Commissioner Thao

Commissioner Fleming was absent during the Roll Call and arrived during agenda item 5.

Non-Voting Member Absent: Commissioner El-Tawansy

Ad Hoc Non-Voting Members Present: Commissioner Canepa, and Commissioner Giacomini

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement – Clerk of the Committee

4. Consent Calendar

Upon the motion by Vice Chair Abe-Koga and seconded by Commissioner Papan, the Consent Calendar was unanimously approved by the following vote:

Aye: 6 - Vice Chair Abe-Koga, Commissioner Chavez, Chair Glover, Commissioner Miley, Commissioner Papan and Commissioner Ronen

Absent: 2 - Commissioner Fleming and Commissioner Thao

- 4a.** [23-0400](#) Approval of Bay Area Toll Authority Oversight Committee Minutes of the March 8, 2023 Meeting

Action: Committee Approval

- 4b. [23-0455](#) Contract - Community Engagement during Design Phase of the West Oakland Link Project: West Oakland Environmental Indicators Project (\$250,000)
Action: Committee Approval
Presenter: Gavin Lohry
- 4c. [23-0478](#) Yerba Buena Island Southgate Road Realignment and Bimla Rhinehart Vista Point Projects: Funding Amendment - San Francisco County Transportation Authority (\$6,000,000) and Contract Amendment - AECOM Technical Services (\$300,000)
Action: Committee Approval
Presenter: Peter Lee

5. Public Comment / Other Business

Aleta Dupree was called to speak.

Commissioner Fleming arrived during agenda item 5.

6. Adjournment / Next Meeting

The next meeting of the Bay Area Toll Authority Oversight Committee will be held on Wednesday, May 10, 2023 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0546 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 3/30/2023 **In control:** Bay Area Toll Authority Oversight Committee

On agenda: 5/10/2023 **Final action:**

Title: Contract - Consultant Design Services for West Oakland Link Project: T.Y. Lin International (\$6,000,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2b 23-0546 Consultant Design Services Contract TYLin.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract - Consultant Design Services for West Oakland Link Project: T.Y. Lin International (\$6,000,000)

Presenter:
Gavin Lohry

Recommended Action:
Committee Approval

Attachments:

**Bay Area Toll Authority
Oversight Committee**

May 10, 2023

Agenda Item 2b - 23-0546

**Contract – Consultant Design Services for West Oakland Link Project: T.Y. Lin
International (\$6,000,000)**

Subject:

Request for Committee approval to enter into a contract with T.Y. Lin International to provide consultant design services for the West Oakland Link Project in an amount not to exceed \$6,000,000 through a period ending December 31, 2025.

Background:

The West Oakland Link Project would construct a new bicycle/pedestrian connection between West Oakland and the bike path leading to the East Span of the San Francisco-Oakland Bay Bridge in Oakland. This contract is for the detailed design of this project. While Caltrans may perform some design tasks, staff anticipates consultant services will also be required to complete design.

In July 2021, the Metropolitan Transportation Commission (MTC) Operations Committee approved an on-call bench of prequalified consultants for Transportation Engineering and Planning Services for five categories: 1) Freeway Operations, Data Analytics and Performance Assessments, 2) Connected and Automated Vehicles, Traffic Sensors, and Other Advanced Technologies, 3) Arterial Operations, 4) Active Transportation Planning and Engineering, and 5) Transit Planning and Engineering. This bench may be utilized for a three-year period ending June 30, 2024. The RFQ authorized other public agencies such as BATA to obtain services from the bench contractors at the same terms and conditions provided to MTC.

BATA conducted a mini procurement for consultant design services during the design phase of the West Oakland Link Project. A mini request for qualifications was issued to the nineteen firms that had qualified for MTC's 2021 Transportation Engineering and Planning Services Bench in the category of Active Transportation Planning and Engineering. Two proposals were received. An evaluation panel consisting of BATA and Caltrans staff reviewed the proposals and scored them based on experience and qualifications, project approach and management, and proposed key staff and organization. There was a total of 100 available points in the scoring.

The table below provides the final ranking and score based upon the panel evaluation process:

Ranking	Consultant	Score
1	T.Y. Lin International	93
2	Parsons Transportation Group Inc.	89

After a thorough review of the proposals, T.Y. Lin International was determined to be the most qualified firm, with a team that brings extensive experience in bicycle/pedestrian bridge design and an in-depth understanding of the project. Attachment A includes a summary of the selected firm and its project team's small business and disadvantaged business enterprise status.

Work contemplated under this consultant contract could include:

- Project Management, agency agreements and funding support;
- Plan and scope development;
- Right-of-way engineering, right-of-way acquisition, utility agreements and railroad coordination;
- Environmental support, compliance and permits, agreements, licenses and certification; and
- Design support services during advertisement, award, and construction.

Issues:

None identified.

Recommendations:

Staff requests that this Committee authorize the Executive Director or designee to negotiate and enter into a contract with T.Y. Lin International in an amount not to exceed \$6,000,000 to provide consultant design services for the West Oakland Link.

Attachments:

- Attachment A: Disadvantaged Business Enterprise and Small Business Enterprise Status
- Request for Committee Approval - Summary of Proposed Contract



Andrew B. Fremier

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	T.Y. Lin International	Manage Consultant Project Design Services	No		No	
Subcontractor	Associated ROW Services (AR/WS)	Property appraisals and acquisition and certification documents ROW Agreements	No		No	
Subcontractor	Baseline Environmental Consulting	Phase II hazardous materials	No		Yes	1732669
Subcontractor	Circlepoint	CBO support; public + stakeholder engagement	No		Yes	40528
Subcontractor	Diablo Engineering	OakDOT coordination	Yes	42626	Yes	2005141
Subcontractor	EinwillerKuehl	Funding support; erosion control; landscape + irrigation	No		No	
Subcontractor	Eisen Letunic	Funding support	No		No	
Subcontractor	Exaro Technologies Corporation	Potholes and positive utility identification	No		Yes	42413

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Subcontractor	ICF	Environmental agreements, certifications permits, technical studies and documentation; other analysis, studies or plans.	No		No	
Subcontractor	Parikh Consultants Inc.	Geotechnical	Yes	20259	Yes	9631
Subcontractor	Perkins + Will	Architecture and building engineering	No		No	
Subcontractor	Procura360 Group LLC	Value analysis study	No		Yes	2000852
Subcontractor	Sam Schwartz	Complete Streets; Active Transportation Planning (ATP); PS&E support; Traffic Management Plan	No		No	
Subcontractor	Towill Inc	Surveys + mapping; conform surveys; pothole survey data			Yes	2013590

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

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract

Work Item No.:	1251
Consultant:	T.Y. Lin International Oakland, California
Work Project Title:	West Oakland Link
Purpose of Project:	The West Oakland Link Project would construct a new bicycle/pedestrian connection between West Oakland and the bike path leading to the East Span of the San Francisco-Oakland Bay Bridge in Oakland.
Brief Scope of Work:	Detailed design services during design and construction.
Project Cost Not to Exceed:	\$6,000,000
Funding Source:	BATA Toll Bridge Program Operating Funds
Fiscal Impact:	Funds are included in the BATA Toll Bridge Program Operating Budget for FY 2022-23.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract with T.Y. Lin International to provide consultant design services as described above and in the BATA Oversight Committee Summary Sheet dated May 10, 2023 and that the Chief Financial Officer is authorized to set aside \$6,000,000 for such contract.
BATA Oversight Committee:	

Federal Glover, Chair

Approved: May 10, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0606 **Version:** 1 **Name:**
Type: Resolution **Status:** Authority Approval
File created: 4/11/2023 **In control:** Bay Area Toll Authority Oversight Committee
On agenda: 5/10/2023 **Final action:**
Title: BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

Sponsors:

Indexes:

Code sections:

Attachments: [3a 23-0606 BATA Resolution 52 Low Income Payment Plan FasTrak Policy Changes.pdf](#)
[3a 23-0606 Presentation Update Low Income Payment Plan and FasTrak Policy Changes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak® Policy Changes: Referral to Authority

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

Presenter:

Lysa Hale

Recommended Action:

Authority Approval

**Bay Area Toll Authority
Oversight Committee**

May 10, 2023

Agenda Item 3a - 23-0606

**BATA Resolution No. 52, Revised. Update on Low-Income Payment Plan and FasTrak®
Policy Changes: Referral to Authority**

Subject:

An update on the Low-Income Payment Plan and a request that BATA Resolution No. 52, Revised be referred to the full Authority for approval of policies related to the Payment Plan and violations for state-owned bridges.

