Toll Increase Options for the State-owned Bay Area Bridges

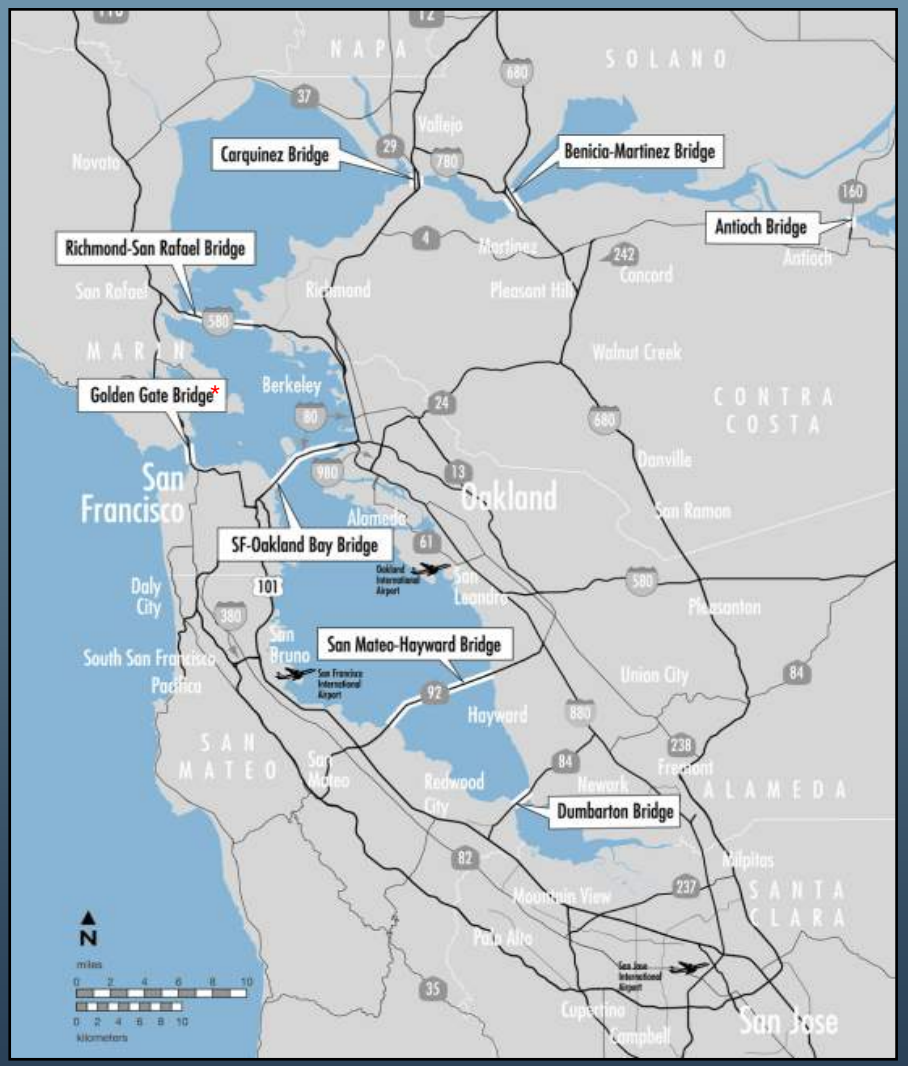
Public Hearing on Proposed Toll Increase

San Mateo City Hall
San Mateo, CA

November 17, 2009

State-owned Bay Area Bridges

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



* Golden Gate Bridge owned and operated by the Golden Gate Bridge, Highway and Transportation District (GGBHTD)

Use of Current Bridge Tolls

- **Current Toll Structure**

Regional Measure 1 (1989)	$1
Seismic Surcharge (1998)	$1
Regional Measure 2 (2004)	$1
Seismic Surcharge (2007)	$1
TOTAL AUTO TOLL	*$4*

- **Current Annual Toll Revenues**

Regional Measure 1 (1989)	$125 M
Seismic Surcharge (1998)	$115 M
Regional Measure 2 (2004)	$115 M
Seismic Surcharge (2007)	$115 M
TOTAL ANNUAL REVENUES	*$470 M*

Who Pays the Bridge Tolls?

