

Revision to BAIFA Toll Violation Penalties

June 22, 2022



Key Topics

Today and July BAIFA

Reducing BAIFA penalties to \$10+\$20 (from \$25+\$45) for first and second notice

Result of operator discussions on consistent penalties for Bay Area express lanes

Future topics

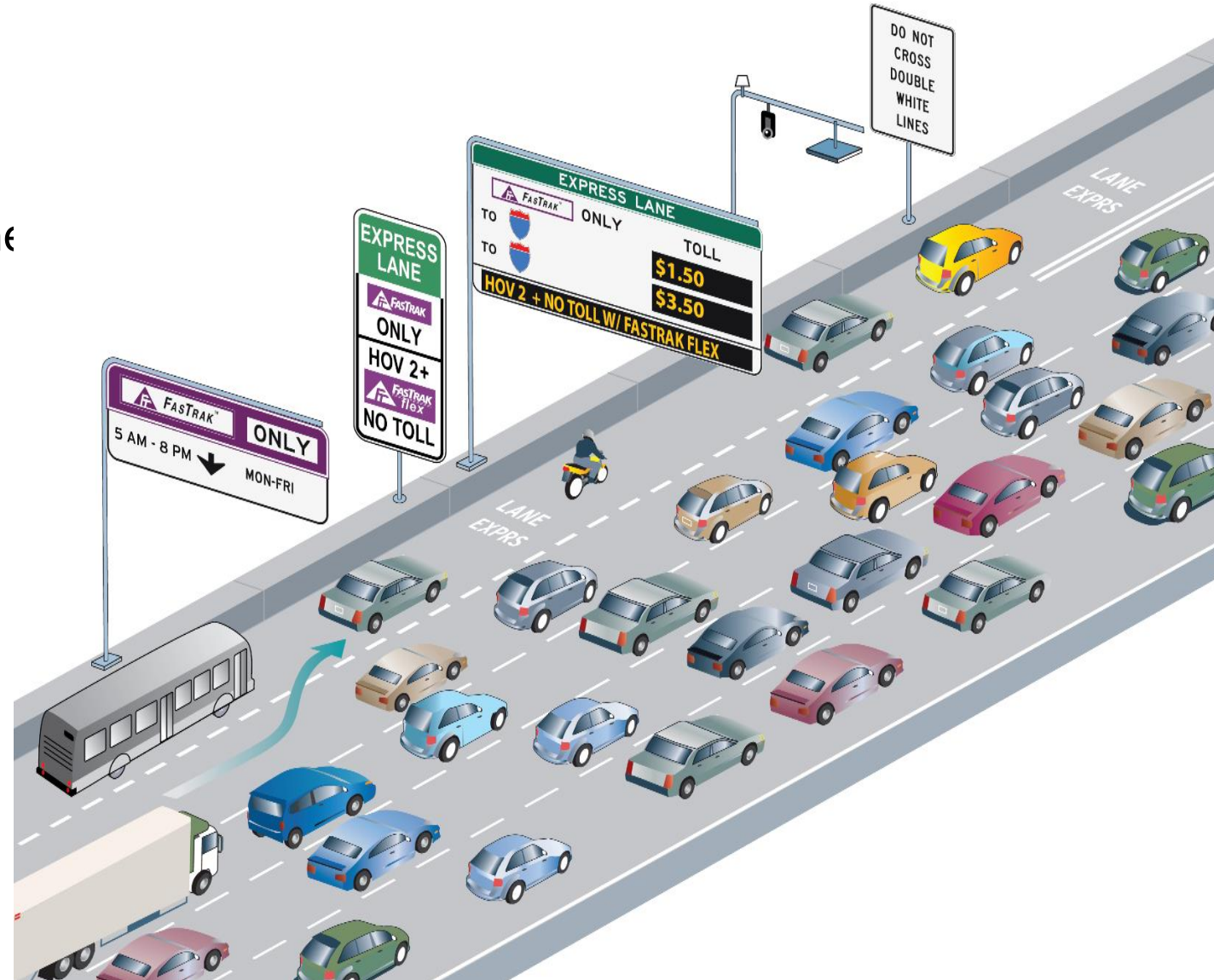
BAIFA DMV hold policy

Timeline

	Express Lanes	BATA Bridges
1.	November 2021	Update to BAIFA on toll ordinance, violation penalties
2.	December	<ul style="list-style-type: none"> Operators requested more time to work towards a common penalty for express lanes that might differ from BATA's BAIFA suspended ordinance amendment
4.	March BAIFA	Update to BAIFA on work with operators