Background:

At the May 2021 BATA Oversight Committee meeting, staff unveiled a strategy to make tolling in the Bay Area more equitable. Since then, staff has implemented a reduction in violation penalties, changes to make it easier and more affordable to open a FasTrak® account, and elimination of cash payment network fees. In compliance with Assembly Bill 2594 (AB2594), staff is preparing to launch a new low-income toll and violation penalty payment plan beginning July 1, 2023.

Unpaid Violations and Payment Plan

In June 2022, this Committee approved sending BATA's backlog of unpaid violations to DMV for registration hold or to collections following establishment of a process for low-income individuals to participate in a payment plan. In early September 2023, BATA will begin placing the unpaid violations that have accumulated since the start of invoicing in January 2021 on DMV registration hold or sending them to collections. Staff are currently working with the Customer Service Center Contractor to determine the work off plan for the backlog of approximately 15 million unpaid violations representing more than \$110 million in unpaid tolls while also developing the payment plan.

The low-income payment plan is on target to be delivered by July 1, 2023. Although only bridges are required to offer a payment plan by this date, in February 2023, all members of the Bay Area Express Lanes Network Executive Steering Committee, which is comprised of the executive staff from the Bay Area express lanes operators and other state and local agencies with an interest in express lanes tolling, supported a recommendation to implement the payment plan on the same timeframe as the toll bridges and with the same policies. Express Lanes operators

are in the process of taking approval items to their respective boards. As outlined in the presentation to this Committee in October 2022, the payment plan will be available as follows:

- Available to individuals who qualify as low income, defined as 200 percent or less of the federal poverty guidelines.
- Transactions in first violation notice status through violations on DMV registration hold or at collections status can be included in a payment plan.
- Minimum debt to enter into a payment plan is \$100 in tolls, penalties, and DMV fees combined.
- No maximum debt to enter into a payment plan.
- Minimum first payment amount to enter into a payment plan is 50% of tolls owed or \$100, whichever is lower; this payment is required before violations on DMV registration renewal hold are released.
- Maximum number of plans: No concurrent plans will be allowed; up to two plans in a four-year period.

As a reminder and as presented in October 2022, BATA's approach meets or exceeds statutory requirements of AB2594 (refer to Attachment A). Attachment B provides an example of how the payment plan will support qualified low-income drivers.

BATA One-Time Violation Penalty Waiver

Starting July 1, 2023, BATA also proposes to offer a one-time waiver of violation penalties on state-owned bridges to all customers with no limitation on the timeframe when the violations occurred. This waiver serves two purposes: (1) addresses the requirement in AB2594 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 (2) expands on the requirements of the AB2594 COVID Waiver by offering it to anyone with violations on state-owned bridges regardless of income level, which will assist the FasTrak® Customer Service Center in more efficiently handling the increase in calls starting July 1. 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. Customers will also be provided information on how to pay tolls to avoid receiving future violations and will be

encouraged to open a FasTrak® account. This one-time waiver will be available through September 30, 2024, which is consistent with the COVID Waiver requirements in AB2594.

Communications Plan

In conjunction with deployment of the payment plan, one-time waiver for state-owned bridges, and plan to send unpaid violations for state-owned bridges to DMV for registration hold or to collections, BATA will initiate a regional campaign to educate drivers about the need to pay tolls and to make them aware of the payment plan. Staff presented the plan for this campaign at the December 2022 Committee meeting. The campaign will target multiple languages and cultures. Staff will target the region as a whole using billboards, broadcast TV and radio, web and mobile ads and online video, social media, and media relations. To reach Equity Priority Communities, staff will use local and multilingual/multicultural print ads, bulk mailing, neighborhood outreach, collaboration with other agencies such as the Department of Motor Vehicles, and outreach to community-based organizations.

Payment Plan Evaluation

At the December Committee meeting, Commissioners requested information on how the payment plan would be evaluated. The goal of the evaluation will be to identify key metrics and compare any shifts over time. Staff will use readily available and consistent data. Staff will look at enrollment period statistics on a three-month basis and program statistics on a 12-month basis. Program statistics metrics will include:

- Number of applicants and qualifying participants
- Payment plan compliance, completion and default rates
- Starting balance
- Monthly payment amounts
- Length of plans
- Payment media and payment channel data
- Demographics

Related key indicators will include the number of FasTrak® accounts that are created and any decrease in the volume of DMV registration holds.

Resolution No. 52, Revised – FasTrak® Regional Customer Service Center Policy

Revisions: Updates for Low-Income Payment Plan and Violations

Staff recommends revising BATA Resolution No. 52, Revised to include (1) policies to establish a low-income payment plan; (2) an updated policy for a violation penalty waiver offered by BATA for the state-owned bridges and (3) updated violation penalty amounts adopted by express lanes operators for transactions occurring on or after October 3, 2022. The policies for the payment plan and violation penalty waiver for the state-owned bridges would be effective July 1, 2023 upon deployment of the Payment Plan. Attachment C includes BATA Resolution No. 52, Revised.

Issues:

None identified.

Recommendations:

Staff recommends that this Committee refer BATA Resolution No. 52, Revised, to the Authority for approval to establish policies for a toll and violation penalty payment plan for low-income drivers, update the policy for a violation penalty waiver on state-owned bridges, and update the violation penalty amounts adopted by express lanes operators for transactions occurring on or after October 3, 2022.

Attachments:

- Presentation Slides
- Attachment A – AB2594 and BATA Payment Plan
- Attachment B – Low Income Payment Plan Example
- Attachment C – BATA Resolution No. 52, Revised



Andrew B. Fremier

Attachment A – AB2594 and BATA Payment Plan

	AB 2594 (Ting) Section 40269.5	BATA Recommendation
Open to?	Low income (up to 200% federal poverty guidelines)	Low income (up to 200% federal poverty guidelines)
Where and when effective?	Bridges 7/1/23 Express lanes 7/1/24	<u>All agencies by 7/1/23</u>
Minimum owed?	\$100 in penalties (includes DMV fees)	\$100 in tolls/penalties and DMV fees <u>combined</u>
Maximum owed?	\$2,500 in penalties	<u>Unlimited</u>
Both tolls and penalties included in payment plan?	Penalties, including DMV fees	<u>Partial tolls</u> and all penalties & DMV fees
Minimum first payment amount to enter plan and release DMV holds	Full amount of tolls owed plus first payment plan payment	<u>50% of tolls owed or \$100, whichever is lower</u>
Max # plans	No concurrent plans; 2 in 6 years	No concurrent plans; 2 in <u>4</u> years

Note: Underlined text exceeds requirements in AB2594

Attachment B – Low-Income Payment Plan Example

Low income person has 15 BATA Bridge Violations on DMV registration hold

Tolls:	\$105
Violation Penalties	\$225
DMV Hold Fees	\$45
Total to Release DMV Registration Hold:	\$375

Policies applied starting July 1, 2023:

	On or After July 1, 2023
Violation Penalty Waiver Policies	One-time only, waive all violation penalties
• Tolls owed	\$105
• Violation penalties owed	\$0
• DMV hold fees owed	\$45
Total to release DMV registration hold:	\$150
Additional Payment Plan Policies for Low-Income Drivers	If debt is \$100 or greater, can enter payment plan, make first payment and DMV registration holds are released
• First payment amount to release DMV registration hold	\$52.50 (50% of tolls owed)
• Monthly payments	\$25 for 3 months \$22.50 in 4 th month

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

ABSTRACT

BATA Resolution No. 52, Revised

This resolution adopts the FasTrak[®] 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[®] 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[®] 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[®] Regional Customer Service Center Policies are applicable to all facilities served by the FasTrak[®] 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® 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.

