

**Bay Area Toll Authority  
Oversight Committee**

**December 11, 2024**

**Agenda Item 6a-24-1421**

**Toll Increase and Changes to High Occupancy Vehicle Policies for BATA Bridges**

**Subject:**

A request for the referral of BATA Resolution 184, Toll Schedule for the State-Owned Toll Bridges in the Bay Area to the Authority for approval. This Resolution would increase toll rates over a five-year period starting January 1, 2026 to fund toll bridge operations and preservation and establish a uniform three-person carpool requirement for discounted tolls on all bridges. The Authority shall consider all public comments received through the end of the public comment period on December 18, 2024 before determining whether to proceed with the toll increase and high-occupancy vehicle (HOV) policy changes.

**Background:**

The Bay Area Toll Authority (BATA) proposes to increase the tolls for all vehicles crossing any of the seven state-owned toll bridges in the Bay Area (Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland and the San Mateo-Hayward bridges) pursuant to California Streets and Highways Code Section 30918. Additionally, BATA proposes to establish a uniform three-person occupancy requirement for the discounted toll during weekday commute periods at the seven state-owned bridges and allow vehicles with two occupants to use the carpool lanes during weekday commute periods on the approaches to the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges. These two-occupant vehicles would not be eligible for the discounted toll.

**Toll Increase:**

As discussed by the Committee and Authority over the past six months, BATA is increasing tolls to meet its responsibility to fund bridge operations, maintenance and preservation. The increased toll revenue will be used to fund BATA's \$1.9 billion Capital Improvement Plan as well as needs identified through BATA and Caltrans' joint asset management plan to keep the bridges in a state of good repair. BATA's plan of finance has long assumed a need to increase revenue for rehabilitation and modeled a toll increase in 2027 for this purpose. The pandemic negatively

impacted revenues and operating costs, resulting in substantially lower-than-anticipated toll revenues. The proposed toll increase would largely make up the gap between current toll revenue and pre-pandemic projections.

Toll rates for the state-owned bridges are as follows:

<b>Vehicle Class</b>	<b>Current Toll through Dec. 31, 2024</b>	<b>Toll as of Jan. 1, 2025 (Last voter-approved RM 3 Increase)</b>
Carpools	\$3.50	\$4
2 axles	\$7	\$8
3 axles	\$17	\$18
4 axles	\$22	\$23
5 axles	\$27	\$28
6 axles	\$32	\$33
7 axles and more	\$37	\$38

The toll increase proposal includes increasing tolls on the seven state-owned bridges by 50 cents per year from 2026 through 2030. This proposal would spread the increase over five years rather than a large one-time increase. The increased revenue would be used to pay for the maintenance, rehabilitation and operation of the bridges.

Tolls for large freight trucks and other vehicles with three or more axles would rise by 50 cents per axle each year from 2026 through 2030.

To help recoup the increased costs of collecting tolls via license plate accounts and invoices, compared with collecting tolls via FasTrak<sup>®</sup> tags, tolls on January 1, 2027 would rise by an

additional 25 cents for customers who pay with a pre-registered license plate account and by \$1 for tolls paid by invoice.

The proposed plan would result in the following toll rates through 2030:

**Proposed Toll Rates**

<b>Vehicle Class</b>	<b>Payment Method</b>	<b>Jan 1, 2026</b>	<b>Jan 1, 2027</b>	<b>Jan 1, 2028</b>	<b>Jan 1, 2029</b>	<b>Jan 1, 2030</b>
<b>Carpool</b> (50% of 2-axle FasTrak rate)	FasTrak	\$4.25	\$4.50	\$4.75	\$5.00	\$5.25
<b>2-Axle</b>	FasTrak	\$8.50	\$9.00	\$9.50	\$10.00	\$10.50
	License Plate	\$8.50	\$9.25	\$9.75	\$10.25	\$10.75
	Invoice	\$8.50	\$10.00	\$10.50	\$11.00	\$11.50
<b>3-Axle</b>	FasTrak	\$19.50	\$21.00	\$22.50	\$24.00	\$25.50
	License Plate	\$19.50	\$21.25	\$22.75	\$24.25	\$25.75
	Invoice	\$19.50	\$22.00	\$23.50	\$25.00	\$26.50
<b>4-Axle</b>	FasTrak	\$25.00	\$27.00	\$29.00	\$31.00	\$33.00
	License Plate	\$25.00	\$27.25	\$29.25	\$31.25	\$33.25
	Invoice	\$25.00	\$28.00	\$30.00	\$32.00	\$34.00
<b>5-Axle</b>	FasTrak	\$30.50	\$33.00	\$35.50	\$38.00	\$40.50
	License Plate	\$30.50	\$33.25	\$35.75	\$38.25	\$40.75
	Invoice	\$30.50	\$34.00	\$36.50	\$39.00	\$41.50
<b>6-Axle</b>	FasTrak	\$36.00	\$39.00	\$42.00	\$45.00	\$48.00
	License Plate	\$36.00	\$39.25	\$42.25	\$45.25	\$48.25
	Invoice	\$36.00	\$40.00	\$43.00	\$46.00	\$49.00
<b>7-Axle and more</b>	FasTrak	\$41.50	\$45.00	\$48.50	\$52.00	\$55.50
	License Plate	\$41.50	\$45.25	\$48.75	\$52.25	\$55.75
	Invoice	\$41.50	\$46.00	\$49.50	\$53.00	\$56.50

BATA Resolution No. 184, (Attachment A), establishes revisions to the Toll Schedule for the state-owned bridges. Attachment B shows the Toll Schedule with revisions tracked against the current Toll Schedule.

**HOV Policy Changes**

BATA proposes updates to the policies for HOVs on approaches to the Bay Area’s state-owned toll bridges. BATA’s existing toll schedule allows vehicles with three or more occupants a discounted toll (half-price), with a two-person occupancy requirement for the discounted toll at

the Dumbarton and San Mateo-Hayward bridges. To provide regional consistency and to support the future deployment of open-road tolling at the state-owned bridges, the proposal would establish a uniform three-person occupancy requirement for the discounted toll during weekday commute periods at all seven bridges. The discounted toll rate is available weekdays from 5 to 10 a.m. and from 3 to 7 p.m.

The proposed policy changes would also allow vehicles with two occupants to use the carpool lanes on the approaches to the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael and San Mateo-Hayward bridges. These two-occupant vehicles would not be eligible to receive the discounted toll but would be able to use the carpool lanes to save time traveling through the toll plazas. At the San Francisco-Oakland Bay Bridge, where volumes of vehicles with three or more occupants are much higher than those at other bridges, no change is proposed. Use of the carpool lanes on approaches to the Bay Bridge still would require a minimum of three occupants.

