

**Attachment E – Responses to Commissioner Feedback from
December 11, 2024 BATA Oversight Committee Meeting**

Comment	Response
Requested dates that toll gates will be removed.	Toll booths will be removed as part of the conversion to Open Road Tolling at each bridge starting with the interim system at the Richmond San Rafael bridge in 2026 and concluding with the San Francisco Bay Bridge in 2028.
Requested the plan for improving access to FasTrak tags. Plan for expanding beyond Walgreens and Costco.	Staff presented an approach to increase access to FasTrak at the October BATA meeting and is developing multiple initiatives, including adding more tag retailers, enhanced community outreach, and changes to business rules to lower potential barriers to getting into FasTrak. Refer to Figure A in Attachment D above. Staff will report details of the plan and progress on a regular basis to this Committee starting in early 2025.
Suggestion to include more detail on bridge maintenance costs, for example the cost of painting and inspections to help the public understand what it takes to maintain the bridges. Recommend a fact sheet.	<p>Total bridge preservation and tolling infrastructure expenses for fiscal years (FY) 2022 through 2024 ranged from \$117M to \$127M. Painting costs for those years ranged from \$32M to \$45M. Painting costs alone for the lower deck of the Richmond-San Rafael bridge averaged about \$20M each year. Inspection costs for those years were about \$4.5M except for FY 2024 when FHWA required additional inspections of T-1 steel welds (a requirement applied nationally); in FY 2024, inspection expenses were \$13.7M. This information is also included in the presentation for this agenda item.</p> <p>Staff will present an administrative update to the Capital Improvement Plan at the January 8, 2025 BATA Oversight Committee meeting. This update will provide details on estimates to project costs and expenditure cash flows through 2033.</p> <p>Staff released a fact sheet for the public explaining the need for the toll increase in October based on a commissioner request from the September 2024 Committee meeting. This fact sheet is available on MTC’s website (https://mtc.ca.gov/digital-library/5035744-2026-toll-increase-proposal-fact-sheet). This fact sheet is included as Attachment E to this memo.</p>
Request to understand better how the toll increase will impact BATA’s debt.	The proposed toll increase will provide BATA more ability to fund bridge operations and preservation with cash rather than borrowing to fund the work.
Critical to continue conversations about equity, including what we can do in the next year to help those	As described at the October BATA meeting, staff is developing multiple initiatives and will bring this information forward at future Committee meetings. Initiatives include adding more tag retailers, enhanced community outreach, and changes to business rules to lower potential

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<p>most burdened. Could consider lowering the reload amounts for FasTrak users.</p>	<p>barriers to getting into FasTrak and maintaining a FasTrak account, which may include changes to minimum balances and replenishment practices. Replenishment amounts are currently based on the average monthly toll expenditure for each account and are designed to avoid negative balances. Refer to Figure A in Attachment D above. Staff will report details of the plan and progress on a regular basis to this Committee starting in early 2025.</p>
<p>Asked why tolls are the same across bridges regardless of the length of the bridge.</p>	<p>RM 1 standardized bridge tolls at \$1 in 1989 and toll rates have remained standardized ever since with the exception of congestion pricing at the Bay Bridge, which is currently suspended.</p>
<p>Request for information on outreach conducted to other transportation agencies and stakeholders related to the toll increase.</p>	<p>Staff presented or had discussions with the California Transportation Commission, Bay Area transit agency general managers, the Bay Area County Transportation Agencies Executive Round Table, the Federal Highway Administration, Caltrans, the California Trucking Association, and the Bay Area Council.</p>