

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

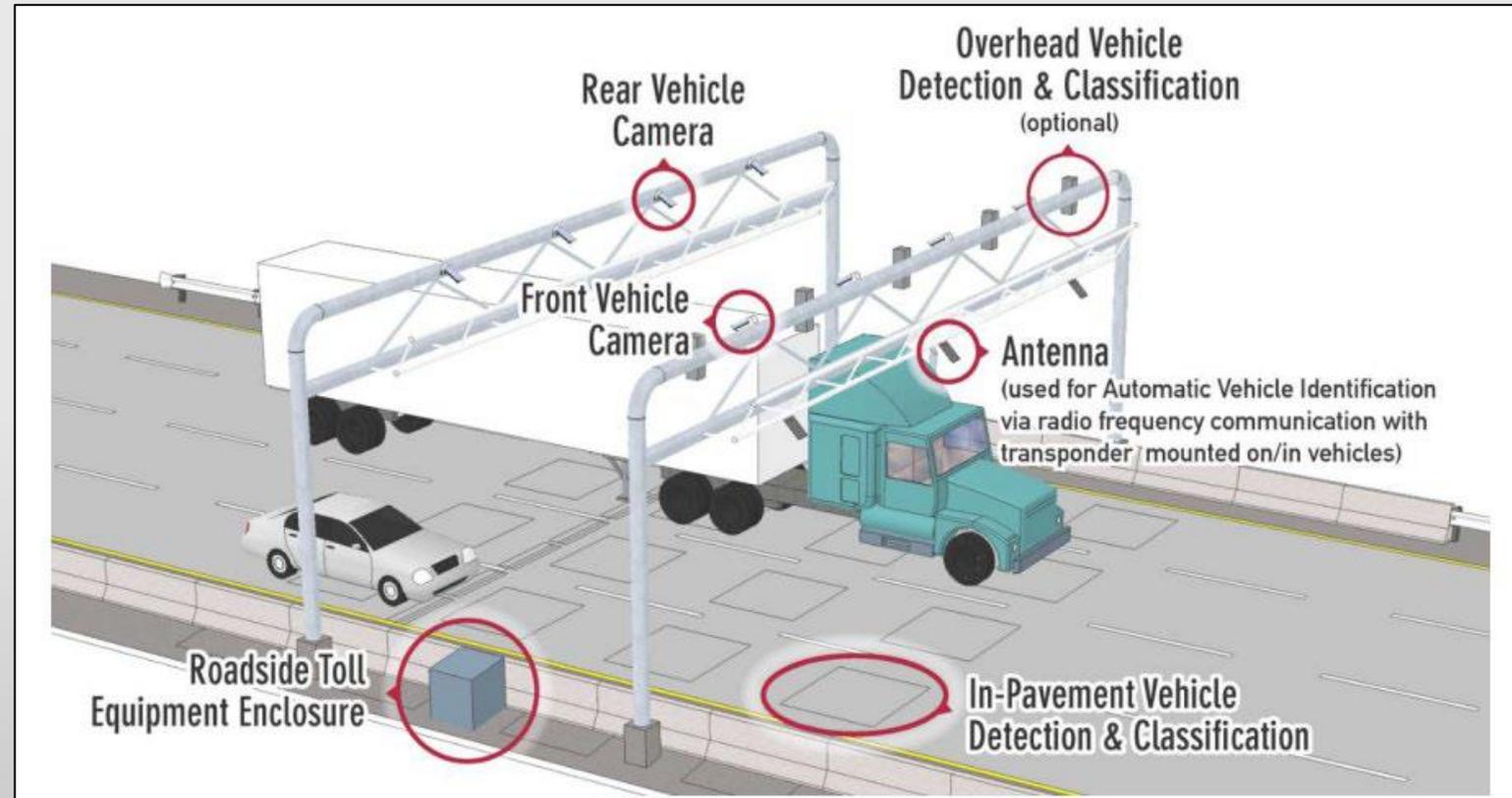


Image Description: Graphic of the proposed open road tolling; two overhead gantries, overhead vehicle detection & classification, front/rear vehicle cameras, antenna, in-pavement vehicle detection & classification, roadside toll equipment enclosure

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.