The proposed changes are designed to improve safety on the toll bridge approaches by minimizing weaving between lanes and to increase person-throughput by prioritizing access for buses and carpools. The policy changes also would optimize lane configurations as now-obsolete toll booths are removed as part of the coming transition to open-road tolling.

BATA Resolution No. 184, (Attachment A), establishes revisions to the Toll Schedule for the state-owned bridges. Attachment B shows the Toll Schedule with revisions tracked against the current Toll Schedule.

### **Summary of Public Outreach**

Staff informed the public about the proposed toll increase and HOV policy changes in multiple ways, including: public legal notices posted in newspapers in multiple languages, a public webinar on November 13, 2024, public hearing news releases on MTC's website, email blasts, through numerous Committee and Authority meetings, and a public hearing on November 20, 2024. Attachment C details the public outreach activities.

**Summary of Public Comments**

A 45-day comment period, beginning November 4, 2024 was provided for the public to submit comments through any of the following ways:

1. Attendance at the public hearing on November 20, 2024 (6 comments)
2. Attendance at the public meetings for the BATA Oversight Committee on December 11, 2024 and the BATA meeting on December 18, 2024
3. Emails sent to [info@bayareametro.gov](mailto:info@bayareametro.gov) (164 comments)
4. Written comments sent by mail (0 comments)

A total of 172 comments from the public were provided through December 3, 2024. Of the 172 comments, 152 comments opposed a toll increase on the state-owned bridges, 9 supported a toll increase, and 11 were undecided about the toll increase. The major themes raised in the public comments are summarized below. Many comments contained multiple themes. The table below provides a summary of all comment themes received and staff’s responses. Public comments are available on MTC’s website at <https://mtc.ca.gov/digital-library/5037260-bata-public-comments>.

	<b>Theme</b>	<b>Response</b>
1	<b>Economic Burden</b> (107): Opposition to the proposed toll increases, highlighting the financial strain on working-class families and questioning the necessity of such hikes.	While BATA is sensitive to financial strains and the rising cost of living, BATA is required to keep the bridges in a state of good repair, and tolls are the only reliable funding source available to BATA. BATA has designed the toll increase at \$0.50 increments each year to minimize the annual burden to toll payers.

	Theme	Response
2	<p><b>Government Accountability</b> (34): Many comments appreciate the importance of transparency and call for clear and detailed financial documentation to help justify any proposed toll increases.</p>	<p>Please refer to MTC’s Digital Library (<a href="https://mtc.ca.gov/digital-library">https://mtc.ca.gov/digital-library</a>) for the following:</p> <p>See this link on MTC’s website with an overview of how BATA bridge tolls are used: <a href="https://mtc.ca.gov/funding/regional-funding">https://mtc.ca.gov/funding/regional-funding</a></p> <p>MTC’s Annual Comprehensive Financial Report for the Fiscal Year Ended June 30, 2024: <a href="https://mtc.ca.gov/sites/default/files/documents/2024-11/MTC-FY2024_ACFR.pdf">https://mtc.ca.gov/sites/default/files/documents/2024-11/MTC-FY2024_ACFR.pdf</a></p> <p>BATA’s Capital Improvement Plan &amp; Toll Bridge Program Report: <a href="https://mtc.legistar.com/LegislationDetail.aspx?ID=6017410&amp;GUID=87C708D1-603E-49C9-8E74-0D0F607ED9B4&amp;Options=&amp;Search=">https://mtc.legistar.com/LegislationDetail.aspx?ID=6017410&amp;GUID=87C708D1-603E-49C9-8E74-0D0F607ED9B4&amp;Options=&amp;Search=</a></p> <p>BATA Operating and Capital Budgets FY2024-2025: <a href="https://mtc.ca.gov/sites/default/files/meetings/attachments/6037/5a_BATA_Resolution_0177.pdf">https://mtc.ca.gov/sites/default/files/meetings/attachments/6037/5a_BATA_Resolution_0177.pdf</a></p> <p>BATA Resolution 175 Asset Management Policy <a href="https://mtc.ca.gov/sites/default/files/meetings/attachments/5895/5a_24_0071_2_BATA_Resolution_No_175.pdf">https://mtc.ca.gov/sites/default/files/meetings/attachments/5895/5a_24_0071_2_BATA_Resolution_No_175.pdf</a></p>

<p><b>3 Economic Impact on Lower-Income Communities (28):</b> The toll increases disproportionately impact lower-income communities, particularly those who rely on bridges for daily commute.</p>	<p>While a toll increase has a greater burden on a low-income household than an affluent household, BATA is required to keep the bridges in a state of good repair, and tolls are the only reliable funding source available to BATA, which receives minimal federal and state funding.</p> <p>MTC – as the region’s transportation planning, coordinating, and financing agency which is governed by the same board as BATA – has a goal of lowering transportation costs in the Bay Area to make travel more affordable and open up greater access to opportunity. Based on the most recent Bay Area travel survey, low-income households who use the toll bridges are about twice as likely as other households to also take transit. While BATA is not authorized to offer discounted tolls based on income, MTC is working to lower the overall cost of transportation by making public transit more affordable. In 2020, MTC partnered with Bay Area transit agencies and launched Clipper START, which provides a 50% discount on transit fares for qualifying low-income residents. As an example, on Clipper START a roundtrip transbay BART fare is just \$5 instead of \$10. Clipper START is available on all major transit systems that accept Clipper.</p> <p>MTC is also working, in coordination with the Association of Bay Area Governments to increase the housing supply, particularly affordable housing, and create more housing close to jobs.</p>
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	<b>Theme</b>	<b>Response</b>
<b>4</b>	<b>Call for Alternative Solutions</b> (24): BATA should explore alternative solutions to toll increases, such as identifying other revenue sources or better managing existing funds	State law requires that BATA fund toll bridges in a state of good repair. BATA has applied for federal grants from the recent Bipartisan Infrastructure Law to fund various work needed on the San Francisco-Oakland Bay Bridge, but a one-time grant, while welcome, would not replace the need to raise bridge tolls due to the scale and ongoing nature of the need. BATA needs an ongoing, reliable revenue stream to pay for bridge preservation projects and cannot depend on one-time grants or other funding sources outside its control.  Refer to Government Accountability theme above for detailed information on how existing toll revenue funds are used.