County of Origin	% of Total Toll Payers
Alameda	*31%*
Contra Costa	*20%*
Marin	*3%*
Napa	*2%*
San Francisco	*9%*
San Mateo	*7%*
Santa Clara	*1%*
Solano	*19%*
Sonoma	*2%*
Out of Region	*6%*
Total	*100%*

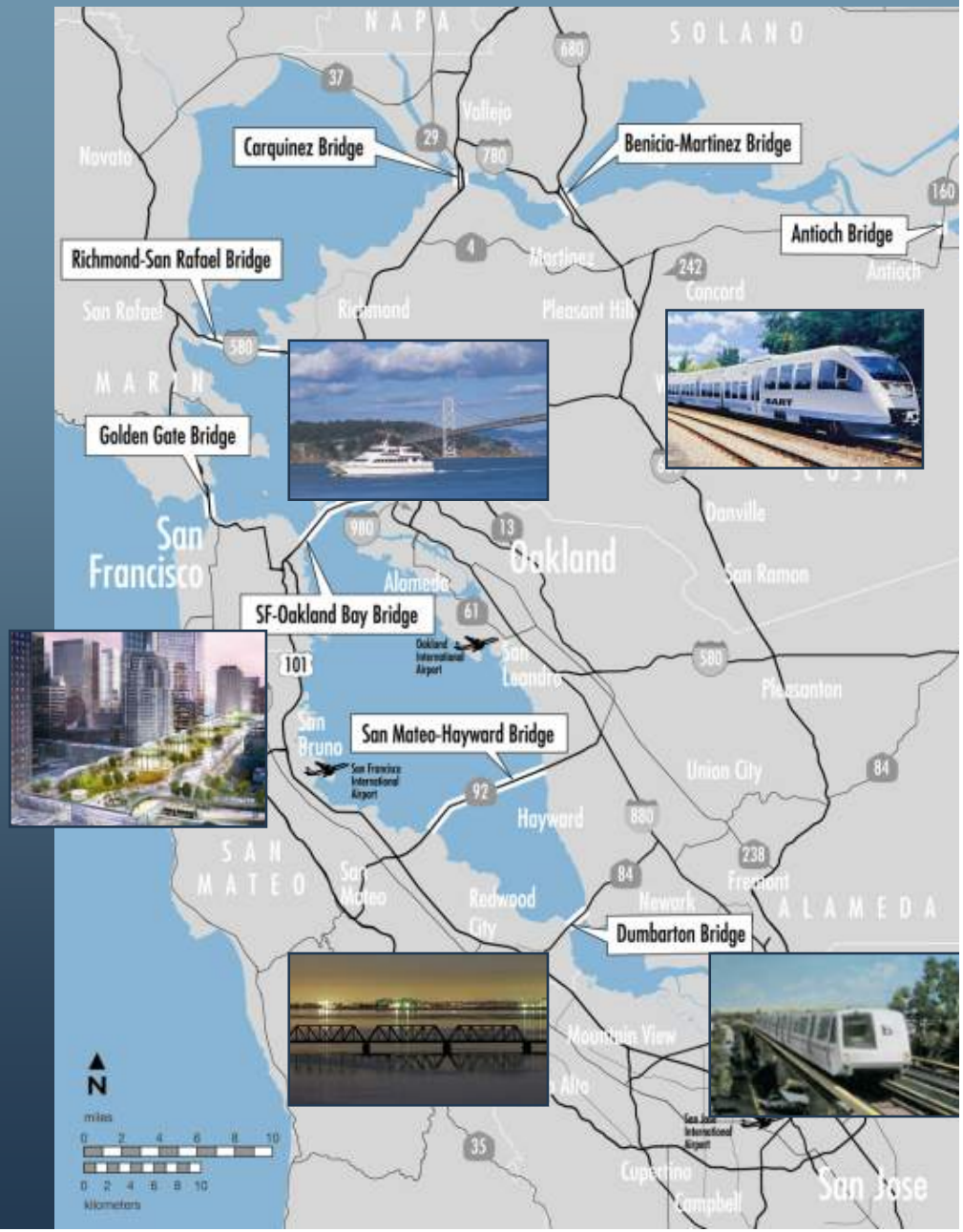
Source: Superdistrict to superdictrict commute trips - 2000 Census.

