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, it is the intent of the Authority to use revenues generated by the toll increases adopted in this resolution to support the operations, maintenance, and rehabilitation of the Bridge System, including advancement of the Authority's capital improvement program (as it may be modified from time to time) and associated debt service; 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 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

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 December18, 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 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® electronic toll collection system as follows:
    - Using the same vehicle license plate or the same transponder associated with a Bay Area FasTrak® 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® 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® 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® 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® or FasTrak Flex® 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® 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® 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® 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.