

# Toll Increase Recommendation for the State-owned Bay Area Bridges

**BATA Oversight Committee**

December 9, 2009



B A Y A R E A T O L L A U T H O R I T Y

# Public Hearings/Comments

## 4 Public Hearings:

- Oakland
- San Mateo
- Concord
- San Francisco

## Comments Received:

Type	Comments Received
Public hearing comments	43
Letters and E-mails	300
Web survey responses	783
<b>Total</b>	<b>1,126</b>

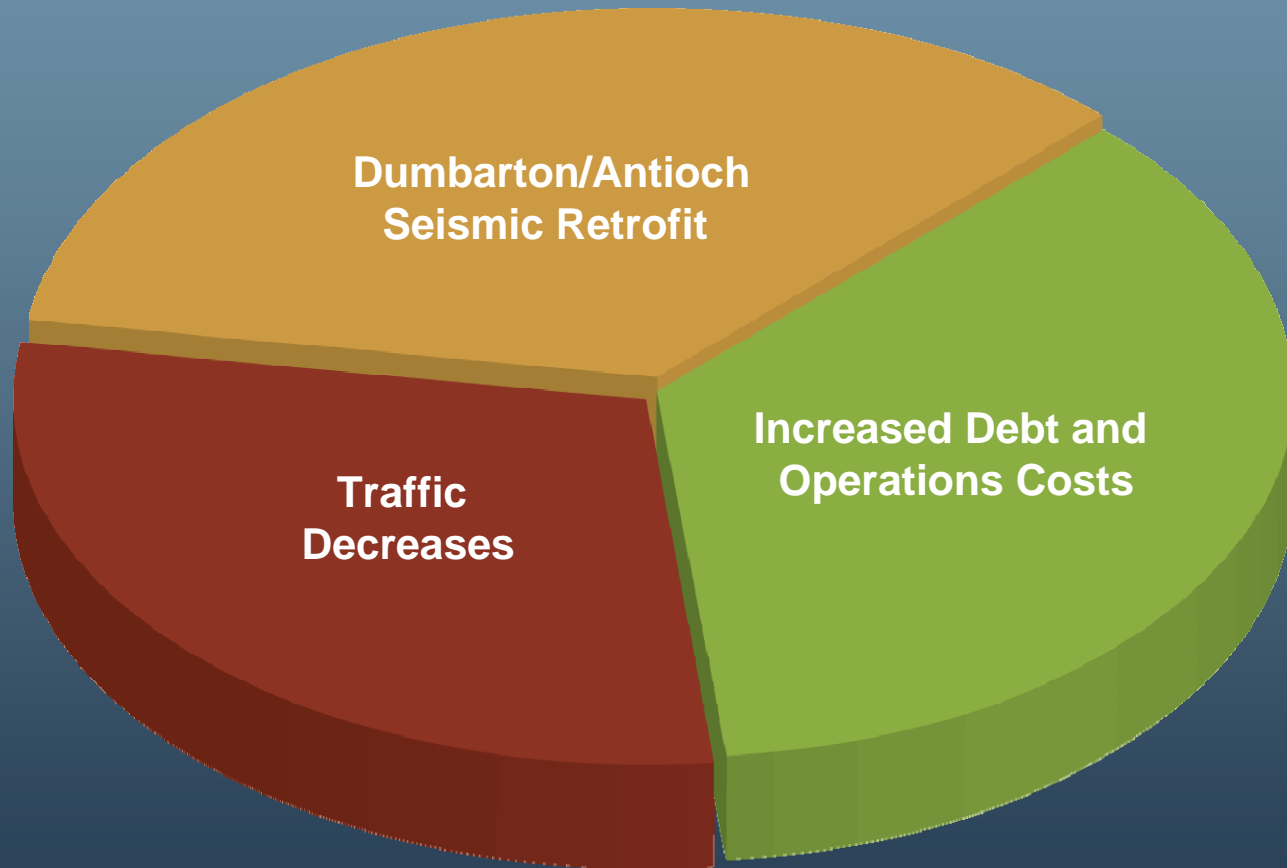
# Public Hearings/Comments

Issue	Response
<b>1. Tolls should not be increased, other funding should be found</b>	AB 1175 makes the Antioch and Dumbarton seismic retrofits eligible for any remaining seismic retrofit program contingency funds; however, other state funding is not available.
<b>2. Toll charges for carpools will reduce carpool use</b>	Carpoolers will continue to have a significant time savings, especially in Bay Bridge corridor, which is the prime motivator.
<b>3. Proposed toll increases for trucks are significant, especially since some trucking firms have fixed contracts</b>	The proposed options begin to restore the auto/truck per axle toll differential that existed in 1992, when the per axle truck toll was three times the per axle auto toll.