	<b>Theme</b>	<b>Response</b>
<b>5</b>	<p><b>Geographic Disparity (13):</b> The toll increase disproportionately impacts residents of the East Bay and Solano County who often choose to live there due to more affordable housing</p>	<p>As provided in state law, BATA provides a discount on the RM 3 portion of the bridge toll for drivers crossing multiple bridges during commute hours on the same day. This discount is intended to lessen the impact for heavy users that cross more than one bridge during commute times. Drivers receive a discount on the second bridge crossing. The current discount of \$1 will increase to \$1.50 on January 1, 2025 as part of the final RM 3 toll increase. A maximum of one morning discount and one afternoon discount can be applied to the same vehicle for the day. MTC is also working, in coordination with the Association of Bay Area Governments, to increase the housing supply, particularly affordable housing, and create more housing close to jobs, as called for in Plan Bay Area 2050.</p>
<b>6</b>	<p><b>Support for Toll Increase (9)</b></p> <p>General support for the toll increases to raise necessary revenue for infrastructure improvements and public transit. Belief that higher tolls will help reduce car usage and encourage more people to use public transportation like BART.</p>	<p>Revenue from the toll increase is intended to fund the operations, maintenance and rehabilitation of the seven state-owned bridges and keep them in a state of good repair.</p>

	<b>Theme</b>	<b>Response</b>
<b>7</b>	<b>Need for Enhanced Public Transportation Options (8):</b> Comments hoped the increased tolls would encourage more transit use, and increased investment in public transportation options.	Revenue from the toll increase is intended to fund the operations, maintenance and rehabilitation of the seven state-owned bridges. BATA can raise bridge tolls for other purposes, such as for transit operations, only with legislative authorization as was the case with Regional Measure 2 and 3.  Regional Measure 2 and 3 are helping to fund several public transit improvements that serve bridge corridor travelers. MTC’s Plan Bay Area 2050 recognizes that investments in public transit, funded with sources other than the proposed bridge toll increase, are critical to a healthy, vibrant, affordable and equitable Bay Area.
<b>8</b>	<b>High-Occupancy Vehicle Policy (3):</b> Two-person carpools should receive the toll discount.	This policy is designed to encourage maximum person throughput by rewarding two-occupant vehicles with the travel time savings available in the carpool lanes, and provide the highest reward via a discounted toll, to carpools with three or more occupants.

Attachment D contains responses to feedback received from Commissioners at the November 20, 2024 Public Hearing.

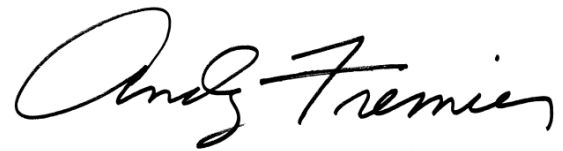
The Authority shall consider all public comment received through the end of the comment period for the toll increase and HOV policy changes agenda item on the Authority’s December 18, 2024 meeting before taking action on the toll increases and HOV policy change.

**Recommendations:**

Staff recommends referral of BATA Resolution No. 184 to the Authority for approval.

**Attachments:**

- Attachment A – Resolution 184, Toll Schedule for the State-Owned Toll Bridges in the Bay Area, Effective January 1, 2026
- Attachment B – Toll Schedule with Revisions Tracked
- Attachment C – Public Outreach Activities
- Attachment D – Responses to Commissioner Feedback from November 20 Public Hearing
- Presentation

A handwritten signature in black ink that reads "Andrew B. Fremier". The signature is written in a cursive, flowing style.

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Andrew B. Fremier

**Attachment A – Resolution 184, Toll Schedule for the State-Owned Toll Bridges in the Bay Area, Effective January 1, 2026**

Date: December 18, 2024  
W.I.: 1252  
Referred by: BATA Oversight

ABSTRACT

BATA Resolution No. 184

This resolution adopts the toll schedule for the state-owned toll bridges in the Bay Area.

Discussion of this action is contained in the Executive Director's Memorandum to the BATA Oversight Committee, dated December 11, 2024 and the Executive Director's Memorandum to BATA, dated December 18, 2024.

Date: December 18, 2024  
W.I.: 1252  
Referred by: BATA Oversight

RE: Toll Schedule for the State Owned Toll Bridges in the Bay Area

BAY AREA TOLL AUTHORITY  
RESOLUTION NO. 184

WHEREAS, the Bay Area Toll Authority (the “Authority”) was created pursuant to Streets and Highways Code Sections 30950 *et seq.*; and

WHEREAS, the Authority administers the toll revenues from and finances improvements for the seven state-owned toll bridges in the San Francisco Bay area: the Antioch Bridge, the Benicia-Martinez Bridge, the Carquinez Bridge, the Dumbarton Bridge, the Richmond-San Rafael Bridge, the San Francisco-Oakland Bay Bridge, and the San Mateo-Hayward Bridge (the "Bridge System"); and

WHEREAS, California law requires the Authority to increase the toll rates specified in its adopted toll schedule (the “Toll Rates”) in order to meet its obligations and covenants under the indenture for its outstanding toll bridge revenue bonds and the requirements of related agreements with credit providers and interest rate swap counterparties, and further authorizes increasing Toll Rates to provide funds for, among other purposes, the construction, operation, maintenance, repair and rehabilitation of the Bridge System; and

WHEREAS, lower-than-projected toll revenues resulting from traffic decreases on the Bridge System following the COVID-19 pandemic and related governmental and private sector responses, including stay-at-home orders and the shift to remote work, and higher-than-projected construction costs relating to rehabilitation and other work on the Bridge System, are being addressed by pursuing operating cost savings, improving toll violation collections, seeking new funding sources, and considering increases in Toll Rates in order to meet the Authority's above-described obligations; and

WHEREAS, before increasing tolls, the Authority is required by California law to hold a public hearing before increasing tolls and to provide at least 30 days' notice to the transportation policy committee of each house of the state legislature, and the Authority has complied with these

requirements by holding a public hearing on November 20, 2024, and providing notice to the transportation policy committee of each house of the state legislature by letter dated November 12, 2024; and

WHEREAS, California law provides that the Authority may provide discounts to certain customers who pay tolls electronically or through other noncash methods, and, notwithstanding any other law, further provides for differential Toll Rates based on the payment method chosen and other discounts for vehicles classified by the Authority as high-occupancy vehicles; and

WHEREAS, based on the foregoing, the Authority has decided to increase the Toll Rates; and

WHEREAS, pursuant to BATA Resolution No. 136, the Authority suspended congestion pricing on the San Francisco-Oakland Bay Bridge on April 23, 2020 until further action was taken by the Authority to reinstate congestion pricing. While there are no plans under consideration to reinstate congestion pricing, congestion pricing is included on the toll schedule, if congestion pricing is later reinstated; now, therefore, be it

RESOLVED, that the Authority finds that the foregoing recitals are true and correct; and be it further