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.

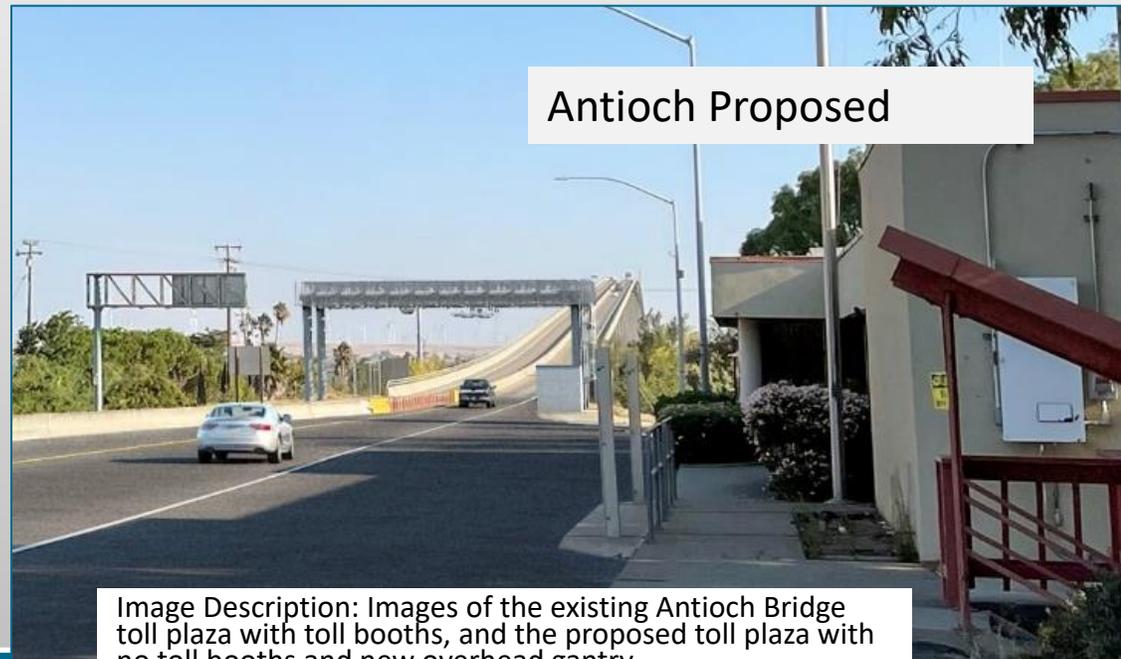