<b>4. Tolls should be increased to fund seismic retrofit of bridges and other needs, such as West Span bicycle lane on Bay Bridge</b>	BATA only has authority to increase tolls for seismic retrofit of the bridges and other existing commitments. The \$350 to \$850 million estimate (2014 dollars) for the West Span bicycle path would require substantial new toll revenues.

# Public Hearings/Comments

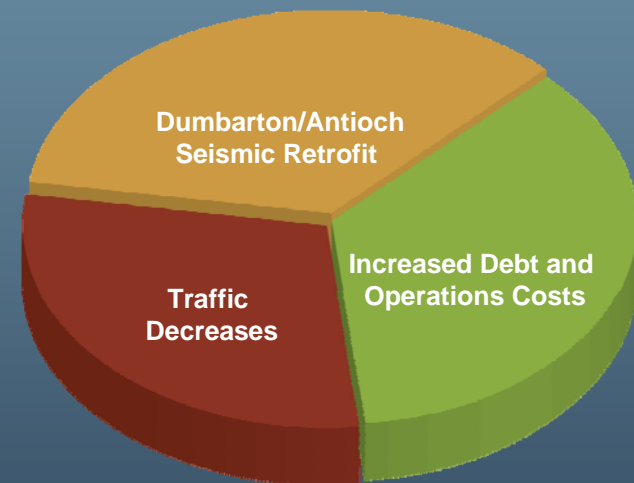
- **Web Survey:**
  - 783 responses:
    - 50% supported higher tolls for trucks
    - 63% opposed charging a toll for carpools
    - 60% supported congestion pricing on Bay Bridge

# Major Reasons Driving the Need to Increase Revenues



# Funding Strategy

- Pursue operating cost savings
- Improve toll violation collections
- Seek new fund sources
- Increase tolls



# Funding Strategy

## ■ Operating cost savings

- FY 2009-10 toll collection costs are estimated to be \$2.5 million less than in FY 2008-09.