RESOLVED, that the Authority hereby classifies the following as high-occupancy vehicles pursuant to Streets and Highways Code section 30918(c) for the purpose of receiving reduced rate passage under the Authority's toll schedule: (1) two-axle vehicles (without trailer(s)) carrying three or more persons; (2) two-axle vehicles (without trailers(s)) designed by the manufacturer to be occupied by no more than two persons, carrying two persons; and (3) motorcycles; and be it further

RESOLVED, that the Authority hereby adopts the attached toll schedule setting forth Toll Rates to be effective from January 1, 2026, and that the toll schedule previously adopted by the

Authority pursuant to Resolution No. 128 remains effective until superseded pursuant to this Resolution on January 1, 2026; and be it further

RESOLVED, that the Chair of the Authority, the Vice Chair of the Authority, the Executive Director, the Chief Financial Officer, and other appropriate officers of the Authority, be and they are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Authority, to execute and deliver any and all certificates, documents, amendments, instructions, orders, representations and requests, and to do any and all things and take any and all actions that may be necessary or advisable, in their discretion, to implement the toll schedule adopted in this Resolution and otherwise effectuate the actions that the Authority has approved in this Resolution; and be it further

RESOLVED, that this Resolution shall take effect from and after its adoption.

BAY AREA TOLL AUTHORITY

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Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California, and at other remoted locations, on December 18, 2024.



**BAY AREA TOLL AUTHORITY  
TOLL SCHEDULE FOR TOLL BRIDGES  
(EFFECTIVE JANUARY 1, 2026)**

**BRIDGES AND TOLLS**

• **2 AXLE VEHICLES**

- Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, and San Mateo-Hayward Bridge, and San Francisco-Oakland Bay Bridge

- Effective January 1, 2026 through December 31, 2026
  - 2 axle vehicles— regular toll: \$8.50
- Effective January 1, 2027 through December 31, 2027
  - 2 axle vehicles— regular toll: \$9.00
- Effective January 1, 2028 through December 31, 2028
  - 2 axle vehicles— regular toll: \$9.50
- Effective January 1, 2029 through December 31, 2029
  - 2 axle vehicles— regular toll: \$10.00
- Effective January 1, 2030
  - 2 axle vehicles— regular toll: \$10.50

Commencing January 1, 2027, an additional \$0.25 will be added for 2-axle vehicles paying by License Plate Accounts and an additional \$1 will be added for 2-axle vehicles paying by invoice.

- San Francisco-Oakland Bay Bridge Congestion Pricing
  - As of April 23, 2020, congestion pricing for 2 axle vehicles on the San Francisco-Oakland Bay Bridge was suspended pursuant to BATA Resolution No. 136, until such time that BATA acts to reinstate congestion pricing at a duly noticed public meeting. Should congestion pricing be reinstated, the toll schedule is as follows:
    - 2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—subtract \$1

from regular toll

- 2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—add \$1 to regular toll
- 2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday—regular toll

- **MULTI-AXLE VEHICLES**

- All Bridges

- Effective January 1, 2026 through December 31, 2026:

3 axles	\$19.50
4 axles	\$25.00
5 axles	\$30.50
6 axles	\$36.00
7 axles or more	\$41.50

- Effective January 1, 2027 through December 31, 2027

3 axles	\$21.00
4 axles	\$27.00
5 axles	\$33.00
6 axles	\$39.00
7 axles or more	\$45.00

- Effective January 1, 2028 through December 31, 2028:

3 axles	\$22.50
4 axles	\$29.00
5 axles	\$35.50
6 axles	\$42.00
7 axles or more	\$48.50

- Effective January 1, 2029 through December 31, 2029

3 axles	\$24.00
4 axles	\$31.00
5 axles	\$38.00
6 axles	\$45.00
7 axles or more	\$52.00

- Effective January 1, 2030

3 axles	\$25.50
4 axles	\$33.00

5 axles	\$40.50
6 axles	\$48.00
7 axles or more	\$55.50

- Commencing January 1, 2027, an additional \$0.25 will be added for multi-axle vehicles paying by License Plate Accounts and an additional \$1 will be added for multi-axle vehicles paying by invoice.
- Toll is based on the total number of axles on the roadway in a vehicle combination. Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
- Motorcycles are classified as 2 axle vehicles.
- Tolls are collected eastbound only on Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge and westbound only on Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and San Mateo-Hayward Bridge.

#### **FASTRAK® ELECTRONIC TOLL COLLECTION**

- Payment of tolls on the bridges can be made electronically using FasTrak®.
- For information about FasTrak®, go to [www.511.org](http://www.511.org) or call the FasTrak® Customer Service Center at 877-BAY-TOLL (877-229-8655).

#### **FASTRAK® ELECTRONIC TOLL COLLECTION REGIONAL MEASURE 3 TOLL DISCOUNT**

##### All Bridges

- A vehicle crossing more than one bridge on the same calendar day during commute hours is eligible for the Regional Measure 3 (RM3) toll discount as follows:
  - If a single tolled bridge crossing (referred to herein as a “trip”) occurs during the morning commute hours and then one or more trips occur during the afternoon commute hours, the vehicle will receive a discount on the second trip (i.e. the first trip during afternoon commute hours) for that day.
  - If two or more tolled trips for a vehicle occur during the morning commute hours, the discount will be given to the second trip only.
  - If two or more tolled trips for a vehicle occur during the afternoon commute hours, the discount will be given to the second trip only.
  - A maximum of one morning discount and one afternoon discount can be applied to the same vehicle for the day.

- Commute hours are Monday through Friday
  - Morning commute hours are 5 a.m. through 10 a.m.
  - Afternoon commute hours are 3 p.m. through 7 p.m.
- Applies to 2-axle vehicles only.
- Trips must be on any of the following State-owned bridges: Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge and San Mateo-Hayward Bridge.
- Tolls from both trips must be collected using the FasTrak<sup>®</sup> electronic toll collection system as follows:
  - Using the same vehicle license plate or the same transponder associated with a Bay Area FasTrak<sup>®</sup> account. Using the same vehicle license plate associated with a Bay Area license plate image based account (i.e. License Plate Account, One Time Payment Account)
  - The discount is not eligible for FasTrak<sup>®</sup> account holders registered with toll operating agencies outside of the San Francisco Bay Area.
- The RM3 toll discount applies to the toll incurred on the second trip. The amount of the discount is based on the toll rate of the second trip alone. The amount paid for the toll for the first trip has no bearing on the amount of the discount on the toll for the second trip.
- If the second trip is a full fare toll, the RM3 toll discount amount will be \$1.50.
- If the second trip is a carpool discounted toll, the RM3 toll discount amount will be \$0.75.