Further discussion of this resolution is contained in the Executive Director's memoranda 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, and May 10, 2023.

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

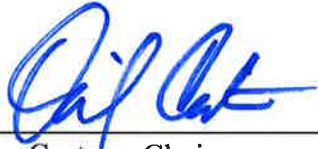
WHEREAS, BATA and the Golden Gate Bridge Highway and Transportation District entered into a Cooperative Agreement on August 26, 2003 to consolidate FasTrak™ Service Center operations, and

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

Attachment A
Resolution No. 52
Page 1 of 4

**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 May 24, 2023

	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
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	Private: Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 1-month average based on previous 90 days usage Business: Credit card - \$25 per tag min. Cash/check - \$40 per tag min. or 45-day average based on previous 90 days usage N/A for License Plate Account and One Time Payment
12.	Replenishment Threshold	Credit Card Account - \$15 min. or 2-week average use based on previous 90 days Cash/check Account - \$30 min. or 2-week average use based on previous 90 days N/A for License Plate Account and One Time Payment
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

Attachment A



Regional Customer Service Center Policies
effective December 8, 2012, as revised on May 24, 2023

	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
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
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

Attachment A



Regional Customer Service Center Policies

effective December 8, 2012, as revised on May 24, 2023

	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
32.	Violation Policies	

33.	Toll Evasion	<p style="text-align: center;"><u>Violations</u></p> <p style="text-align: center;"><u>Golden Gate Bridge</u> <u>Regional express lanes, effective for transactions before October 3, 2022:</u></p> <p style="text-align: center;">1st Notice Toll + \$25 penalty</p> <p style="text-align: center;">2nd Notice Toll + \$70 penalty</p> <p style="text-align: center;"><u>State-owned bridges:</u></p> <p style="text-align: center;">1st Notice Toll + \$5 penalty</p> <p style="text-align: center;">2nd Notice Toll + \$15 penalty</p> <p style="text-align: center;"><u>Regional express lanes, effective for transactions on or after October 3, 2022:</u></p> <p style="text-align: center;">1st Notice Toll + \$10 penalty</p> <p style="text-align: center;">2nd Notice Toll + \$30 penalty</p> <p style="text-align: center;">Exceptions:</p> <ol style="list-style-type: none"> 1. If the violation is determined to be the fault of the toll agency. 2. One-Time Waiver for Golden Gate Bridge and Express Lanes Violations: For 1st 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. 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. 4. One-Time Waiver for 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 in accordance with Section 37 below and make the first payment. This waiver is effective July 1, 2023 and expires September 30, 2024. This waiver may apply to other toll facilities if adopted by their respective agencies. <p>Processing fee of \$3 for DMV registration holds or as otherwise set by the DMV, when applicable.</p>
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	Policy	Regional CSC effective December 8, 2012, as revised on May 24, 2023
34.	Cash Payment Network	
35.	Electronic Toll Collection Payment Locations	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, http://www.bayareaFasTrak.org . 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.
36.	Payment Plan Policies	
37.	Payment Plan	<p>Effective July 1, 2023, a payment plan will be available to qualified Bridge customers as follows:</p> <ol style="list-style-type: none"> 1. Available to individuals who qualify as low income (defined as 200 percent or less of the federal poverty guidelines). 2. Transactions in first violation notice status through violations on DMV registration hold or at collections can be included in a payment plan. 3. Minimum debt to enter into a payment plan: \$100 in tolls, penalties, and DMV processing fees combined. 4. Maximum debt to enter into a payment plan: None. 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. 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. <p>Other toll facilities may participate in the payment plan if adopted by their respective agencies.</p>

Update on Low Income Payment Plan and FasTrak® Policy Changes

Lysa Hale

BATA Electronic Payments Section

May 10, 2023



Payment Plan

Low-Income Payment Plan Meets or Exceeds AB2594 (Ting) Requirements

As presented in October 2022

- Open to: low-income (up to 200 percent of the federal poverty guidelines)
- Minimum owed: \$100 in tolls, penalties, and DMV fees combined.
- Maximum owed: None.
- Minimum first payment amount: 50% of tolls owed or \$100, whichever is lower.
- Maximum number of plans: No concurrent plans; up to two plans in a four-year period.
- All agencies to participate in payment plan

Household Size	Household income up to
1	\$29,160
2	\$39,440
3	\$49,720
4	\$60,000
5	\$70,280
6	\$80,560
7	\$90,840
8	\$101,120

*Add \$10,280 for each additional household member over eight.

Proposed One-time Waiver for State-owned Bridges

- One-time only waiver of violation penalties
- To obtain waiver:
 - Must contact the FasTrak® customer service center
 - Pay all tolls and DMV fees owed or, if eligible, enter into payment plan and make first payment
- DMV registration holds will be released
- Provide information on how to pay tolls and encourage opening a FasTrak® account
- Available July 1, 2023 through September 30, 2024

Backlog of Violations Pending Action

- From January 2021 through January 2023, more than **1.3 million** vehicles have approximately **15 million** outstanding violations not yet released to DMV for a vehicle registration hold or to collections.
- This represents **more than \$110 million** in outstanding tolls.
- BATA will begin releasing unpaid violations to DMV and collections starting September 1, 2023.

Comprehensive Communications Campaign

Message:

Drivers with overdue unpaid tolls will not be able to renew their vehicle registration until all outstanding balances are paid. Act now to avoid a hold on your vehicle registration.

Payment assistance is available. Visit BayAreaFasTrak.org or call the FasTrak Customer Service Center at 877-BAY-TOLL.



Comprehensive Communications Campaign

Campaign will target region and Equity Priority Communities and will include:

- **Advertising** via billboards, broadcast TV and radio, website and mobile ads, online video, social and free media, sports and other events ads, direct mail, grocery cart ads, DMV ads, and local print ads targeting multicultural audiences.
- **Outreach** to libraries, flea markets, similar programs (e.g., CalFresh), churches, community centers and other community-based organizations.

High Level Schedule

PROJECT	2023									2024	
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Develop payment plan											
Prepare for operations											
Deploy payment plan											
Campaign											
Send unpaid violations to DMV/ collections											



Payment Plan Evaluation

Payment Plan Evaluation

- Identify key metrics and changes over time
- Use available and consistent data
- Reporting Periods:
 - Enrollment period statistics (3+ months)
 - Program statistics (12+ months)

Evaluation Metrics

- Program Statistics
 - Number of applicants and qualifying participants
 - Payment plan compliance, completion, and default rates
 - Starting balance
 - Monthly payment amounts
 - Length of plans
 - Payment media and payment channel data
 - Demographics
- Related Key Indicators
 - Increase FasTrak accounts created
 - Decrease in volume of DMV registration holds

Today's Committee Action

Refer BATA Resolution 52, Revised to Authority for approval

1. Adopt payment plan rules for low-income individuals
2. Revise violation policies for BATA one-time waiver of penalties
3. Update violation penalties adopted by express lanes operators for transactions occurring on or after October 3, 2022

An aerial photograph of the San Francisco Bay Bridge, showing the suspension bridge and the approach viaduct. The San Francisco city skyline is visible in the background, with the Transamerica Pyramid and other skyscrapers. The water is a deep blue, and the sky is a warm orange from the setting sun. A small boat is visible in the lower left corner.