Regional Measure 1 Toll Program

Projects	Funds (Mil.)
New Benicia Bridge	**$1,272**
Carquinez Bridge Replacement	**$518**
New 1-880/92 Interchange	**$245**
San Mateo-Hayward Bridge Widening	**$210**
Richmond-San Rafael Bridge Trestle & Deck	**$107**
SR 84 Bayfront Expressway Widening	**$34**
Other Projects	**$20**
Total	**$2,406**

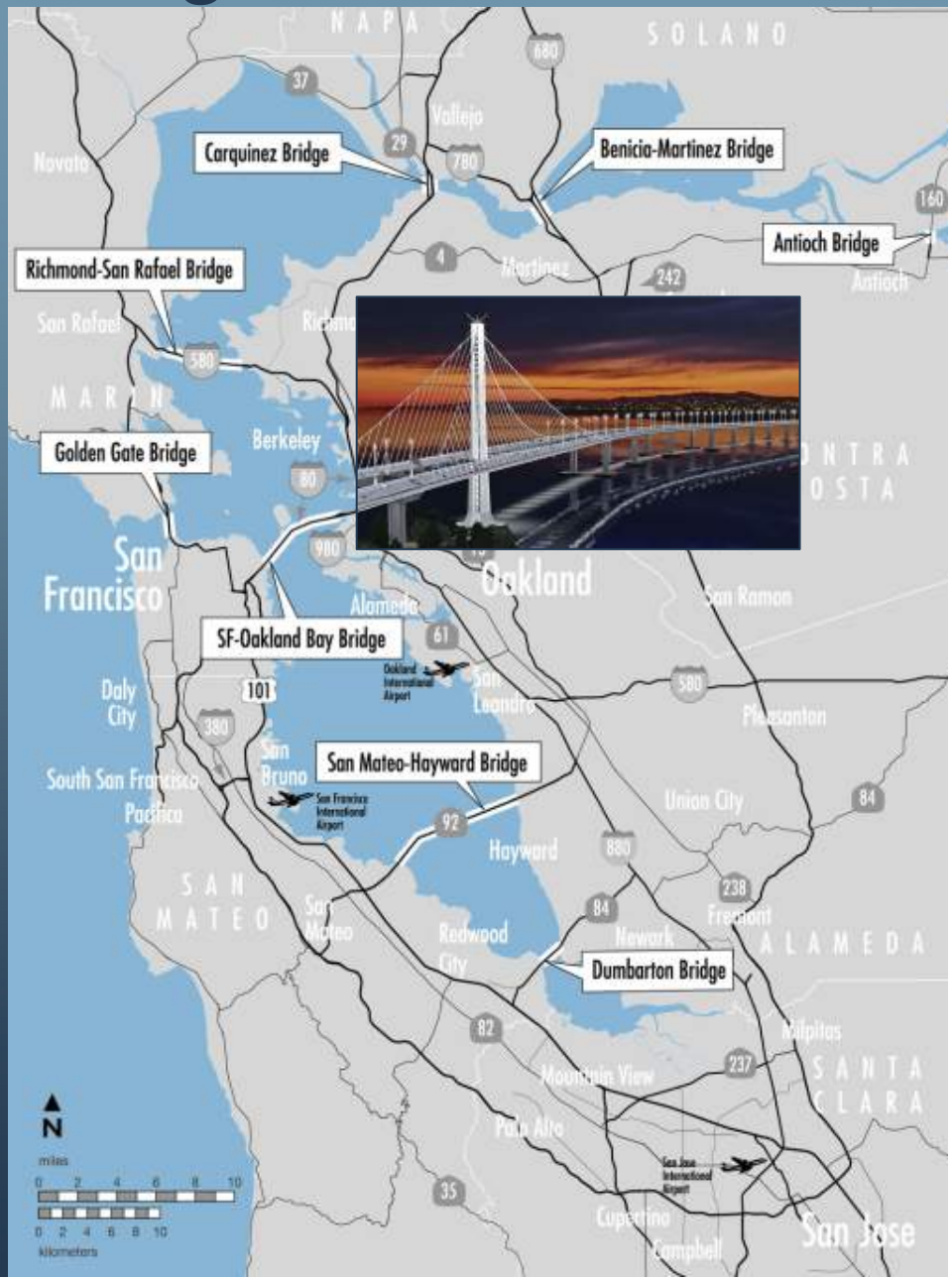
Regional Measure 2 Toll Program

Projects	Funds (Mil.)
BART Warm Spring Extension	**$186**
New Transbay Terminal	**$150**
I-80/I-680 Interchange	**$100**
East Contra Costa Rail Extension	**$96**
Regional Ferry Services	**$84**
Oakland Airport Extension	**$78**
BART Tube Seismic Retrofit	**$71**
Dumbarton Commuter Rail	**$44**
Other Projects	**$706**
Total	**$1,515**