#### **COMMUTE BUSES AND VANPOOL VEHICLES**

- A commute bus or a vanpool vehicle may cross toll-free at any time in designated lane(s), in accordance with Authority operational procedures and requires a non-revenue FasTrak<sup>®</sup> toll tag issued by the Authority, or an axle-based toll will be charged.
- A commute bus is a vehicle that is:
  - (1) designed, used or maintained for the transportation of more than 10 persons including the driver;
  - (2) operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll collection point of such bridge; and
  - (3) operated on a regular schedule for any municipal or public corporation, transit district,

public utility district, political subdivision or private company for the nonprofit work-related transportation of its employees or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.

- A vanpool vehicle is a vehicle that is operating under the provisions of current vanpool laws and regulations, and designed for carrying more than 10 but not more than 15 persons including the driver, that is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

### **HIGH-OCCUPANCY VEHICLES**

- The Bay Area Toll Authority grants reduced-rate passage on the above bridges for vehicles classified by it as high-occupancy vehicles that use FasTrak<sup>®</sup> to pay the toll.
  - The reduced rate is as follows:
    - Effective January 1, 2026 through December 31, 2026: \$4.25
    - Effective January 1, 2027 through December 31, 2027: \$4.50
    - Effective January 1, 2028 through December 31, 2028: \$4.75
    - Effective January 1, 2029 through December 31, 2029: \$5.00
    - Effective January 1, 2030: \$5.25
- The reduced rate applies only as follows: between 5 a.m. and 10 a.m. Monday through Friday and between 3 p.m. and 7 p.m. Monday through Friday on all bridges.
- The following vehicles are classified as high-occupancy vehicles:
  - (1) Two-axle vehicles (without trailer(s)) carrying three or more persons;
  - (2) Two-axle vehicles (without trailers(s)) designed by the manufacturer to be occupied by no more than two persons, carrying two persons; and
  - (3) Motorcycles.
- To receive the reduced rate on the San Francisco-Oakland Bay Bridge, high-occupancy vehicles are required to use the designated high-occupancy vehicle lane(s) and must either use a FasTrak<sup>®</sup> or FasTrak Flex<sup>®</sup> toll tag.
- At the following bridges, high-occupancy vehicles defined above must use the designated high-occupancy vehicle lane(s) and use a FasTrak Flex<sup>®</sup> toll tag set to the “3” position to receive the reduced rate, and two-axle vehicles (without trailer (s)) carrying two persons may use designated high-occupancy lane(s) by paying the full toll rate with their FasTrak Flex<sup>®</sup> toll tag set to the “2”

position:

- (1) Antioch Bridge
  - (2) Benicia-Martinez Bridge
  - (3) Carquinez Bridge
  - (4) Dumbarton Bridge
  - (5) Richmond-San Rafael Bridge
  - (6) San Mateo-Hayward Bridge
- Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
  - So long as it is permitted by law, clean-air vehicles displaying an eligible sticker issued by the California Department of Motor Vehicles may use the carpool lanes on the bridges during designated carpool hours at the reduced rate for carpools.

#### **INHERENTLY-LOW-EMISSION VEHICLES**

- The Bay Area Toll Authority grants reduced rate passage on the above bridges to inherently-low-emission vehicles with DMV-issued decals, such as electric cars, that use a FasTrak<sup>®</sup> Clean Air Vehicle (CAV) tag to pay the toll.
- The reduced rate is the same as the reduced rate for high-occupancy vehicles and applies only during the hours when the reduced rate applies to high-occupancy vehicles.

#### **PEDESTRIANS AND BICYCLISTS**

- Any bridge that has lanes or pathways designated for pedestrian or bicycle use may be crossed toll-free by pedestrians and bicyclists in those lanes or pathways in accordance with California Department of Transportation operational procedures.

#### **VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT**

- "Motorcycle" means any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.
- "Seating capacity"- if individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.
- "Vehicle combination" shall include any combination of motor-driven and drawn vehicle(s). Toll

assessment will be based on the total number of axles on the roadway in the total combination.

- "Trailer" means any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.

**Attachment B – Toll Schedule with Revisions Tracked**



**BAY AREA TOLL AUTHORITY  
TOLL SCHEDULE FOR TOLL BRIDGES  
(EFFECTIVE JANUARY 1, 2019~~26~~)**

**BRIDGES AND TOLLS**

- **2 AXLE VEHICLES**

- Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, and San Mateo-Hayward Bridge, and San Francisco-Oakland Bay Bridge

- ~~Effective January 1, 2019 through December 31, 2021:~~

- ~~2 axle vehicles— regular toll: \$6.00~~

- ~~Effective January 1, 2022 through December 31, 2024:~~

- ~~2 axle vehicles— regular toll: \$7.00~~

- ~~Effective January 1, 2025:~~

- ~~2 axle vehicles— regular toll: \$8.00~~

- Effective January 1, 2026 through December 31, 2026

- 2 axle vehicles— regular toll: \$8.50

- Effective January 1, 2027 through December 31, 2027

- 2 axle vehicles— regular toll: \$9.00

- Effective January 1, 2028 through December 31, 2028

- 2 axle vehicles— regular toll: \$9.50

- Effective January 1, 2029 through December 31, 2029

- 2 axle vehicles— regular toll: \$10.00

- Effective January 1, 2030

- 2 axle vehicles— regular toll: \$10.50

Commencing January 1, 2027, an additional \$0.25 will be added for 2-axle vehicles paying by License Plate Accounts and an additional \$1 will be added for 2-axle vehicles paying by invoice.

- San Francisco-Oakland Bay Bridge Congestion Pricing

- As of April 23, 2020, congestion pricing for 2 axle vehicles on the San Francisco-Oakland Bay Bridge was suspended pursuant to BATA Resolution No.

136, until such time that BATA acts to reinstate congestion pricing at a duly noticed public meeting. Should congestion pricing be reinstated, the toll schedule is as follows:

- 2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—subtract \$1 from regular toll
  - 2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—add \$1 to regular toll
  - 2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday—regular toll
- 
- ~~Effective January 1, 2019 through December 31, 2021: toll~~
    - ~~2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—\$5.00~~
    - ~~2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—\$7.00~~
    - ~~2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday—regular toll: \$6.00~~
  - ~~Effective January 1, 2022 through December 31, 2024:~~
    - ~~2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—\$6.00~~
    - ~~2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—\$8.00~~
    - ~~2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday—regular toll: \$7.00~~
  - ~~Effective January 1, 2025:~~
    - ~~2 axle vehicles between 12:01 a.m. and 5 a.m., between 10 a.m. and 3 p.m., and from 7 p.m. to midnight, Monday through Friday—\$7.00~~
    - ~~2 axle vehicles between 5 a.m. and 10 a.m. and between 3 p.m. and 7 p.m., Monday through Friday—\$9.00~~
    - ~~2 axle vehicles between 12:01 a.m. Saturday and midnight Sunday—regular toll: \$8.00~~