## ■ Improve toll violation collections

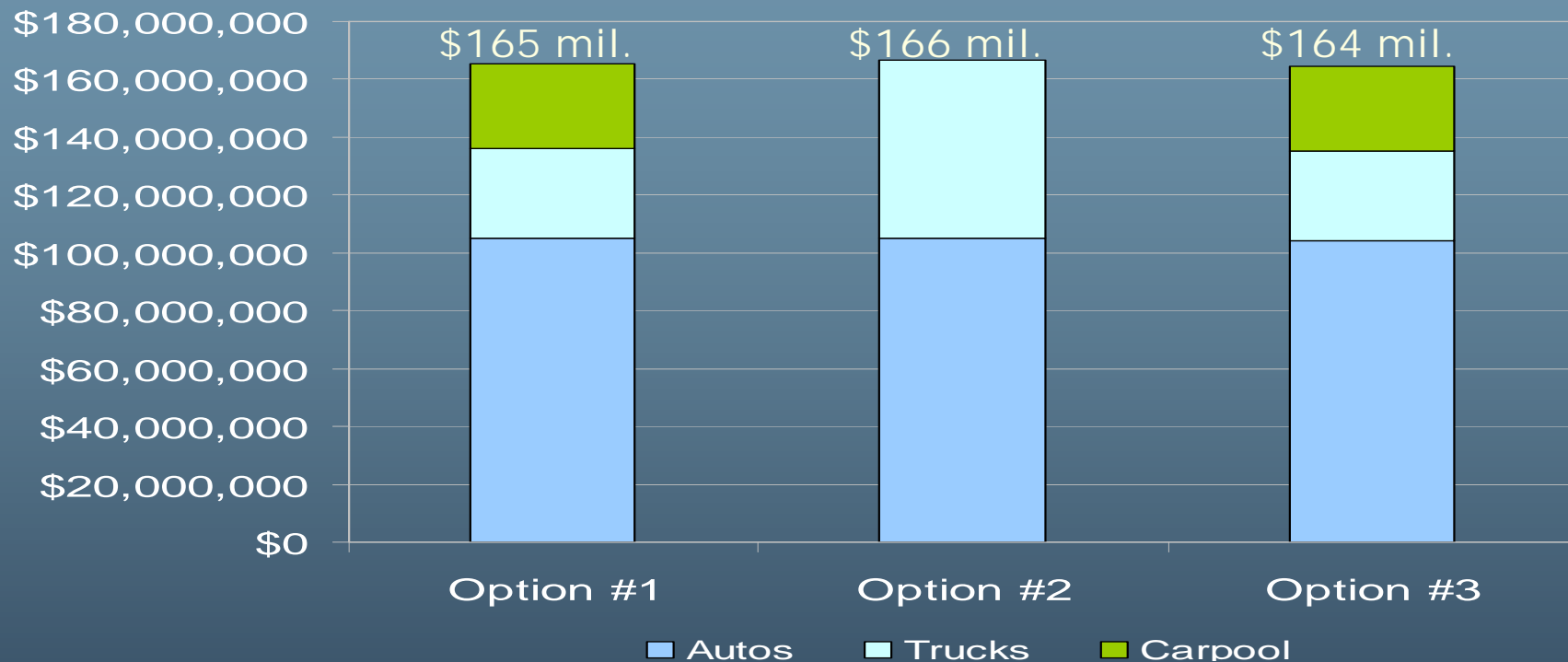
- Toll violations have decreased 25% from FY 2006-07.
- In FY 2008-09, violation collections exceeded expected toll revenues from violations by \$6.6 million.

## ■ Seek new fund sources

- AB 1175 adds Dumbarton & Antioch Bridges to Seismic Retrofit Program.
- Current forecast of \$40 million ending balance in SRP Program Contingency.

# Toll Revenue Options

## Toll Revenue Generation Estimates



**Option #1** — \$5 for autos, \$3 for carpools, & \$6 per axle for trucks.

**Option #2** — \$5 for autos; \$0 for carpools, & \$10 per axle for trucks.

**Option #3** — 6 Bridges: Same as Option #1; Bay Bridge: \$6 for autos in peak and \$4 for autos in non-peak (M-F), \$5 for autos on weekends.