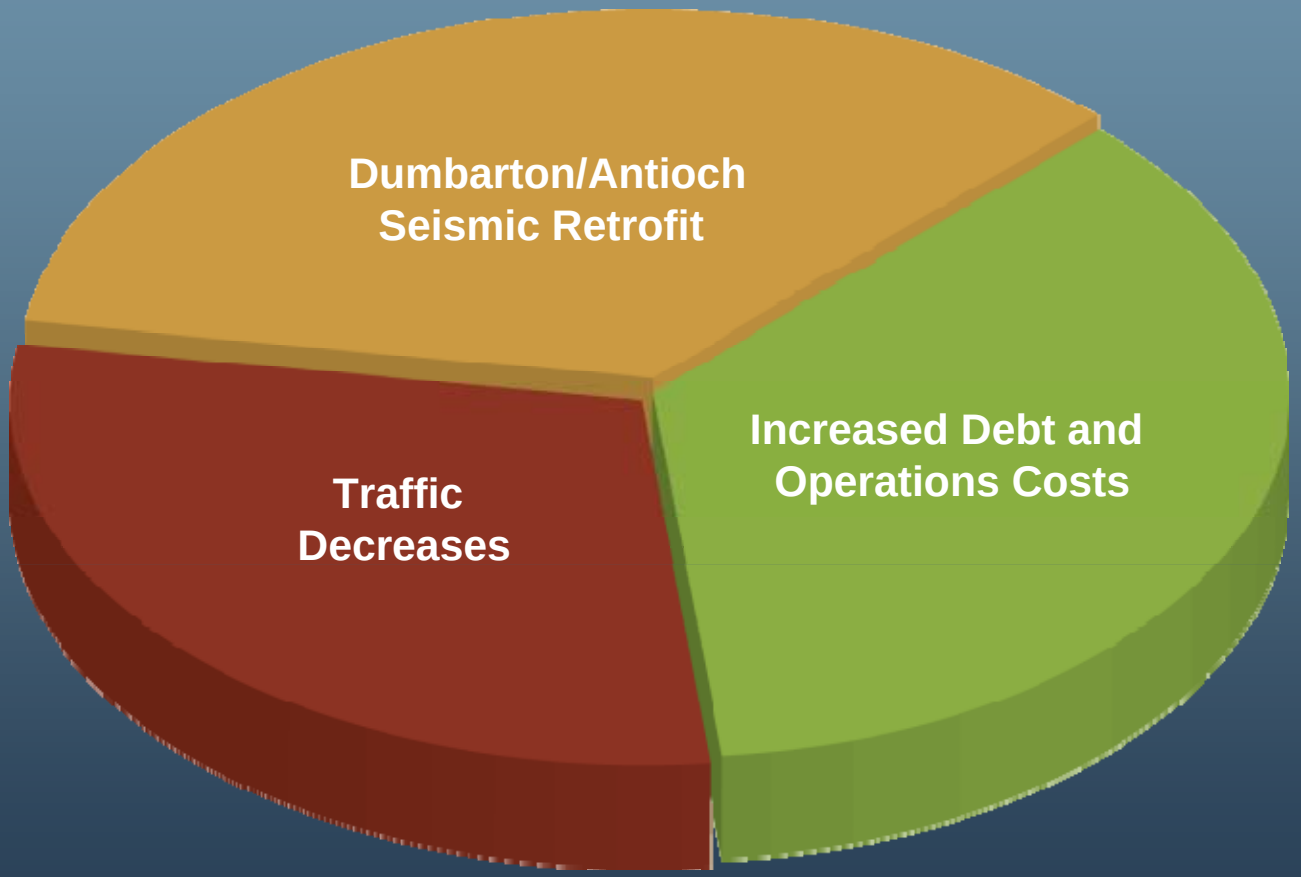


Seismic Retrofit Program

Projects	Funds (Mil.)
Bay Bridge East Span Replacement Project	**$6,252**
Richmond-San Rafael Retrofit	**$817**
Bay Bridge West Approach and West Span Retrofits	**$763**
Benicia-Martinez Retrofit	**$178**
San Mateo-Hayward Retrofit	**$164**
Carquinez Bridge Retrofit	**$114**
Other Retrofits/Contingencies	**$397**
Total	**$8,685**



