

Bay Area Toll Authority

Oversight Committee

September 10, 2025

Agenda Item 5a-25-1163

Open Road Tolling System for the Seven State-Owned Toll Bridges

Subject:

Staff will provide an update on the Open Road Tolling Program, focusing on an upcoming contract approval for a new toll system integrator to design test, install and maintain a new open road tolling system on the seven state-owned toll bridges under BATA's administration.

Background:

In 2018, this Committee approved the transition of toll collection at the seven state-owned toll bridges in the San Francisco Bay Area to Open Road Tolling (ORT). ORT will include roadway improvements and the installation of new tolling equipment on new overhead gantries, which will allow the removal of toll booths and streamlining of tolling operations. The implementation of ORT will result in increased safety, more efficient tolling at toll plaza areas and a consistent regional experience for Bay Area travelers. Since Committee approval in 2018, a significant number of toll agencies throughout the US have converted their facilities to ORT, which has shown to improve traffic flow and reduce vehicle emissions. Updates to this Committee, and other contract approval actions, were made in 2019, 2021, 2023, 2024 and 2025 for consultant support for program oversight and civil design, and to modify high-occupancy vehicle (HOV) policies to support ORT.

Since the last update to this Committee in May 2025, progress has continued within all elements of the ORT program. Delivering this program requires three civil design firms, under contract with BATA, to work with Caltrans to environmentally clear and design the upgrades at the seven state-owned toll bridges. Conversions to ORT at all seven toll bridges will require major roadway improvements and strategies to minimize traffic disruption due to construction activities. Construction of the overhead gantries and other civil-roadway components will be delivered in partnership with Caltrans through the Construction Manager/General Contractor (CMGC) method. The CMGC contract is being administered by Caltrans and was awarded to Flatiron Construction in April 2023. An ORT construction management firm will also be needed to assist BATA with construction activities, and that contract approval is on the consent calendar for the September BATA Oversight Meeting. Construction is scheduled to start in the Fall of 2025 at the Richmond-San Rafael Bridge, with major roadway work continuing into the Summer of 2026. The conversions at each of the toll plaza areas are anticipated to be completed by 2028,

ORT TSI Procurement Update:

The last major contract to support the ORT Program is a Toll System Integrator (TSI) to design, install, and operate a new toll system to replace BATA's current aging toll system. The Scope of Work includes design, development, procurement, furnishing, fabrication, testing, installation, commissioning, operations, and maintenance of a complete and fully functioning toll collection system to support cashless tolling at highway speeds. The TSI supplies all necessary hardware, software, interfaces, and communications equipment to accurately detect vehicles, read toll tags, and capture images, which are then packaged and sent as fully formed transactions to the Regional Customer Service Center (RCSC) where transactions are processed and toll revenue is collected from BATA's FasTrak[®] and invoice customers.

On March 18, 2024, BATA issued a Request for Proposal (RFP) for interested firms to submit a proposal for the TSI. Staff intends to bring a recommendation for a contract award to the September 24, 2025 BATA Meeting.

Recommendations:

None. Information Only

Attachments:

- Presentation: Open Road Tolling System for the Seven State-Owned Toll Bridges



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