- **MULTI-AXLE VEHICLES**

- All Bridges

- ~~Effective January 1, 2019 through December 31, 2021:~~

<del>3 axles</del>	<del>_____</del>	<del>\$16.00</del>
<del>4 axles</del>	<del>_____</del>	<del>\$21.00</del>
<del>5 axles</del>	<del>_____</del>	<del>\$26.00</del>
<del>6 axles</del>	<del>_____</del>	<del>\$31.00</del>
<del>7 axles or more</del>	<del>_____</del>	<del>\$36.00</del>

- ~~Effective January 1, 2022 through December 31, 2024:~~

<del>3 axles</del>	<del>_____</del>	<del>\$17.00</del>
<del>4 axles</del>	<del>_____</del>	<del>\$22.00</del>
<del>5 axles</del>	<del>_____</del>	<del>\$27.00</del>
<del>6 axles</del>	<del>_____</del>	<del>\$32.00</del>
<del>7 axles or more</del>	<del>_____</del>	<del>\$37.00</del>

- ~~Effective January 1, 2025:~~

<del>3 axles</del>	<del>_____</del>	<del>\$18.00</del>
<del>4 axles</del>	<del>_____</del>	<del>\$23.00</del>
<del>5 axles</del>	<del>_____</del>	<del>\$28.00</del>
<del>6 axles</del>	<del>_____</del>	<del>\$33.00</del>
<del>7 axles or more</del>	<del>_____</del>	<del>\$38.00</del>

- Effective January 1, 2026 through December 31, 2026:

<u>3 axles</u>	<u>_____</u>	<u>\$19.50</u>
<u>4 axles</u>	<u>_____</u>	<u>\$25.00</u>
<u>5 axles</u>	<u>_____</u>	<u>\$30.50</u>
<u>6 axles</u>	<u>_____</u>	<u>\$36.00</u>
<u>7 axles or more</u>	<u>_____</u>	<u>\$41.50</u>

- Effective January 1, 2027 through December 31, 2027

<u>3 axles</u>	<u>_____</u>	<u>\$21.00</u>
<u>4 axles</u>	<u>_____</u>	<u>\$27.00</u>
<u>5 axles</u>	<u>_____</u>	<u>\$33.00</u>
<u>6 axles</u>	<u>_____</u>	<u>\$39.00</u>
<u>7 axles or more</u>	<u>_____</u>	<u>\$45.00</u>

- Effective January 1, 2028 through December 31, 2028:

<u>3 axles</u>	<u>_____</u>	<u>\$22.50</u>
<u>4 axles</u>	<u>_____</u>	<u>\$29.00</u>
<u>5 axles</u>	<u>_____</u>	<u>\$35.50</u>
<u>6 axles</u>	<u>_____</u>	<u>\$42.00</u>
<u>7 axles or more</u>	<u>_____</u>	<u>\$48.50</u>

- Effective January 1, 2029 through December 31, 2029

<u>3 axles</u>	<u>\$24.00</u>
<u>4 axles</u>	<u>\$31.00</u>
<u>5 axles</u>	<u>\$38.00</u>
<u>6 axles</u>	<u>\$45.00</u>
<u>7 axles or more</u>	<u>\$52.00</u>

- Effective January 1, 2030

<u>3 axles</u>	<u>\$25.50</u>
<u>4 axles</u>	<u>\$33.00</u>
<u>5 axles</u>	<u>\$40.50</u>
<u>6 axles</u>	<u>\$48.00</u>
<u>7 axles or more</u>	<u>\$55.50</u>

- Commencing January 1, 2027, an additional \$0.25 will be added for multi-axle vehicles paying by License Plate Accounts and an additional \$1 will be added for multi-axle vehicles paying by invoice.
- Toll is based on the total number of axles on the roadway in a vehicle combination. Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
- Motorcycles are classified as 2 axle vehicles.
- Tolls are collected eastbound only on Antioch Bridge, Benicia-Martinez Bridge, and Carquinez Bridge and westbound only on Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge, and San Mateo-Hayward Bridge.

**FASTRAK® ELECTRONIC TOLL COLLECTION**

- Payment of tolls on the bridges can be made electronically using FasTrak®.
- For information about FasTrak®, go to [www.511.org](http://www.511.org) or call the FasTrak® Customer Service Center at 877-BAY-TOLL (877-229-8655).

**FASTRAK® ELECTRONIC TOLL COLLECTION REGIONAL MEASURE 3 TOLL DISCOUNT**

All Bridges

- A vehicle crossing more than one bridge on the same calendar day during commute hours is eligible for the Regional Measure 3 (RM3) toll discount as follows:
  - If a single tolled bridge crossing (referred to herein as a “trip”) occurs during the morning commute hours and then one or more trips occur during the afternoon commute hours, the vehicle will receive a discount on the second trip

(i.e. the first trip during afternoon commute hours) for that day.

- If two or more tolled trips for a vehicle occur during the morning commute hours, the discount will be given to the second trip only.
- If two or more tolled trips for a vehicle occur during the afternoon commute hours, the discount will be given to the second trip only.
- A maximum of one morning discount and one afternoon discount can be applied to the same vehicle for the day.
- Commute hours are Monday through Friday
  - Morning commute hours are 5 a.m. through 10 a.m.
  - Afternoon commute hours are 3 p.m. through 7 p.m.
- Applies to 2-axle vehicles only.
- Trips must be on any of the following State-owned bridges: Antioch Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Dumbarton Bridge, Richmond-San Rafael Bridge, San Francisco-Oakland Bay Bridge and San Mateo-Hayward Bridge.
- Tolls from both trips must be collected using the FasTrak<sup>®</sup> electronic toll collection system as follows:
  - Using the same vehicle license plate or the same transponder associated with a Bay Area FasTrak<sup>®</sup> account. Using the same vehicle license plate associated with a Bay Area license plate image based account (i.e. License Plate Account, One Time Payment Account)
  - ~~• Tolls paid using cash are excluded from being considered as the first or second trip for the purpose of receiving the RM3 toll discount.~~
  - The discount is not eligible for FasTrak<sup>®</sup> account holders registered with toll operating agencies outside of the San Francisco Bay Area.
- The RM3 toll discount applies to the toll incurred on the second trip. The amount of the discount is based on the toll rate of the second trip alone. The amount paid for the toll for the first trip has no bearing on the amount of the discount on the toll for the second trip.
- If the second trip is a full fare toll, the RM3 toll discount amount will be: \$1.50.
  - ~~• Effective January 1, 2019 through December 31, 2021: \$0.50~~
  - ~~• Effective January 1, 2022 through December 31, 2024: \$1.00~~
  - ~~• Effective January 1, 2025: \$1.50~~
- If the second trip is a carpool discounted toll, the RM3 toll discount amount will be: \$0.75.