Major Reasons Driving the Need to Increase Revenues



Antioch & Dumbarton Bridge Retrofits

Antioch Bridge

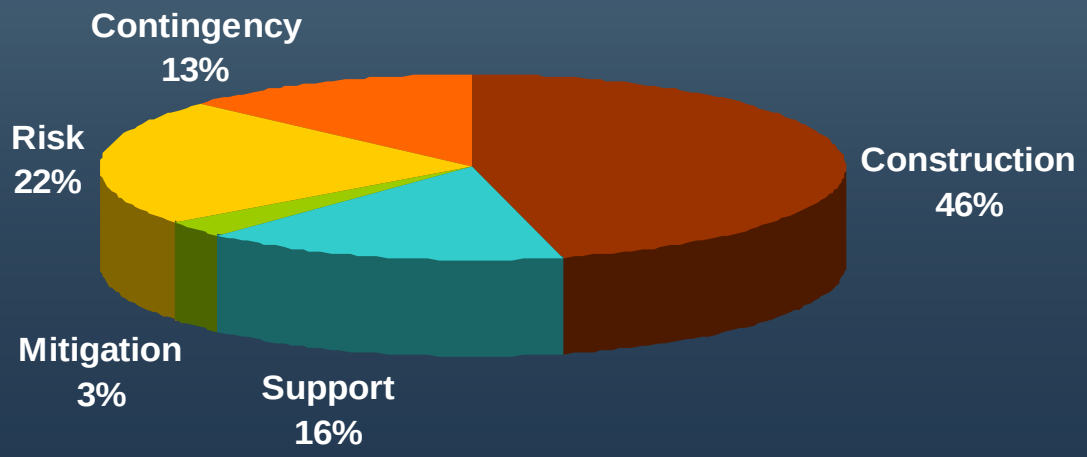
- STRUCTURE: Steel plate girder
- OPENED: December 1978
- RETROFIT STRATEGY: Install isolation bearings, strengthen superstructure and substructure
- Retrofit Completion: 2012

Dumbarton Bridge

- STRUCTURE: Steel box girder and pre-stressed concrete approach spans
- OPENED: October 1982
- RETROFIT STRATEGY: Install isolation bearings, strengthen superstructure and substructure for main span and approaches
- Retrofit Completion: 2013