# Toll Revenue Options

## Bay Bridge Congestion Pricing Options

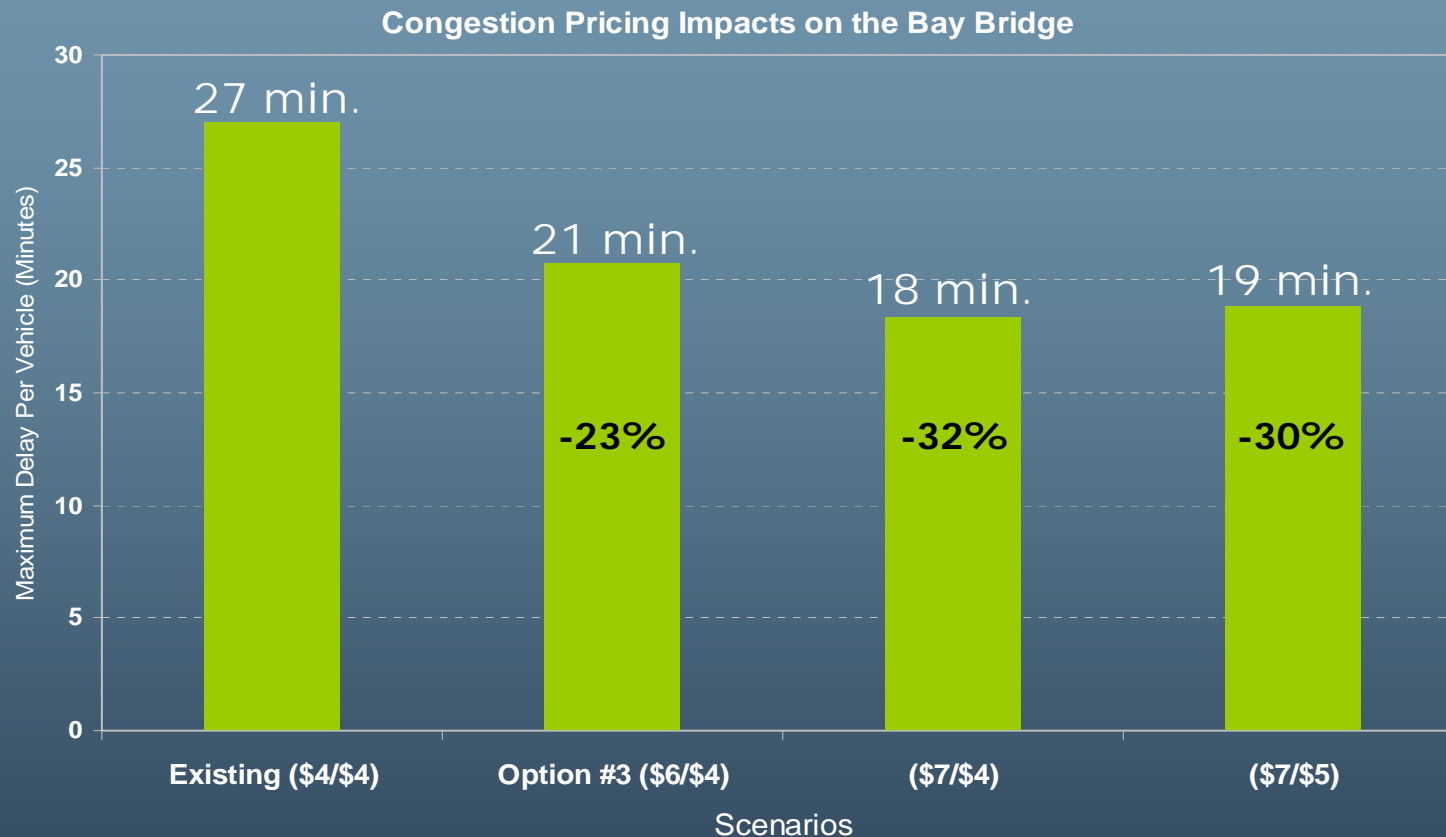


**Option - \$7/\$4** — 6 Bridges: \$5 for autos. Bay Bridge: \$7 for autos in peak, \$4 for autos in non-peak (M-F), \$5 for autos on weekends. \$2 for carpools & \$6 per axle for trucks.

**Option - \$7/\$5** — 6 Bridges: \$5 for autos. Bay Bridge: \$7 for autos in peak, \$5 for autos in non-peak and weekends. \$2 for carpools & \$4 per axle for trucks.

# Toll Revenue Options

## Bay Bridge Congestion Pricing Options



- Increased peak toll does not result in significant added delay reduction.
- \$7 peak toll options appear more related to revenue generation than congestion relief.

# Toll Increase Recommendation

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## ■ **2-Axle Autos:**

- 6 Bridges: \$5.00 (Base Toll)
- Bay Bridge Congestion Pricing: \$6 peak; \$4.00 non-peak; \$5 weekends
- Toll increase effective July 1, 2010