- ~~Effective January 1, 2019 through December 31, 2021: \$0.25~~
- ~~Effective January 1, 2022 through December 31, 2024: \$0.50~~
- ~~Effective January 1, 2025: \$0.75~~

## COMMUTE BUSES AND VANPOOL VEHICLES

- A commute bus or a vanpool vehicle may cross toll-free at any time in designated lane(s), in accordance with Authority operational procedures. ~~Passage through staffed lanes~~ and requires a ~~toll-free commute bus ticket~~ or non-revenue FasTrak<sup>®</sup> toll tag issued by the Authority, or an axle-based toll will be charged.
- A commute bus is a vehicle that is:
  - (1) designed, used or maintained for the transportation of more than 10 persons including the driver;
  - (2) operated across a state-owned toll bridge on a route commencing and terminating within a radius of 50 miles from the toll collection point of such bridge; and
  - (3) operated on a regular schedule for any municipal or public corporation, transit district, public utility district, political subdivision or private company for the nonprofit work-related transportation of its employees or by any transportation company operating under a certificate of public convenience and necessity issued by the California Public Utilities Commission.
- A vanpool vehicle is a vehicle that is operating under the provisions of current ~~ridesharing~~ vanpool laws and regulations, and designed for carrying more than 10 but not more than 15 persons including the driver, that is maintained and used primarily for the nonprofit work-related transportation of persons for the purpose of ridesharing.

## HIGH-OCCUPANCY VEHICLES

- The Bay Area Toll Authority grants reduced-rate passage on the above bridges for vehicles classified by it as high-occupancy vehicles that use FasTrak<sup>®</sup> to pay the toll.
  - The reduced rate is as follows:
    - ~~Effective January 1, 2019 through December 31, 2021: \$3.00~~
    - ~~Effective January 1, 2022 through December 31, 2024: \$3.50~~
    - ~~Effective January 1, 2025: \$4.00~~
    - Effective January 1, 2026 through December 31, 2026: \$4.25
    - Effective January 1, 2027 through December 31, 2027: \$4.50

- Effective January 1, 2028 through December 31, 2028: \$4.75
- Effective January 1, 2029 through December 31, 2029: \$5.00
- Effective January 1, 2030: \$5.25
- The reduced rate applies only as follows: between 5 a.m. and 10 a.m. Monday through Friday and between 3 p.m. and 7 p.m. Monday through Friday on all bridges.
- The following vehicles are classified as high-occupancy vehicles:
  - (1) Two-axle vehicles (without trailer(s)) carrying three or more persons;
  - ~~(2) Two-axle vehicles (without trailer(s)) carrying two or more persons crossing the Dumbarton Bridge or the San Mateo-Hayward Bridge; and~~
  - ~~(3) Two-axle vehicles (without trailers(s)) designed by the manufacturer to be occupied by no more than two persons, carrying two persons; and~~
  - ~~(4) Motorcycles.~~
- To receive the reduced rate on the San Francisco-Oakland Bay Bridge, high-occupancy vehicles are required to use the designated high-occupancy vehicle lane(s) and must either use a FasTrak<sup>®</sup> or FasTrak Flex<sup>®</sup> toll tag.
- At the following bridges, high-occupancy vehicles defined above must use the designated high-occupancy vehicle lane(s) and use a FasTrak Flex<sup>®</sup> toll tag set to the “3” position to receive the reduced rate, and two-axle vehicles (without trailer (s)) carrying two persons may use designated high-occupancy lane(s) by paying the full toll rate with their FasTrak Flex<sup>®</sup> toll tag set to the “2” position:
  - (1) Antioch Bridge
  - (2) Benicia-Martinez Bridge
  - (3) Carquinez Bridge
  - (4) Dumbarton Bridge
  - (5) Richmond-San Rafael Bridge
  - (6) San Mateo-Hayward Bridge
- Tolls that vary by time of day are determined by the time clock or time keeping device at the toll collection point.
- ~~• To qualify, high-occupancy vehicles are required to use designated carpool lanes.~~
- ~~• If designated staffed lanes are provided for use by high-occupancy vehicles on any bridge, the high-occupancy vehicle must make cash payment of the reduced rate passage toll in those lanes.~~
- ~~• If designated staffed lanes are provided for use by high-occupancy vehicles on any bridge, the high-occupancy vehicles must make cash payment of the reduced rate passage toll in those lanes.~~

- So long as it is permitted by law, hybrid [clean-air](#) vehicles displaying an eligible sticker issued by the California Department of Motor Vehicles may use the carpool lanes on the bridges during designated carpool hours at the reduced rate for carpools.

#### **INHERENTLY-LOW-EMISSION VEHICLES**

- The Bay Area Toll Authority grants reduced rate passage on the above bridges to inherently-low-emission vehicles with DMV-issued decals, such as electric cars, that use a FasTrak® [Clean Air Vehicle \(CAV\) tag](#) to pay the toll.
- The reduced rate is the same as the reduced rate for high-occupancy vehicles and applies only during the hours when the reduced rate applies to high-occupancy vehicles.

#### **PEDESTRIANS AND BICYCLISTS**

- Any bridge that has lanes or pathways designated for pedestrian or bicycle use may be crossed toll-free by pedestrians and bicyclists in those lanes or pathways in accordance with California Department of Transportation operational procedures.

#### **VEHICLE DEFINITIONS FOR BRIDGE TOLL ASSESSMENT**

- "Motorcycle" means any motor vehicle having a seat or saddle for the use of the rider, with up to four wheels in contact with the roadway, two of which are a functional part of a sidecar.
- "Seating capacity" - if individual seats are provided, the number of such seats shall be used in determining the seating capacity. If individual seats are not used, seating capacity shall be determined on the basis of 17 inches of seat width per person.
- "Vehicle combination" shall include any combination of motor-driven and drawn vehicle(s). Toll assessment will be based on the total number of axles on the roadway in the total combination.
- "Trailer" means any vehicle, including semi-trailer, designed for carrying persons or property and for being drawn by a motor vehicle.



