



BAY AREA TOLL AUTHORITY
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Memorandum

TO: BATA Oversight Committee

DATE: December 5, 2018

FR: Deputy Executive Director, Operations

W. I. 1252

RE: Schedule for Implementing All-Electronic Tolling / Open Road Tolling on State-Owned Bridges

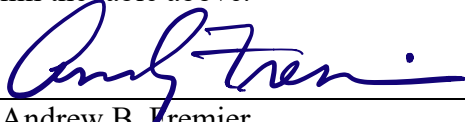
The Bay Area Toll Authority along with Caltrans, operates a mix of cash and electronic toll collection lanes at the seven state-owned toll bridges in the Bay Area. At the November 14th BATA Oversight Meeting, staff presented two options for converting manual toll operations to All Electronic Tolling (AET). Both options require supporting the transition of affected Caltrans employees, planning for an increased workload at the Regional Customer Service Center (RCSC), and investing substantial capital funds and staff resources toward project development. The expected benefits of converting to AET would result in more efficient tolling, increased safety, decreased vehicle delay, and lower vehicle emissions.

From the discussions that occurred at last month's meeting, the majority of Commissioners favored the Open Road Tolling (ORT) option for implementing AET, which involves the construction of new overhead gantries and the demolition of toll canopies along with the installation of a new tolling system. Sequencing the conversion of toll plazas should allow for some flexibility in choosing sites. Nevertheless, staff recommends implementation should begin at the Carquinez Toll Plaza because of safety concerns, available toll plaza space to allow for safe staging of construction activities, and the opportunity to repurpose the existing toll operations building. The second phase would likely include the Richmond-San Rafael and Dumbarton Bridges. The final bridge conversion would be the San Francisco-Oakland Bay Bridge due to its size and complexity. The schedule below contains the projects necessary to implement the ORT option at all the state-owned toll bridges, which is expected to cost \$55 million in BATA Rehabilitation Capital funds. We anticipate the conversion to AET/ORT can be implemented at the Carquinez Bridge by summer 2022.

Procurements/Approvals	Committee Action	Contract Finish Date	Deliverable(s)
BATA Rehab Budget Revision	Jan 2019	N/A	FY 18-19 Project Funds
Program Management Consultant	Mar 2019	Dec 2023	Oversight of Program
Environmental Consultant	Apr 2019	Dec 2020	PSR, Permits, PGE, COOP
Civil Design Consultant	May 2019	Dec 2021	PS&E package
Toll System Contractor	Jan 2020	Ongoing	Reduce toll system to 40 lanes
Construction Management	Mar 2020	Dec 2023	Oversight of Civil Projects
Civil Construction Contractor	May 2020	Dec 2023	Installation/Demolition
RCSC Change Order	TBD	Ongoing	Update RCSC for AET

Recommendation

Staff recommends that this Committee approve the schedule set forth in this memorandum for conversion of the toll plazas at AET/ORT. Next steps shall involve BATA staff bringing to this Committee the procurements or approvals listed within the table above.



Andrew B. Premier

SH:jg