5.	June	Operator staff agreement to recommend \$10 + \$20 penalties
6.	June BAIFA	<ul style="list-style-type: none"> Adoption of ordinance amendment to allow reduction of penalties by resolution Information item on recommended penalties, common to all express lane operators
7.	July BAIFA	Action to adopt resolution revising penalties

Express Lane Basics

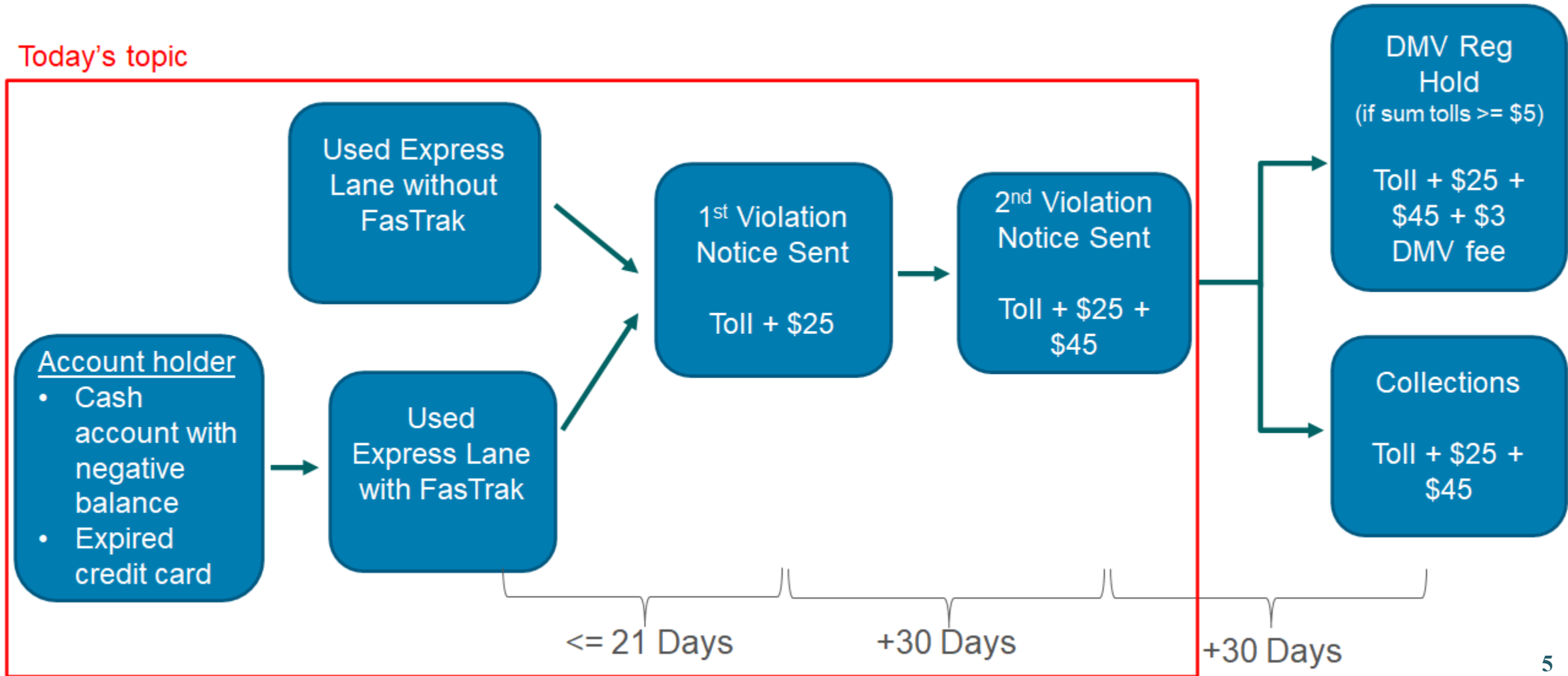
- HOV lane with toll option
- Tolls change with congestion
- Toll for trip determined by stitching together toll tag and license plate data from successive read points
- Express Lanes require FasTrak
- License plate readers provide violation enforcement