## ■ **Carpools:**

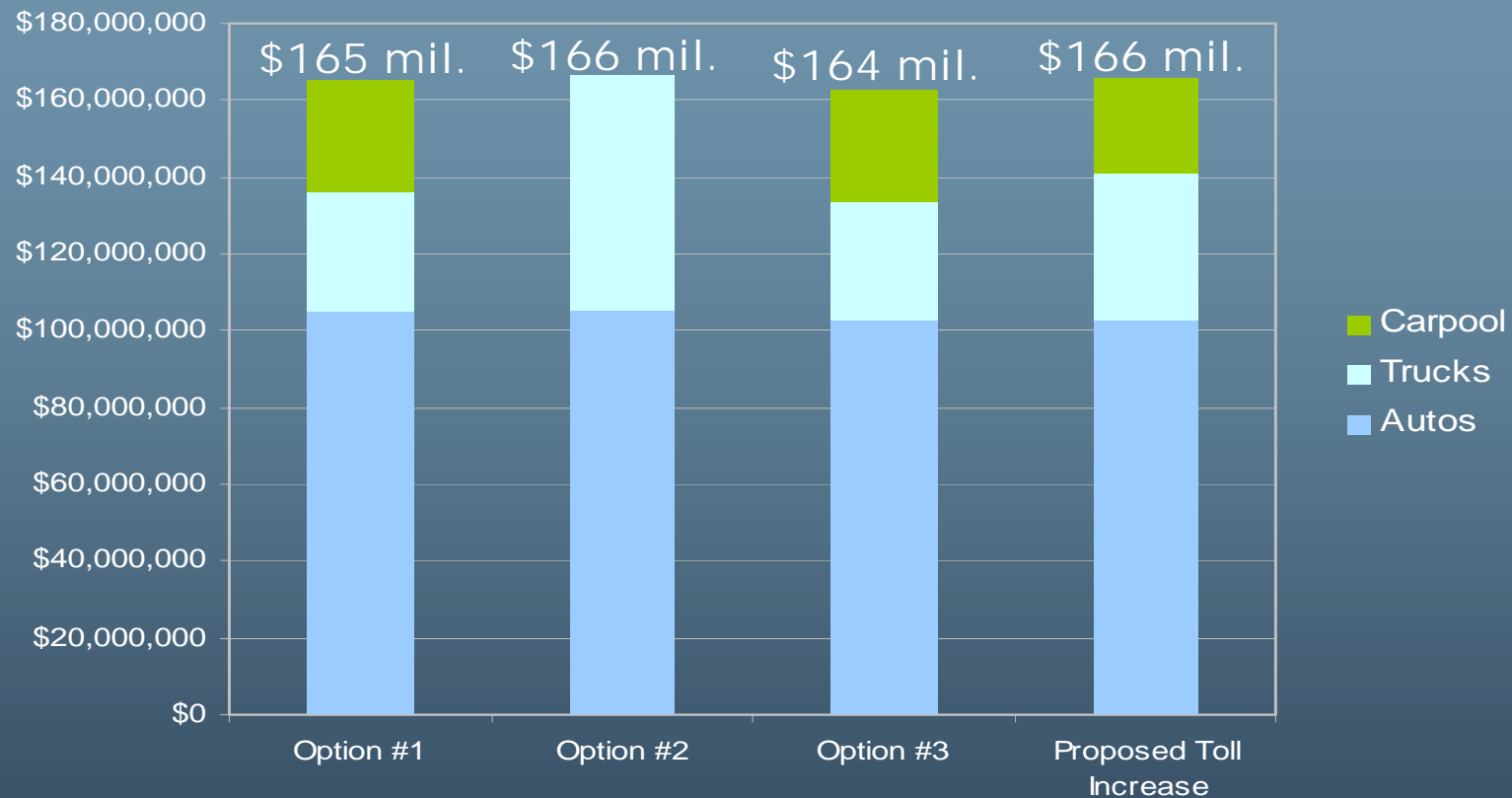
- 50% of 2-axle base toll (\$5.00) rate, resulting in \$2.50 toll charge for carpools.
- Toll increase effective July 1, 2010

## ■ **Trucks (multi-axle vehicles):**

- 2-axle base toll (\$5.00) rate X number of axles
- One year grace period for truck toll increase (toll increase effective July 1, 2011)

# Toll Increase Recommendation

## Revenue Generation



### Proposed Toll Increase

- **6 Bridges:** \$5 for autos.
- **Bay Bridge:** \$6 for autos in peak, \$4 for autos in non-peak (M-F) and \$5 for autos on weekends.
- **Carpools:** \$2.50
- **Trucks:** 2-axle base toll (\$5.00) X number of axles