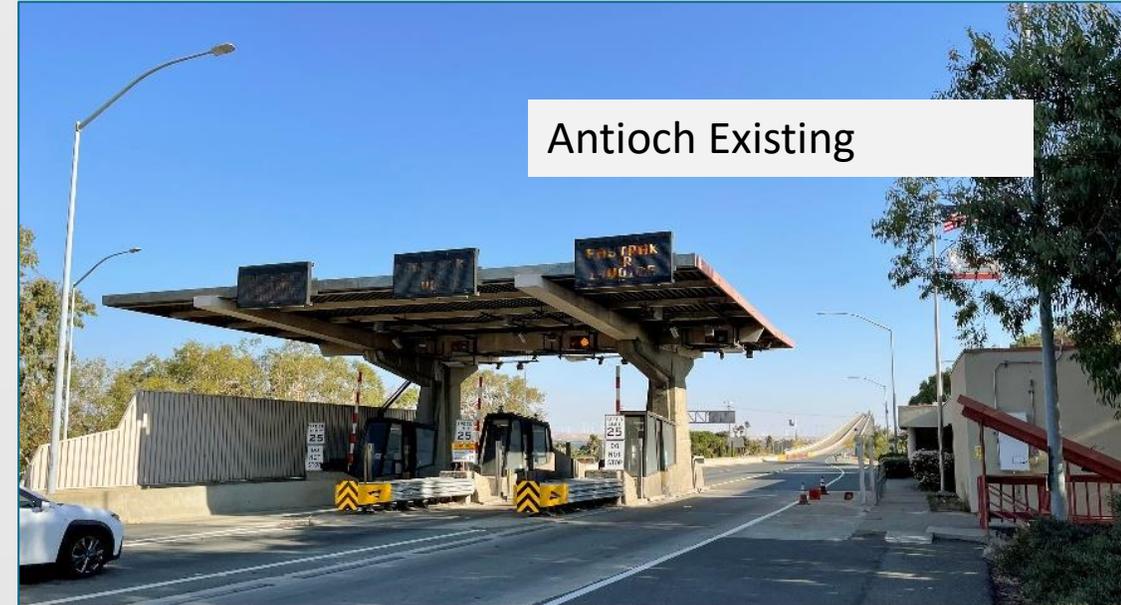
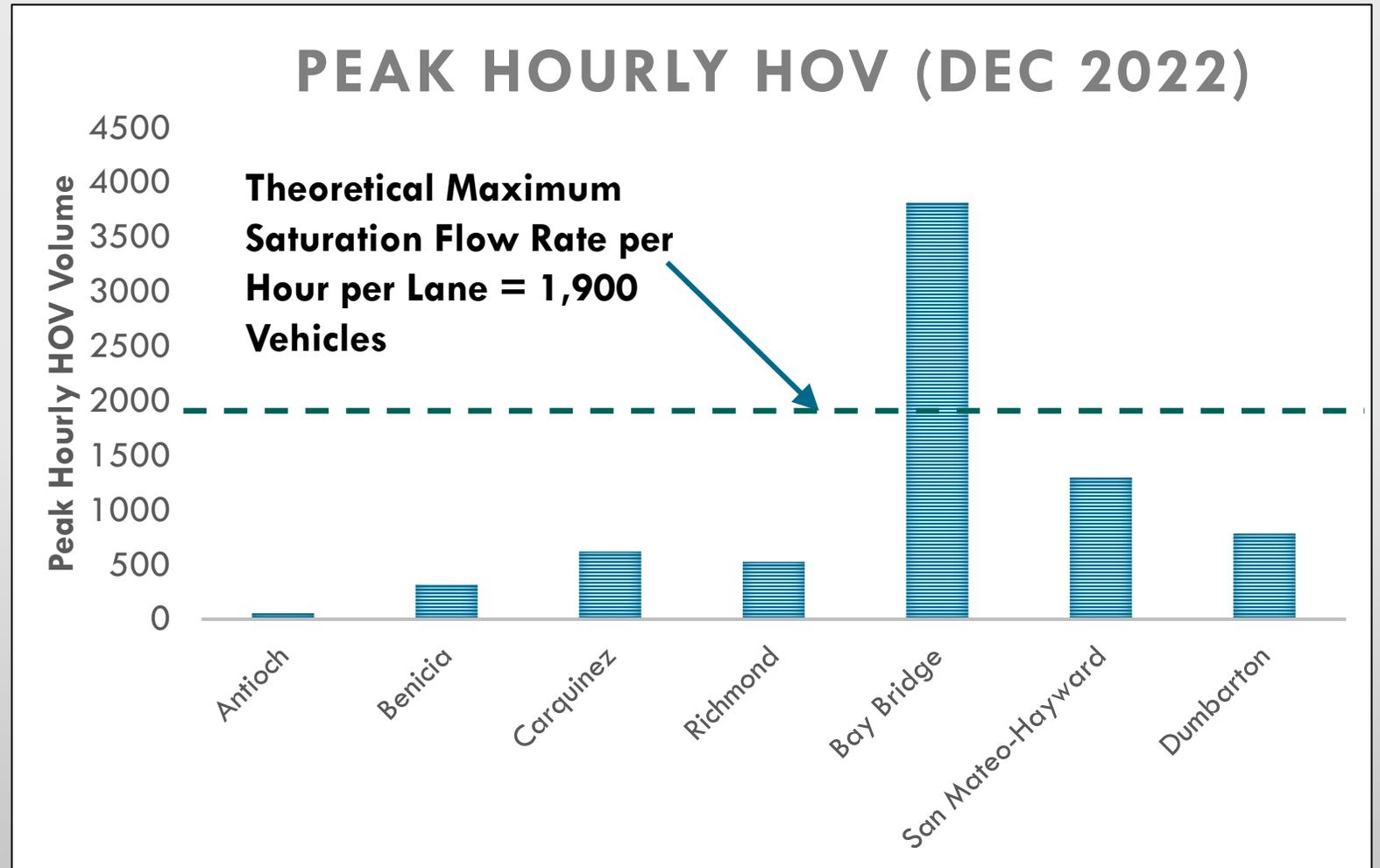