BayAreaTollAuthority

For more information contact:

Lysa Hale

lhale@bayareametro.gov



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #:	23-0472	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	3/6/2023	In control:		Bay Area Toll Authority Oversight Committee	
On agenda:	5/10/2023	Final action:			
Title:	Update on the Open Road Tolling Program and Potential Future Change to the High-Occupancy Vehicle Policy at BATA Bridges				
	Update on the Open Road Tolling (ORT) Program and a potential future change to the high-occupancy vehicle (HOV) policy to allow vehicles with two or more occupants to use the HOV lanes at Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, and San Mateo-Hayward Bridges while providing the HOV discount to vehicles with three or more occupants using FasTrak Flex®.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a 23-0472 Update Open Road Tolling Program and HOV Policy.pdf 4a 23-0472 Attachment A Open Road Tolling Program Update.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Update on the Open Road Tolling Program and Potential Future Change to the High-Occupancy Vehicle Policy at BATA Bridges

Update on the Open Road Tolling (ORT) Program and a potential future change to the high-occupancy vehicle (HOV) policy to allow vehicles with two or more occupants to use the HOV lanes at Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, and San Mateo-Hayward Bridges while providing the HOV discount to vehicles with three or more occupants using FasTrak Flex®.

Presenter:

Peter Lee

Recommended Action:

Information

Attachments:

Bay Area Toll Authority
Oversight Committee

May 10, 2023

Agenda Item 4a - 23-0472

Update on the Open Road Tolling Program and Potential Future Change to the High-Occupancy Vehicle Policy at BATA Bridges

Subject:

Update on the Open Road Tolling (ORT) Program and a potential future change to the high-occupancy vehicle (HOV) policy to allow vehicles with two or more occupants to use the HOV lanes at Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, and San Mateo-Hayward Bridges while providing the HOV discount to vehicles with three or more occupants using FasTrak Flex[®].

Background:

Update to ORT Program:

The Bay Area Toll Authority operates electronic toll collection at the seven state-owned toll bridges in the Bay Area (BATA bridges). In late 2018, this Committee approved transitioning BATA bridges to all electronic tolling (AET). In response to the COVID shelter-in-place order in March 2020, the Committee approved the expedited deployment of AET. Starting January 1, 2021, invoicing began on all State-owned bridges and roadway signage was updated to reflect AET conditions.

The project will convert toll operations to ORT allowing users to drive through toll gantries at highway speeds without having to slow down while paying their toll electronically with FasTrak[®] toll tags, license plate account, toll invoice or one-time payment. The project will construct new gantries, realign the tolling area, reduce travel lanes, demolish existing toll booths and most toll canopies, and install new toll system equipment to create a safer and more efficient environment for the traveling public. Additionally, at the Richmond-San Rafael Bridge, BATA proposes, as part of the Forward Project, extending the westbound HOV lane eastward from the toll plaza along I-580 to encourage carpooling and transit by providing time savings.

Since 2021, staff has awarded contracts to three firms to complete the environmental and civil design for ORT for the Richmond San Rafael Bridge, Northern and Southern bridges (Antioch, Benicia-Martinez, Carquinez, Dumbarton, San Mateo-Hayward), and the San Francisco-Oakland Bay Bridge. All bridges are currently in various stages of the environmental and preliminary design phases, with BATA as the lead for environmental and design.

BATA staff is partnering with Caltrans to award a Construction Manager/General Contractor (CMGC) contract, through Caltrans, in Spring 2023, to construct the project at all bridges. The CMGC project delivery method brings on early a prime contractor starting in the design phase to collaborate and provide innovative solutions to maximize efficiencies to ensure the project is delivered within budget and schedule. This project delivery method is intended to result in time and construction cost savings with less impact and delays to the traveling public, thus maximizing public safety.

Possible Future Change to HOV Policy at BATA Bridges

All BATA bridges have designated HOV lanes to incentivize carpooling and transit use by providing priority and time savings benefits through the toll plazas. The ORT project and removal of the toll booths will increase vehicles' speeds through the toll plazas and likely necessitate changes in HOV policy to maintain safety and person throughput within the existing plaza areas.

The existing toll schedule at the Bay Area state-owned bridges allows vehicles with three or more occupants (HOV 3+) a discounted toll, with the exception of the Dumbarton and San-Mateo Hayward bridges, where a discounted toll is available to vehicles with two or more occupants (HOV 2+). The HOV 2+ discount for the Dumbarton and San-Mateo bridges originated from a statute specifying that vehicles containing two or more persons could have exclusive or preferential use of HOV lanes on those bridges. That statute has since been repealed. To provide regional consistency, staff proposes offering the HOV discount on all bridges only to HOV3+ vehicles. However, to improve safety, person throughput, and due to relatively low HOV3+ volumes, staff proposes allowing HOV 2 vehicles to use the HOV lanes at the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, Dumbarton, and San Mateo-Hayward Bridges. HOV 3+ drivers using the HOV lanes would need to declare their occupancy using the FasTrak Flex toll tag in order to receive the discounted toll. Given high HOV3+ volumes, no change is proposed for the San Francisco-Oakland Bay Bridge, which will continue to limit HOV lane access to

HOV3+and provide the discounted toll to HOV3+ vehicles in the dedicated approach lanes with a FasTrak account.

At the Richmond-San Rafael Bridge, the proposed HOV policy change is likely needed to implement the extension of the westbound HOV lane on I-580 from Regatta Boulevard to the Richmond-San Rafael Bridge toll plaza. The traffic analysis for the Richmond-San Rafael Bridge project indicates the current traffic volume supports the conversion of the general-purpose lane to a HOV2+ lane to facilitate sufficient HOV lane usage for HOV2, HOV3, and transit buses.

There is sufficient HOV lane capacity at all bridges, except the San Francisco-Oakland Bay Bridge, to accommodate this change to allow HOV2+ on the bridge approaches. This change is expected to increase person throughput by encouraging carpooling and bus usage with time savings through the tolling zones.

The proposed policy is being evaluated as part of the ORT project environmental documents as it directly impacts project design. Ultimately, the HOV policy change would necessitate a change to the toll schedule through future approval by the Authority.

Next Steps:

Staff is seeking Committee comment on this informational item and will return to the Committee at a later time with a recommendation for the approval of the toll schedule with the updated HOV policy prior to the implementation of the ORT Program. Staff will also return to the Committee for other ORT-related approvals as needed.

Issues:

None identified.