## Attachment C – Public Outreach Activities

Staff informed the public about the proposed toll increase and HOV policy changes in multiple ways:

- Announcement of public webinar and/or public hearing posted to MTC’s website October 23, November 1, 12, and 19, 2024.
- News Items were posted on MTC’s website October 23 and November 1, 12, 19, and 20, 2024, and a press release was sent to local media on October 23 and November 19, 2024.
- Email blasts were sent to MTC/BATA email distribution list on October 23, November 1, 8, 12, and 19 and posted on social media.
- Public legal notices announcing the proposed toll increase and HOV policy changes were posted in newspapers in multiple languages. The publications include the Contra Costa Times, East Bay Times, La Opinion de la Bahia, Marin Independent Journal, Mercury News, Napa Valley Register, San Francisco Chronicle, San Mateo County Times, Sing Tao (SF), The Daily Republic, and The Press Democrat.
- Staff held a public webinar with a total of 42 public attendees on November 13, 2024 to provide an overview of the proposed toll schedule changes followed by questions and answers. Attendees were instructed to submit comments on the proposed toll increase and HOV policy changes at the November 20, 2024 public hearing, via email to [info@bayareametro.gov](mailto:info@bayareametro.gov), or by mail to the MTC/BATA Public Information Office at 375 Beale Street, San Francisco. Attendees asked 40 questions that primarily sought clarification on BATA’s financials, how toll revenue is used, and availability of alternatives for funding bridge preservation. Other questions inquired about future plans for a carpool lane on the Bay Bridge, ways to replace an old FasTrak tag, whether FasTrak works outside of California, how the Toll Roads in Southern California differ from Bay Area tolling, and whether toll booths can be removed. Attendees also submitted two comments which are included in the summary of public comment in the Economic Burden and Government Accountability sections in the main part of this memo. The webinar and transcript are available at <https://mtc.ca.gov/about-mtc/authorities/bay-area-toll-authority/proposed-2026-toll-increase-high-occupancy-vehicle-hov-policy-updates>.

- BATA held a public hearing on November 20, 2024 to receive public testimony on the proposed toll increase and HOV policy changes. Public meetings where the proposed toll increase and HOV policy changes have been on the agenda for information are summarized below.

## Public Meetings

<b>Date</b>	<b>Meeting</b>	<b>Discussion/Action</b>
April 5, 2024	Commission Workshop	Information on bridge stewardship and investments
July 10, 2024	BATA Oversight Committee Meeting	Toll bridge stewardship presentation highlighting bridge funding needs
September 11, 2024	BATA Oversight Committee Meeting	Information item on potential toll increase
October 9, 2024	BATA Oversight Committee Meeting	Information item on proposed toll increase and HOV policy changes
October 23, 2024	BATA Meeting	Information item on proposed toll increase and HOV policy changes
November 13, 2024	Public Webinar	Presentation and question and answer session on proposed toll increase and HOV policy changes
November 20, 2024	Public Hearing BATA Meeting	Public comment on proposed toll schedule
December 11, 2024	BATA Oversight Committee Meeting	Staff presents a summary of public comments received by 5 p.m. on December 3, 2024; Public comment provided on the item by 5 p.m. on December 10 will also be shared with the Committee and in-person comments may be made at the Committee. The Committee will be asked to refer the proposal to the Authority for approval.
December 18, 2024	BATA Meeting	Authority action on toll increase and HOV policy changes

**Attachment D – Responses to Commissioner Feedback from  
November 20, 2024 Public Hearing**

<b>Comment</b>	<b>Response</b>
Suggestion to include differential in the first year of the toll increase and pair with outreach campaign, working with auto dealerships, and additional retail locations.	Introducing the differential in the second year allows time needed to lower potential barriers and increase accessibility of FasTrak and thereby increase FasTrak adoption, especially in communities with lower rates of FasTrak usage. Staff will report progress on a regular basis to this Committee starting in early 2025.
What is the additional cost of processing invoice tolls?	Tolls paid by FasTrak have the lowest collection cost. Invoiced tolls require additional costs to collect due to the need to identify the registered owner, mail the invoice, followed by mailing two violation notices as needed, escalation to DMV for registration hold or to collections, and supporting customer contacts.
BATA should consider allowing electric vehicles access to the carpool lanes but not the toll discount.	Under the proposed HOV policy changes, electric vehicles would continue to receive the toll discount, as provided under state law.
Suggestion to consider a frequent user discount.	As provided in state law, BATA currently provides a discount on the RM 3 portion of the toll for drivers crossing multiple bridges during commute hours on the same day. This discount is intended to lessen the impact for heavy users that cross more than one bridge during commute times. Drivers receive a discount on the second bridge crossing. The current discount of \$1 will increase to \$1.50 on January 1, 2025 as part of the final RM 3 toll increase. BATA is not authorized to offer other frequent user discounts.  In addition, a frequent user discount or toll cap could encourage more driving and work against Plan Bay Area goals to reduce vehicle miles traveled.
Provide an outline of the projects that are covered by Regional Measure 3 tolls.	Projects funded with RM 3 funds are detailed in the Regional Measure 3 Annual Report to Legislature. These documents can be found at <a href="https://mtc.ca.gov/funding/regional-funding/regional-measure-3">https://mtc.ca.gov/funding/regional-funding/regional-measure-3</a> .
How do we encourage more informal carpooling	MTC has a long history of supporting carpooling, including informal carpooling. However, such carpools have not rebounded since the pandemic and there is no indication that demand is re-emerging at this time. MTC will continue to monitor trends and opportunities to support carpooling, including informal carpooling.
Request for a summary of public comments and for detail on bridge operations and maintenance costs, the schedule for open road tolling, bridge replacement	A summary of public comments is included in this memo.  Bridge operations and maintenance costs are detailed in the BATA Operating and Capital Budgets FY2024-2025.  BATA will implement 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.

Comment	Response
costs, and the plan for increasing access to FasTrak.	<p>Staff presented an approach to increase access to FasTrak at the October BATA meeting (see Figure A below) and will report progress on FasTrak penetration on a regular basis to this Committee starting in early 2025.</p> <p>Staff will return in the first half of 2025 with additional details on these topics as part of items related to the updated Capital Improvement Plan, Asset Management Plan and open road tolling toll system integrator award.</p>
BATA should prioritize equity from the outset of any initiative, considering the impact on low-income regular users.	Staff understands the importance of considering the impact on low-income regular users and will continue to work with this Committee to prioritize equity and ensure our policies support all toll payers and are consistent with the Equity Platform adopted by MTC in 2023.
Promoting FasTrak is essential for the toll differential. Request for information on whether we are working with Walmart to promote FasTrak.	Walmart is currently part of the cash payment network. Costco and select Walgreens locations currently operate as FasTrak tag retailers. Tags are also available at the walk in center at 375 Beale Street, San Francisco, and through the bayareafastrak.gov website. Introducing the differential in the second year allows additional time to increase FasTrak penetration rates by lowering potential barriers and increasing accessibility, including working with retailers to carry FasTrak and increase visibility in stores. Staff will report progress on a regular basis to this Committee starting in early 2025.

Figure A: Plan Presented at October 23, 2024 BATA Meeting Increase FasTrak Accessibility

## FasTrak: More accessible and attractive