Image Description: Images of the existing Antioch Bridge toll plaza with toll booths, and the proposed toll plaza with no toll booths and new overhead gantry.

Benefit 2: Increase Person Throughput

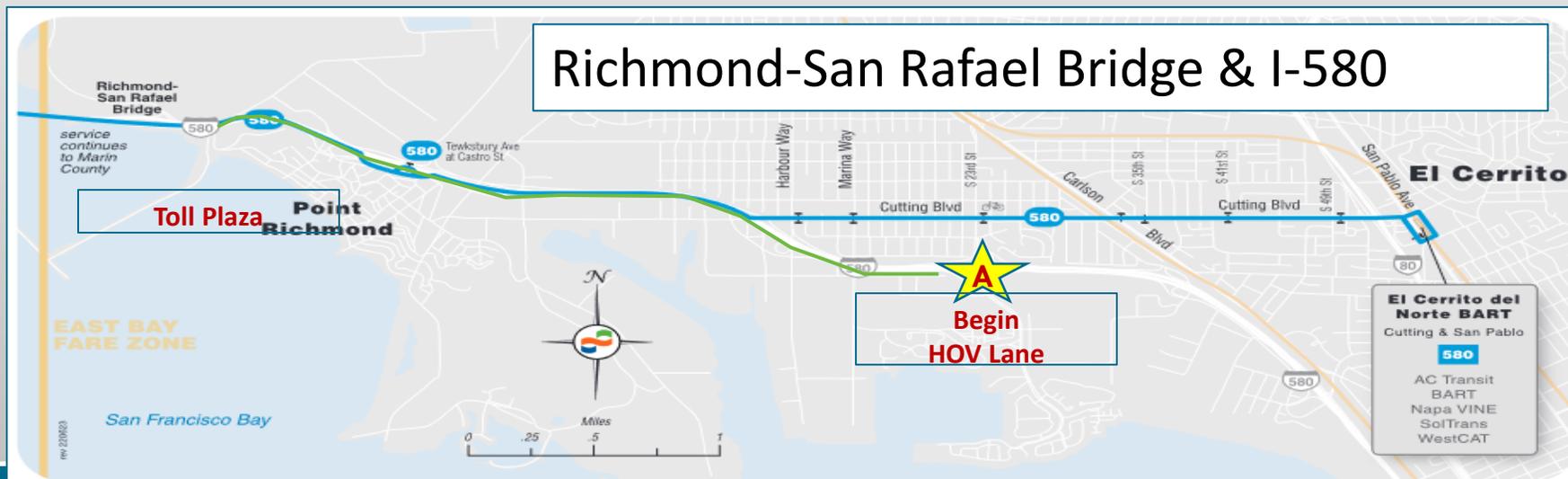
- Except at the Bay Bridge, there is capacity in the HOV lanes to allow for HOV2.
- Allowing HOV2 into the HOV lane will provide them a time savings and increase overall person throughput.
- Occupancy lane requirements could later be increased back to HOV3+ depending on usage.



* 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+ ◇3+ <i>AND</i> ◇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

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 <i>AND</i> ◇2 \$7.00
Carquinez		
Benicia-Martinez		
Richmond-San Rafael		
Dumbarton	◇2+ / ◇3+ \$3.50	
San Mateo-Hayward		

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

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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