Attachments:

- Attachment A: PowerPoint



Andrew B. Fremier

Open Road Tolling Update

Bay Area Toll Authority Oversight Committee
May 10, 2023



BATA Toll Bridge Conversion to Open Road Tolling (ORT)

- Replaces aging tolling system
- Enhances safety
- Improves mobility through bridge toll plazas
- Converted from Manual/FasTrak[®] Tolling to All Electronic Tolling (AET) in March 2020

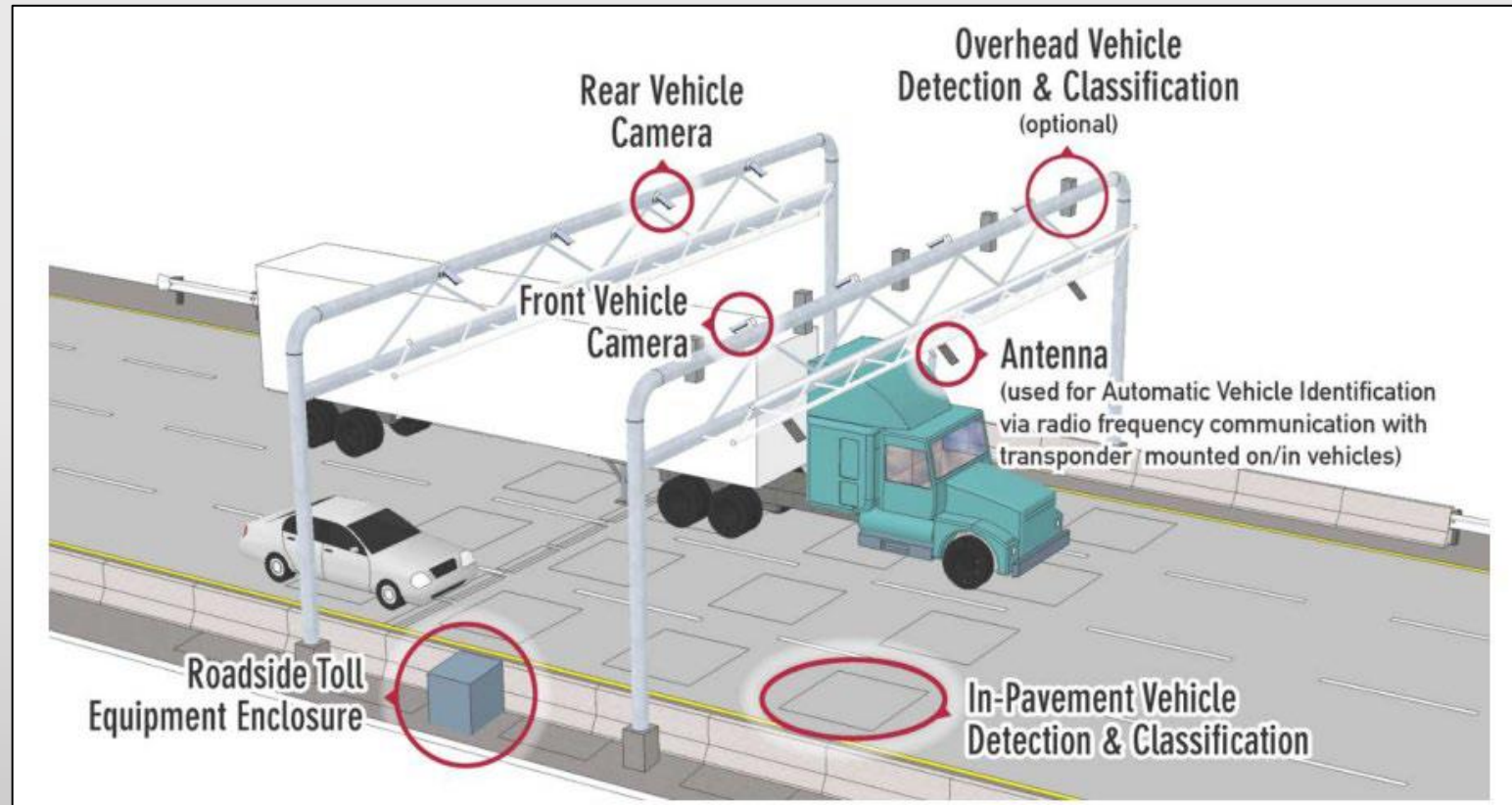


Image Description: Graphic of the proposed open road tolling; two overhead gantries, overhead vehicle detection & classification, front/rear vehicle cameras, antenna, in-pavement vehicle detection & classification, roadside toll equipment enclosure

Future Operational Changes For ORT



Image Description: First image is the existing Richmond San Rafael Bridge toll plaza with toll booths, and the second image is the proposed toll plaza at Richmond with no toll booths and new overhead gantry.

OPEN ROAD TOLLING PROPOSED CONVERSION SCHEDULE

- Northern Bridges 2025 & 2026
- Southern Bridges & Richmond-San Rafael 2026
- Bay Bridge 2028

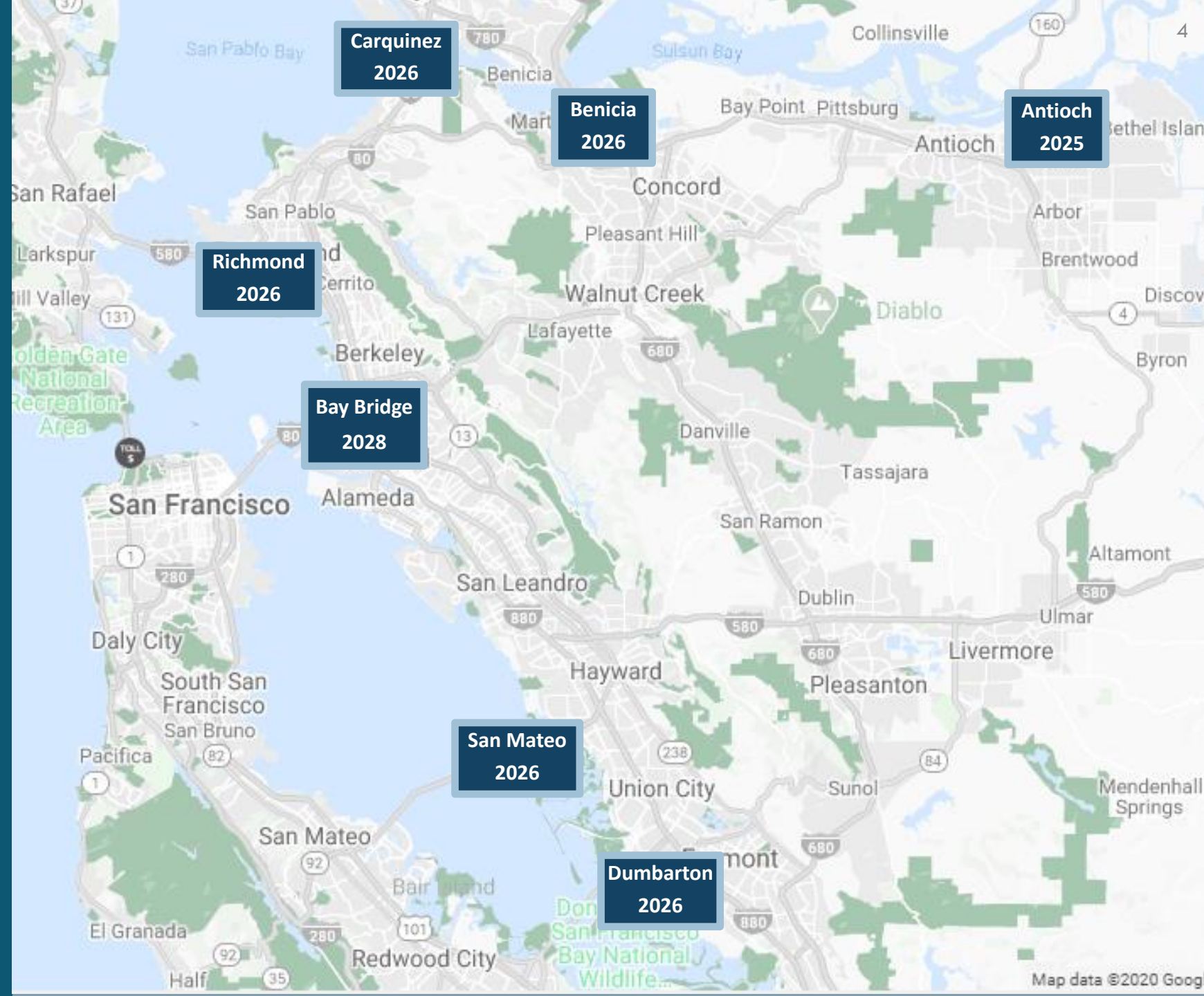


Image Description: Map of the Bay Area including San Francisco and the East Bay, showing the location of the seven bridges that are part of the ORT program (Antioch, Benicia-Martinez, Carquinez, Richmond San Rafael, San Francisco Oakland Bay Bridge, San Mateo-Hayward, and Dumbarton Bridges).