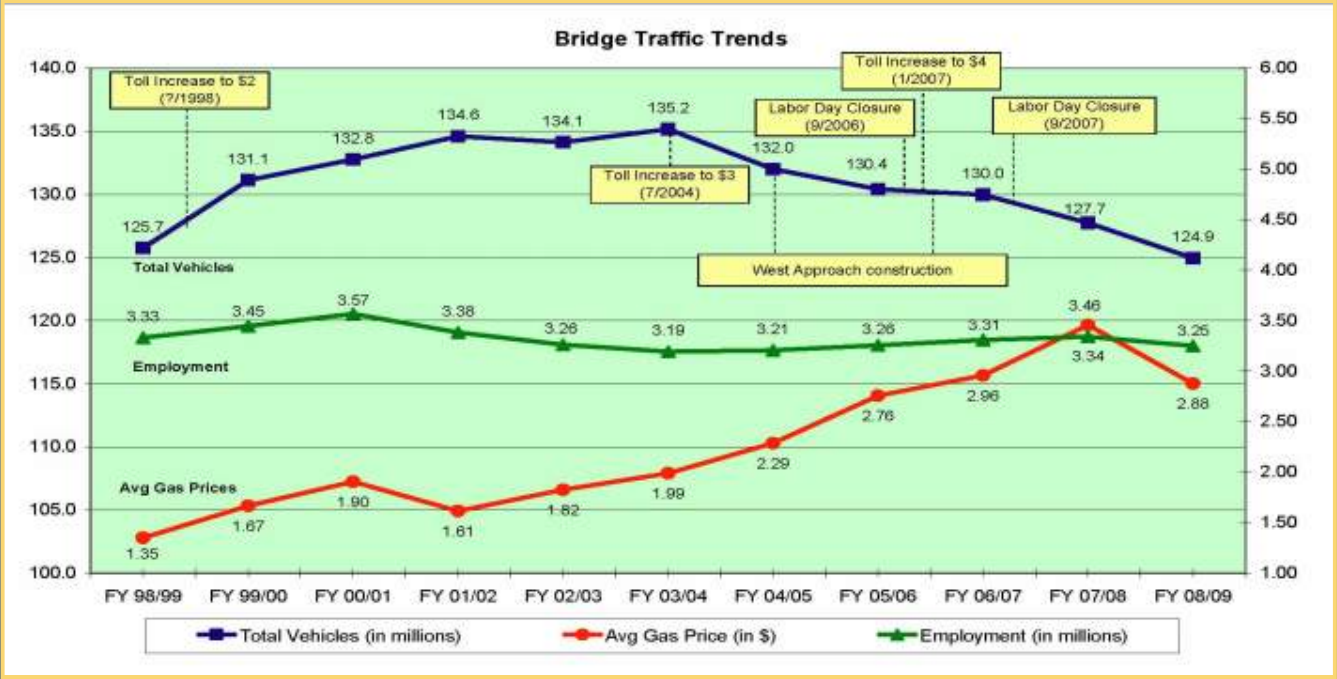
Total Project Costs – $750 Million

Description	Antioch ($ Millions)	Dumbarton ($ Millions)
CONSTRUCTION COST ESTIMATE (ESCALATION TO MID YEAR OF CONSTRUCTION)	$98	$195
CONTINGENCIES	45	65
SUBTOTAL CAPITAL COST ESTIMATE	143	260
SUPPORT COST ESTIMATE	39	95
MITIGATION COST ESTIMATE	13	10
RISK COST ESTIMATE	72	118
TOTAL COST ESTIMATE	$267	$483



Traffic

Bridge Traffic Trends (FY 98/99 through FY 08/09)



- Total traffic has declined 8% from FY 2003-04.
- Reduction in toll paying traffic accounts for about $50 million in reduced annual revenues from 2005 model forecasts.
- FY 2009-10 first quarter average daily traffic was about 2% more than the same period a year earlier.

Debt Costs

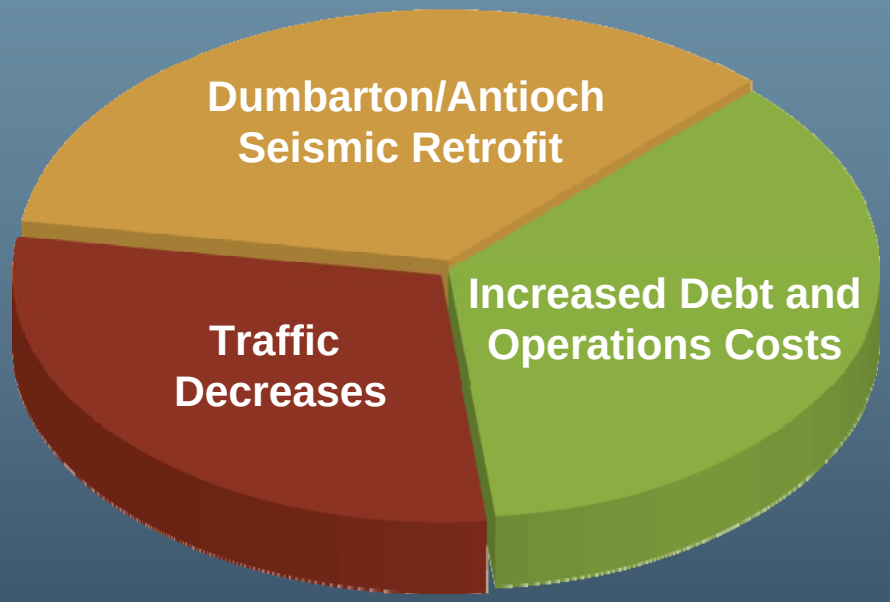
Current Forecast of Debt Cost vs. Assumed Debt Costs In 2005 Finance Model

	2005 Assumptions	2008 Assumptions
Term	30-40 Years	30 Years
Product	Traditional Fixed – 33%	Traditional Fixed – 75%
Future Interest Cost	3.56% - 5.86%	6.25% - 6.75%

- Increased debt cost accounts for about $35 million in added annual costs from 2005 model forecast.