# Toll Increase Recommendation

## Proposed Toll Rates

Vehicle Class	Current Toll	Option #1	Option #2	Option #3	Proposed Toll Increase
2-Axle	\$4.00	\$5.00	\$5.00	6 Bridges: \$5.00 Bay Bridge: \$6 peak, \$4 non-peak, \$5 weekends	6 Bridges: \$5.00 Bay Bridge: \$6 peak, \$4 non-peak, \$5 weekends
3-Axle	\$6.00	\$11.00	\$15.00	\$11.00	\$15.00
4-Axle	\$8.25	\$17.00	\$25.00	\$17.00	\$20.00
5-Axle	\$11.25	\$23.00	\$35.00	\$23.00	\$25.00
6-Axle	\$12.00	\$29.00	\$45.00	\$29.00	\$30.00
7+-Axle	\$13.50	\$35.00	\$55.00	\$35.00	\$35.00
Carpool	\$0.00	\$3.00	\$0.00	\$3.00	\$2.50

# Toll Increase Recommendation

## Carpools

### ▪ **Requirements/Parameters**

- All carpools would need to have a FasTrak account and toll tag.
- Eligible vehicles charged at reduced rate:
  - Autos meeting occupancy requirements
  - Motorcycles and Hybrid vehicles
- Public transit vehicles and commute buses would continue to be provided toll free passage.
- Carpool hours on bridges would be maintained at current hours.

### ▪ **Infrastructure**

- Toll equipment would need to be added to Dumbarton and Bay Bridge carpool lanes.
- Carpool signage would be modified for all bridges.

### ▪ **Evaluation**

- Annual report on carpool rates and impacts provided to BATA Oversight Committee

# Carpools:

## Carpool Use on State-owned Bridges

Bridge	Occupancy Requirement	Average Daily Carpools	Percent of Total
Antioch	3+	390	1%
Benicia	3+	2,266	6%
Carquinez	3+	4,652	12%
Dumbarton	2+	5,321	13%
Richmond	3+	1,785	5%
Bay Bridge	3+	17,938	47%
San Mateo	2+	6,117	16%
<b>Total</b>		<b>38,429</b>	<b>100%</b>

- The Bay Bridge accounts for almost half of total carpools on the bridges.

# Toll Increase Recommendation Trucks

## ▪ Requirements/Parameters

- Proposed truck toll rates would be for all bridges at all hours.
- Truck toll increase implementation would be delayed until July 1, 2011, which would reduce total new revenues by about \$40 million for one year.