BATA High-Occupancy Vehicle (HOV) Policy Update



Current BATA HOV Toll Policy

- Dedicated HOV lanes to the toll bridges provide time savings and priority for buses and carpools and will be retained with ORT.
- BATA grants HOV3+ vehicles a reduced toll on all bridges; in addition, on the Dumbarton and San Mateo-Hayward bridges BATA offers the reduced toll for HOV2+ vehicles.

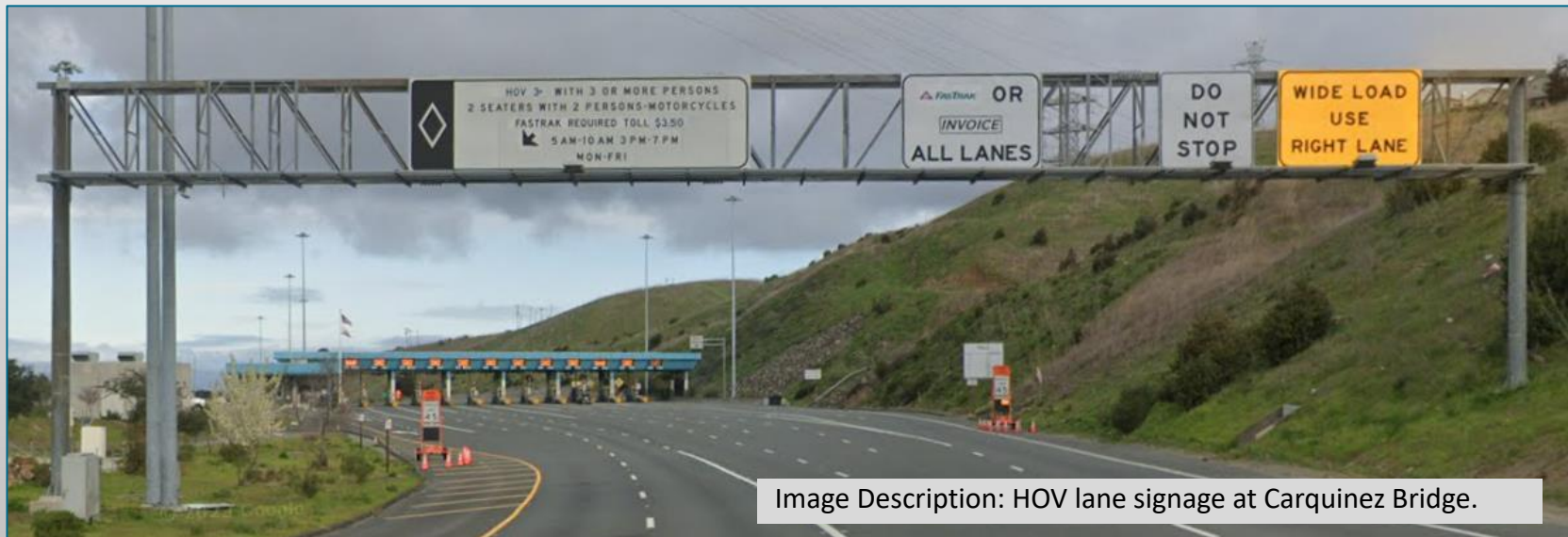


Image Description: HOV lane signage at Carquinez Bridge.

Proposed BATA HOV Toll Policy

- Open the dedicated HOV lanes to HOV2+ carpools at all bridges but Bay Bridge.
- In the dedicated HOV lane, HOV3+ will pay the discount toll by FasTrak Flex and HOV2 will pay full toll.



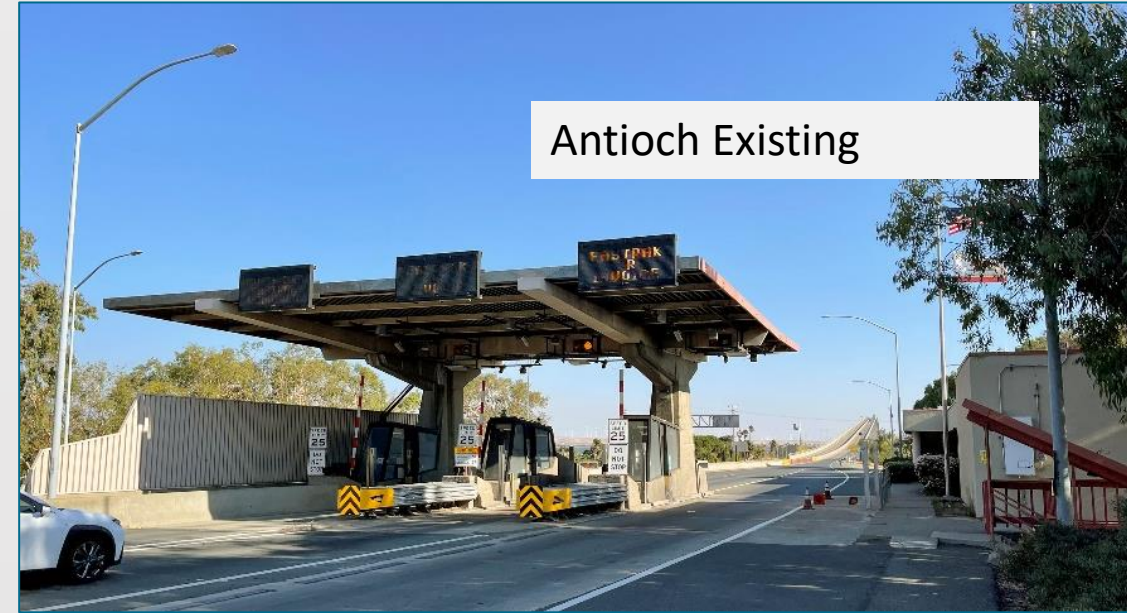
Image Description: Future ORT at Antioch Bridge.

Need for the Updated HOV 2/3 Policy

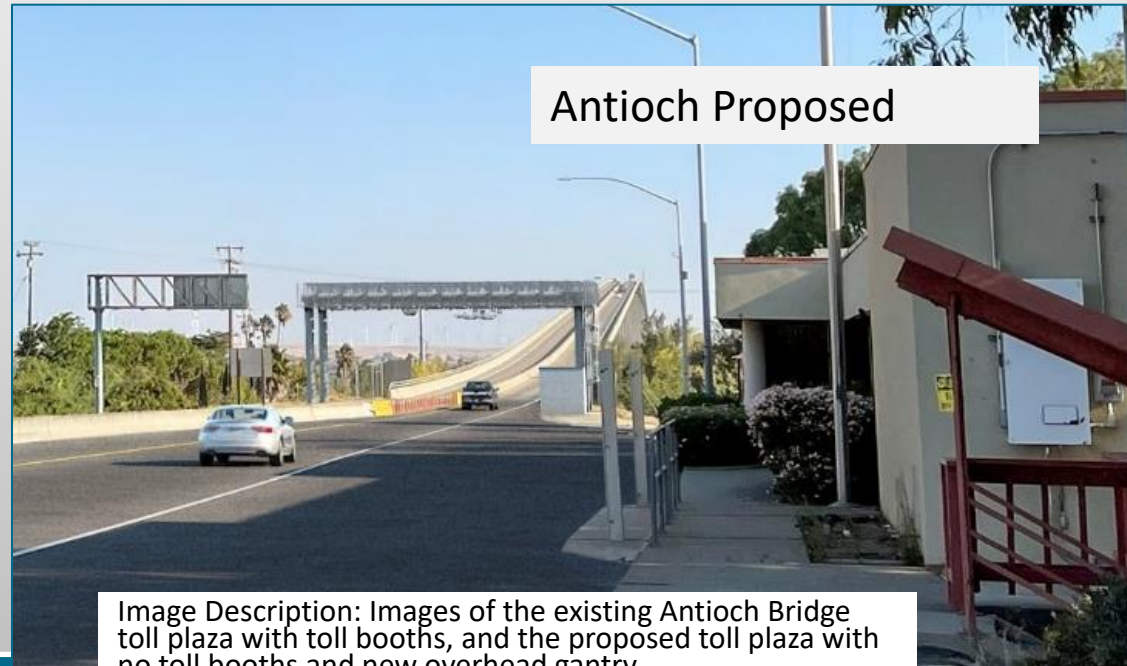
- 1. Improve Safety** by minimizing traffic weaving and optimizing the lane configuration for future ORT
- 2. Increase Person Throughput** by improving transit prioritization and maintaining or increasing HOV demand
- 3. Enhance Regional Consistency** by offering toll discount only to HOV3+ on all state-owned bridges.