Express Lanes Violation Process with Current Penalties

(Express Lanes require FasTrak)

Today's topic



Penalty Waivers & Dispute Resolution

- First-time violators may have their penalties waived by signing up for a FasTrak account
- Regional Customer Service Center (RCSC) has further discretion to settle disputes within operator-determined limits. Common violations RCSC resolves:
 - Did not understand how to use the express lane
 - Tag was not read and license plate was not registered to account

Other Actions Benefitting Express Lanes Customers

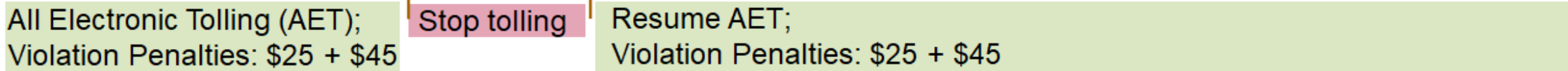
- BATA Equity Action Plan
 - Reducing tag deposits to \$5
 - Reducing pre-paid balance for cash customers
 - Eliminating cash payment fees
 - Mobile app to manage account (summer 2022)
 - Payment plan (being piloted for bridge users first)

Timeline of BATA Tolling Changes

BATA bridges



Express Lanes



Express Lanes Compared to BATA Bridges

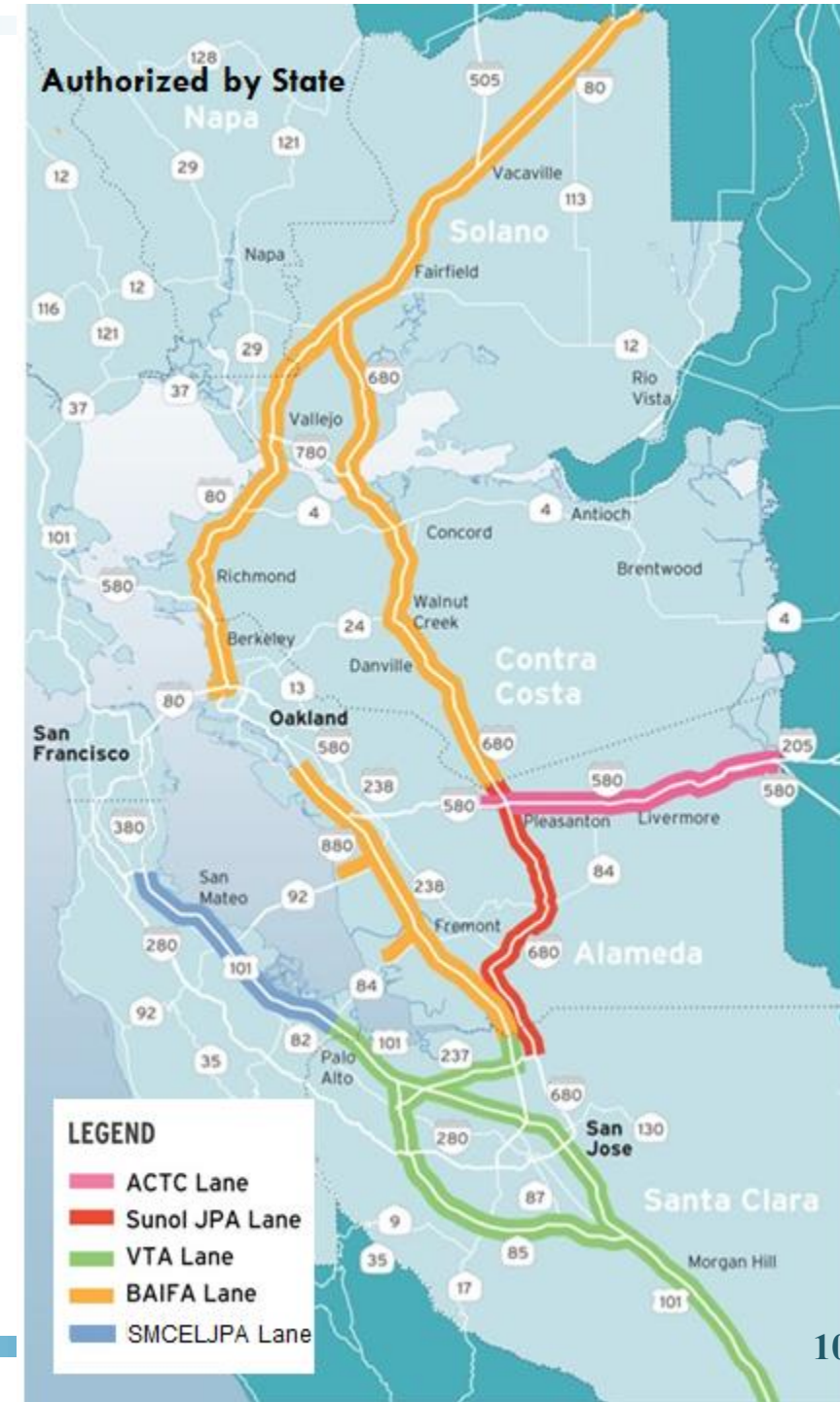
Common recommendation among Bay Area express lane operators reflects differences between express lanes and BATA toll bridges.

	Express Lanes	BATA Bridges
1.	Always required electronic toll collection	Offered cash collection before March 2020; then, foundational change in how tolls were collected
2.	Drivers have a choice to use or not	All drivers are tolled
3.	Lane performance requirements by FHWA	None