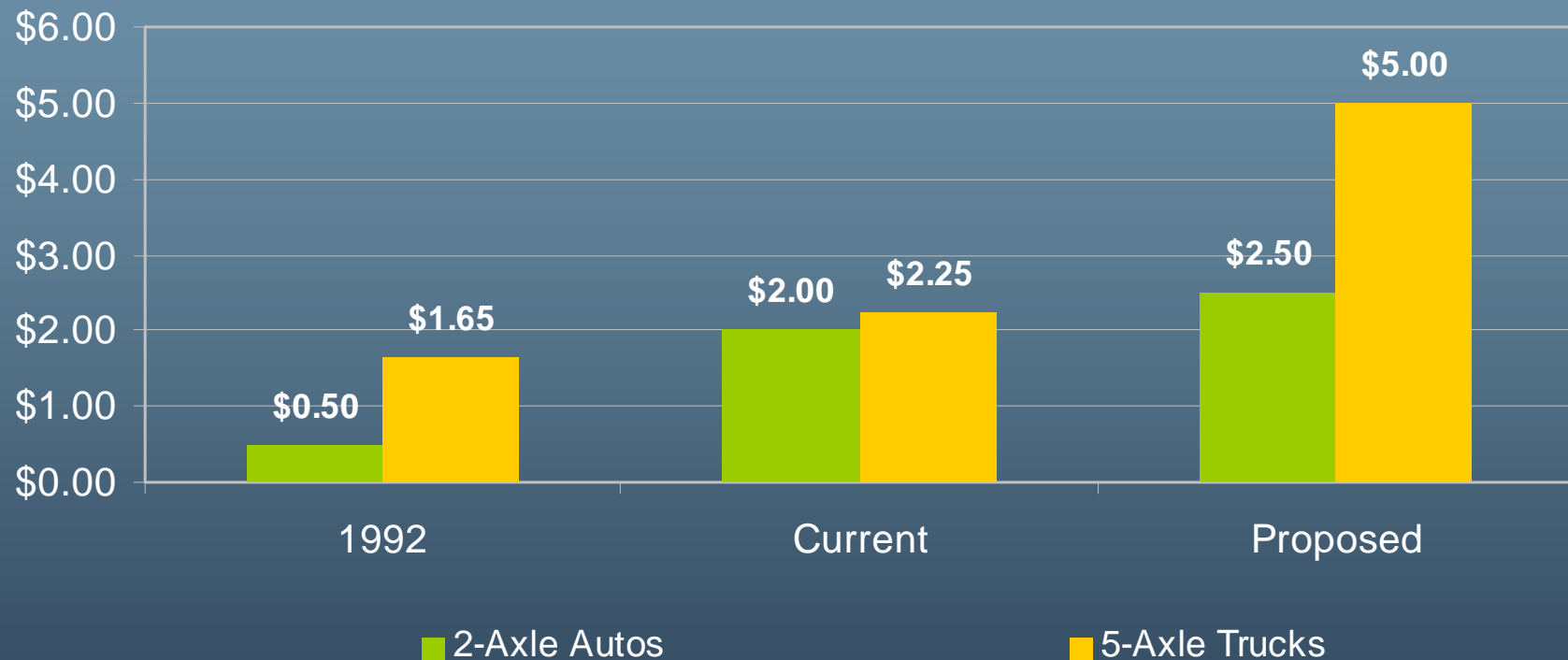
## ▪ Infrastructure

- Toll rate signage would be modified at all bridges.



# Trucks:

## Per axle Auto Toll Rates vs. Truck Toll Rates



- Proposed per axle truck toll is double the per axle toll for 2-axle autos, compared to about triple in 1992.

# Toll Increase Recommendation

## Bay Bridge Congestion Pricing

### Requirements/Parameters

- Peak hours would be from 5 a.m. to 10 a.m. and from 3 p.m. to 7 p.m. (same as current carpool hours).
- Congestion pricing would only be applied to 2-axle vehicles.

### Infrastructure

- CMS signs installed over all toll lanes to display time-of-day toll charge.
- Signage would be modified to inform motorists of congestion pricing.
- Toll collection system (ATCAS) testing and monitoring.

### Evaluation

- Annual evaluation reports to be provided to BATA Oversight:
  - Traffic
    - Travel time savings
    - Mode shift
    - Impacts on non-peak travel
    - Impacts on other facilities and transit services
  - Motorist Feedback
    - Public awareness, acceptance and affordability
  - Operations

# Toll Increase Recommendation Summary

- Limits toll increase for 2-axle autos (90% of bridge traffic) to \$1.00.
- Formula based carpool and truck tolls will automatically adjust whenever 2-axle rates are raised.
- The proposed toll for carpools is lower than in Options #1 and #3, which may mitigate potential impacts on carpool formation.
- A one year grace period for trucks will allow trucking firms to adjust or to mitigate impacts of existing contracts.
- Bay Bridge congestion pricing at \$6 peak and \$4 off-peak produces an expected 23 percent delay reduction.

# Implementation Schedule

Date	Meeting	Discussion
<b>December 9, 2009</b>	BATA Oversight Committee	<b>Staff recommendation on toll option</b>
<b>January 13, 2010</b>	BATA Oversight Committee	<b>Committee action on toll increase</b>
<b>January 27, 2010</b>	BATA	<b>Authority action on toll increase</b>
<b>July 1, 2010</b>		<b>Toll increase is effective for 2-axle autos and carpools</b>
<b>July 1, 2011</b>		<b>Toll increase is effective for trucks (multi-axle vehicles)</b>



Comments may be sent to BATA by:

Fax — 510.817.5848

E-mail — [tolls@mtc.ca.gov](mailto:tolls@mtc.ca.gov).

<http://bata.mtc.ca.gov>