Benefit 1: Improve Safety

- All bridges: ORT improves safety by removing booths and streamlines merging for highway speed operations.
- Antioch Bridge: All traffic will need to merge to a single toll lane and will require HOV3+ vehicles to declare by FasTrak Flex[®] for the toll discount.



Antioch Existing

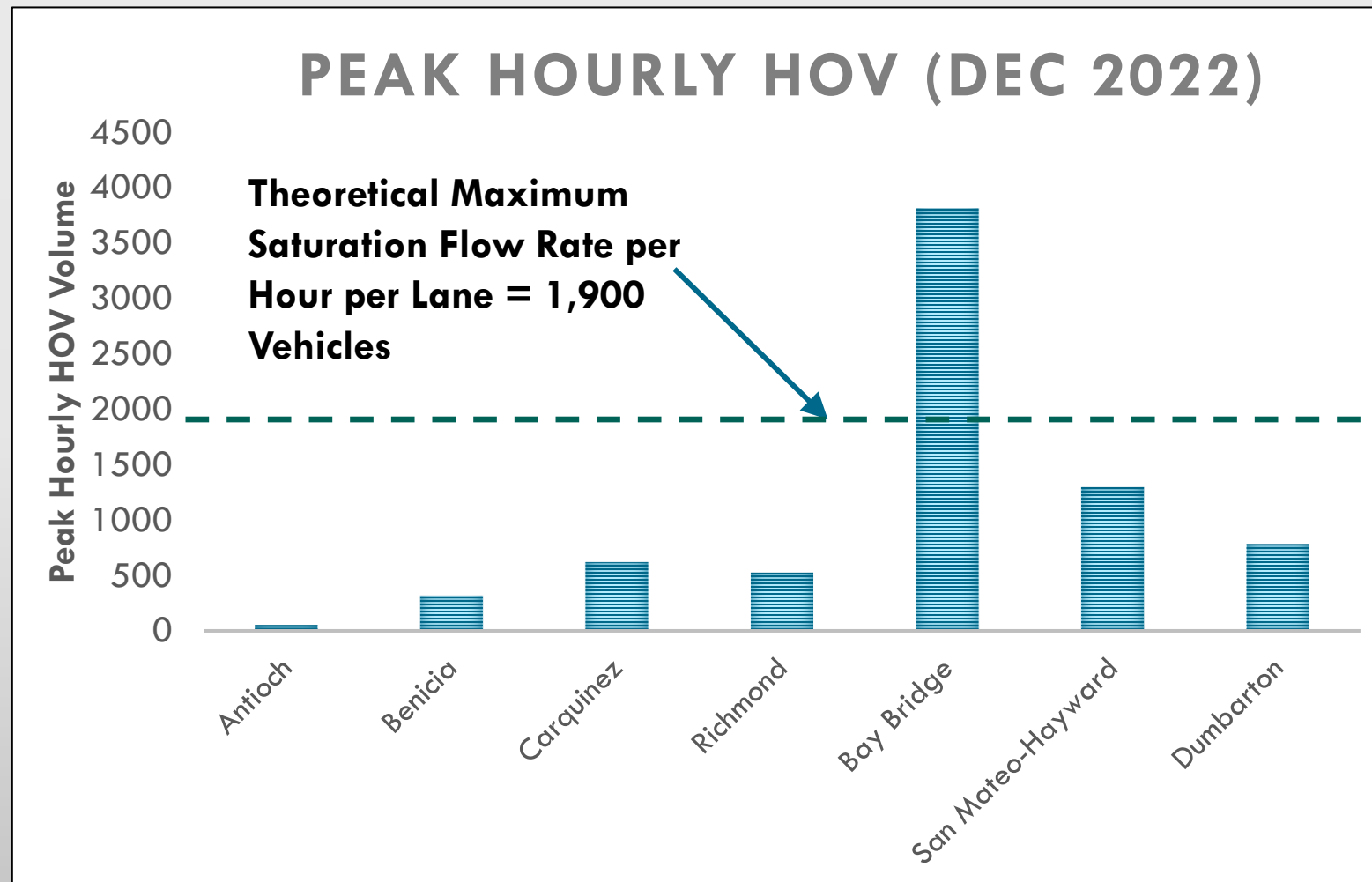


Antioch Proposed

Image Description: Images of the existing Antioch Bridge toll plaza with toll booths, and the proposed toll plaza with no toll booths and new overhead gantry.

Benefit 2: Increase Person Throughput

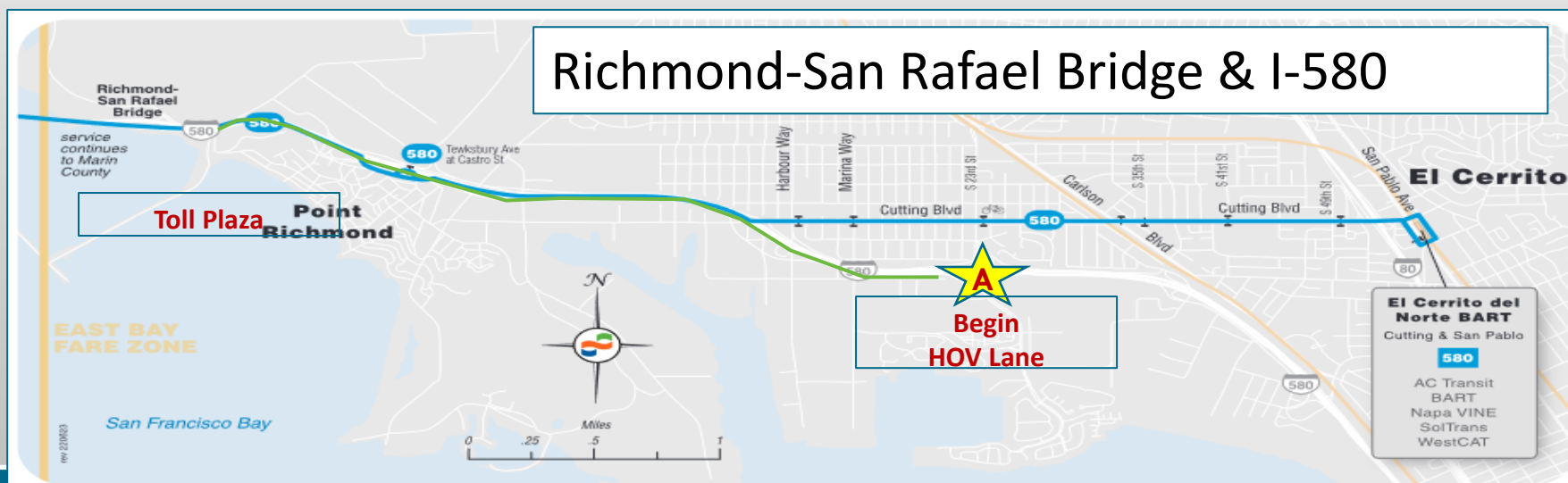
- Except at the Bay Bridge, there is capacity in the HOV lanes to allow for HOV2.
- Allowing HOV2 into the HOV lane will provide them a time savings and increase overall person throughput.
- Occupancy lane requirements could later be increased back to HOV3+ depending on usage.