4.	Tolls vary between \$0.50 and \$30+ for SOVs; \$3 average; assembled from multiple read points	Tolls are \$7 for SOVs from a single read point

Path to Regional Consistency

- Each Bay Area express lanes operator proposes to take board actions to reduce violations to \$10 + \$20 (\$30 cumulative) following BAIFA
- A single effective date would ease the burden on the RCSC and be easiest to communicate to the public
 - E.g., September 26, 2022 for all express lanes

Agency	Board Action
BAIFA	July 27, 2022
SMCEL-JPA	July or August 2022
VTA	September 1, 2022
Sunol JPA	September 12, 2022
Alameda CTC	September 22, 2022



Assembly Bill 2594 (Ting)

	Language in June 20, 2022 version	Currently met
1.	Requires invoicing of bridges but not toll roads or express lanes	Yes
2.	Requires toll agencies to waive penalties for first-time violators if they enroll in FasTrak	Yes
3.	Caps express lanes violations penalties: \$60 per violation per notice, \$100 cumulative per violation (pegged to California Consumer Price Index)	Yes
4.	Requires one in-person location to acquire tags; for cash payment, two physical locations within each county in which a toll facility is operated	Yes
5.	Payment plans: Requires offering one to persons making less than 200% federal poverty level for outstanding toll evasion penalties (by July 1, 2024 for express lanes)	No