Funding Strategy

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

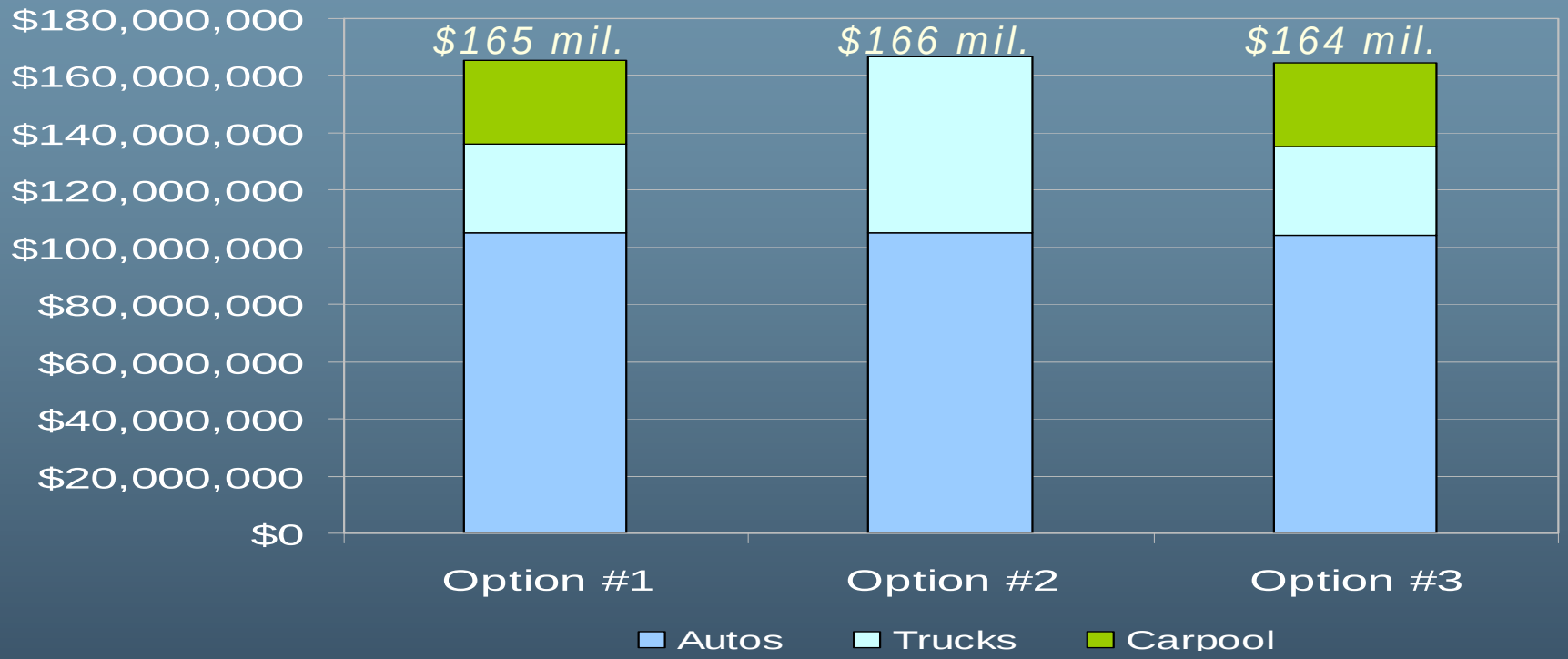


Funding Strategy

- **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

Option #1:

- **Charges carpools $3.00 for seismic retrofit portion of toll charges**
  - All carpools would be required to obtain a FasTrak toll tag for reduced rate and FasTrak toll equipment would be required in all carpool lanes.
- **At $6 per axle, toll rates about double for trucks.**

Vehicle Class	Current Toll	Option #1 Proposed Toll Rates
2-Axle	$4.00	**$5.00**
3-Axle	$6.00	**$11.00**
4-Axle	$8.25	**$17.00**
5-Axle	$11.25	**$23.00**
6-Axle	$12.00	**$29.00**
7+-Axle	$13.50	**$35.00**
Carpool	$0.00	**$3.00**

Toll Revenue Options

Option #2:

- **No charge for carpools**
- **To maintain free passage for carpools, truck charge would need to be $10 per axle.**

Vehicle Class	Current Toll	Option #2 Proposed Toll Rates
2-Axle	$4.00	$5.00
3-Axle	$6.00	$15.00
4-Axle	$8.25	$25.00
5-Axle	$11.25	$35.00
6-Axle	$12.00	$45.00
7+-Axle	$13.50	$55.00
Carpool	$0.00	$0.00

Toll Revenue Options

Option #3

(Bay Bridge congestion pricing - $6 peak/$4 non-peak)

- **Congestion pricing could reduce morning peak delay (maximum delay per vehicle) on the Bay Bridge by 15% to 30%.**
- **Carpool toll at $3.00.**

Vehicle Class	Current Toll	Option #3 Proposed Toll Rates
2-Axle	$4.00	Bay Bridge – ▪ Peak: M-F **$6.00** ▪ Non-peak: M-F **$4.00** ▪ Weekend: **$5.00**
3-Axle	$6.00	$11.00
4-Axle	$8.25	$17.00
5-Axle	$11.25	$23.00
6-Axle	$12.00	$29.00
7+-Axle	$13.50	$35.00
Carpool	$0.00	$3.00

Carpools: Comparison of Carpool Rates

Agency/ Facility Type	Cash Toll	Charges for Carpools?	Carpool Toll	Occupancy
BATA (Bridges)	$4.00	No	$0	3+/2+
GGB (Bridge)	$6.00	No	$0	3+
MTA Verrazano Narrows (Bridge)	$11.00	Yes	$2.56*	3+
PANYNJ (Bridges/Tunnels)	$8.00	Yes	$2.00*	3+
TCA (Toll Road)	$5.50	Yes	$5.25	—

* Must use staffed lanes and meet enrollment requirements.