* San Mateo-Hayward and Dumbarton are HOV2+, All Other HOV3+

Benefit 2: Increase Person Throughput

- Richmond San-Rafael Forward Project: proposes to convert a general-purpose (GP) lane to a HOV2+ lane from west of Regatta Blvd. to Toll Plaza.
- When increasing HOV occupancy requirements, highway design standards would require a gap between the change to not "trap" users. A gap for a HOV2+ to 3+ change would negate time savings for transit vehicles and HOV3's.
- Proposed HOV2/3 policy more effectively allows HOVs and transit to use the new HOV lane continuously through the toll plaza.



**HOV 2+/3+ Lane
Begins Between
Regatta and Marina
Bay Pkwy**

Benefit 3: Enhance Regional Consistency

- Unlike other toll bridges, the Dumbarton and San-Mateo Hayward bridges offer a discounted toll for vehicles with two or more occupants (HOV 2+) based on a statute that has been repealed.
- Proposed HOV2/3 policy allows HOV2 to still use the HOV lane while offering the discount to HOV3+ only as on other bridges. HOV3+ pay discount toll with FasTrak Flex.
- No traffic impacts are expected.

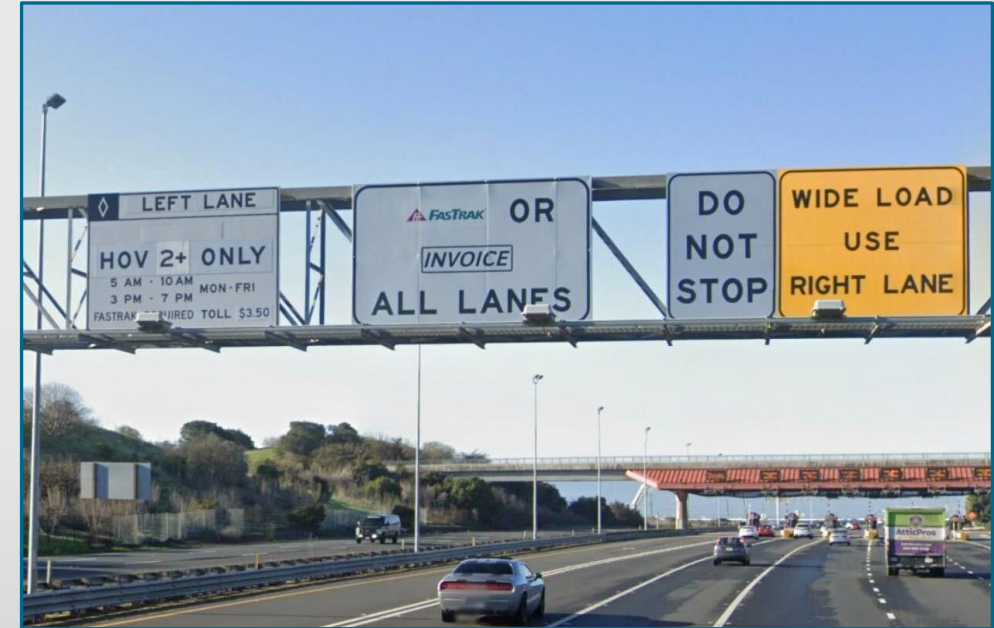


Image Description: Image of the existing High-Occupancy Vehicle signage at the San Mateo-Hayward bridge.

Benefit 3: Enhance Regional Consistency

- Proposed change is consistent with the Agency's policies on other managed lanes to encourage carpooling and transit by maximizing cost and time savings benefits for the highest occupancy vehicles.

Benefit	Vehicle Occupancy	BATA Toll Bridge HOV Lanes	Bay Area Express Lanes**
Maximum	HOV 3+	Time Savings at Half Price Toll	Time Savings at No Toll
Partial	HOV 2	Time Savings* at Full Toll	Time Savings at Half Price Toll

* Except at Bay Bridge where HOV2 is not eligible to use the carpool lanes since the volume is too high

** I-880, SR-237 and US 101 Express Lanes

BATA Toll Bridge HOV Lane Occupancy Requirement

BRIDGE	IN DESIGNATED HOV LANE	
	CURRENT HOV POLICY	PROPOSED HOV POLICY
San Francisco-Oakland Bay	◇3+	◇3+
Antioch		◇3+ AND ◇2
Carquinez		
Benicia-Martinez		
Richmond-San Rafael		
Dumbarton	◇2+ / ◇3+	
San Mateo-Hayward		

Table with Bay Bridge HOV policy current and proposed at HOV 3+ with no HOV 2 allowed; HOV current policy at Antioch, Carquinez, Benicia Martinez, Richmond San Rafael of HOV 3+ with no HOV2 allowed; propose policy is HOV3+ getting the discount, HOV2 allowed and pay full toll. For Dumbarton and San Mateo bridges, current HOV policy is HOV2+ with discount; proposed policy is HOV 3+ discount, HOV 2 allowed and pay full toll.

BATA Toll Bridge HOV Toll Discount

**Current
2-Axle Car
Toll is \$7.00**

BRIDGE	IN DESIGNATED HOV LANE	
	CURRENT HOV POLICY	PROPOSED HOV POLICY
San Francisco-Oakland Bay	◇3+ \$3.50	◇3+ \$3.50
Antioch		◇3+ \$3.50 AND ◇2 \$7.00
Carquinez		
Benicia-Martinez		
Richmond-San Rafael		
Dumbarton	◇2+ / ◇3+ \$3.50	
San Mateo-Hayward		

Table with Bay Bridge HOV policy current and proposed at HOV 3+ with no HOV 2 allowed; HOV current policy at Antioch, Carquinez, Benicia Martinez, Richmond San Rafael of HOV 3+ with no HOV2 allowed; propose policy is HOV3+ getting the discount, HOV2 allowed and pay full toll. For Dumbarton and San Mateo bridges, current HOV policy is HOV2+ with discount; proposed policy is HOV 3+ discount, HOV 2 allowed and pay full toll.

BATA Toll Bridge HOV FasTrak Requirement















BRIDGE	IN DESIGNATED HOV LANE	
	CURRENT HOV POLICY	PROPOSED HOV POLICY
San Francisco-Oakland Bay		
Antioch		
Carquinez		
Benicia-Martinez		
Richmond-San Rafael		
Dumbarton		
San Mateo-Hayward		

Table with Bay Bridge FasTrak policy current and proposed with regular tag and FasTrak Flex allowed; FasTrak current policy at Antioch, Carquinez, Benicia Martinez, Richmond San Rafael, San Mateo, Dumbarton is regular tag and FasTrak Flex; proposed is FasTrak Flex only to receive the discount.

**Set to 3+
for discount**

Next Steps

- Return to BATA Oversight Committee with a recommendation for the approval of the toll schedule with the updated HOV policy prior to the final implementation of the ORT Program
- Return to BATA Oversight Committee with other ORT related approvals and marketing and outreach plan as needed

Questions

For more information, contact

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