- Most other toll roads surveyed do not have reduced rates for carpools.

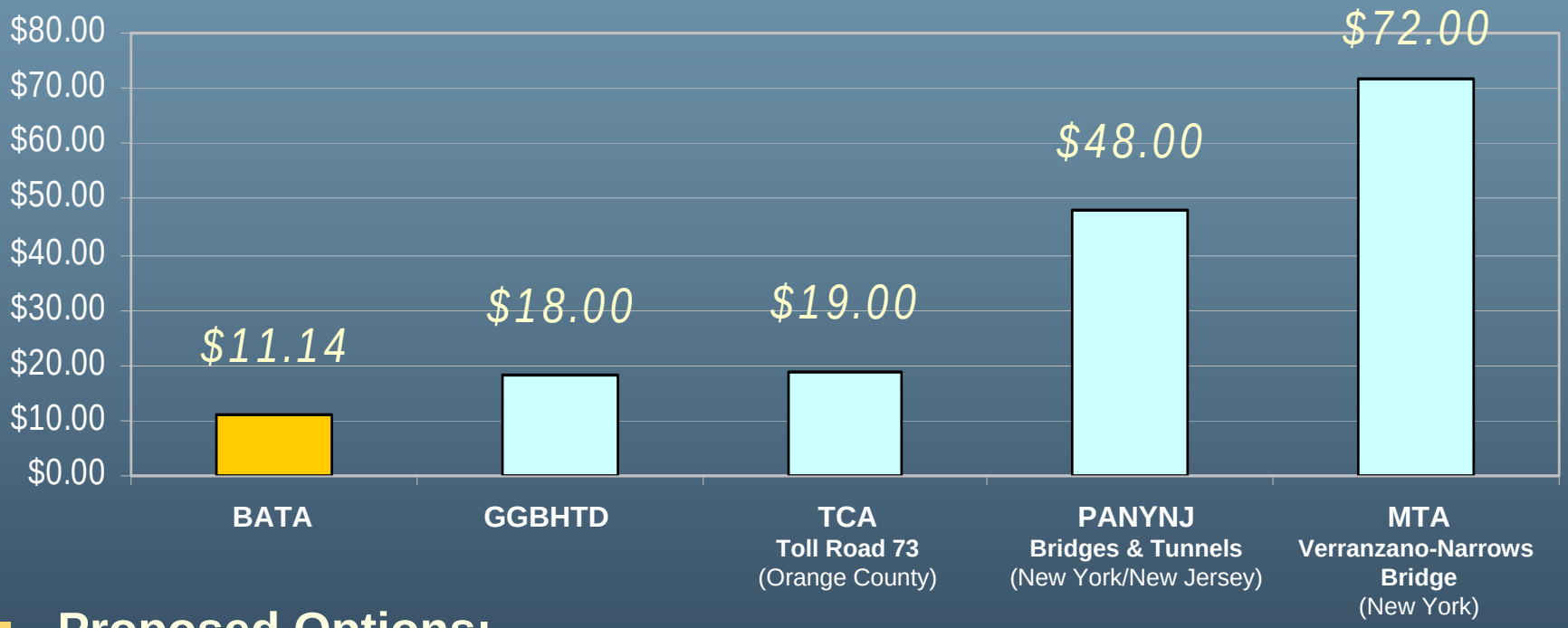
Carpools: Motivations to Carpool

Survey Questions from Commute Profile 2005	Percentage "Yes"	Sample Size
If you could save $50 per month, *would you be willing to try carpooling or transit to work?*	42%	1,778
If you could decrease your travel time by up to 15 minutes a day, *would you be willing to carpool or use transit to get to work?*	59%	2,021

- Commuters are influenced to carpool more by time than dollar savings.

Trucks: Comparison of Toll Rates

Average Cash Tolls for 3- through 9-axle Vehicles

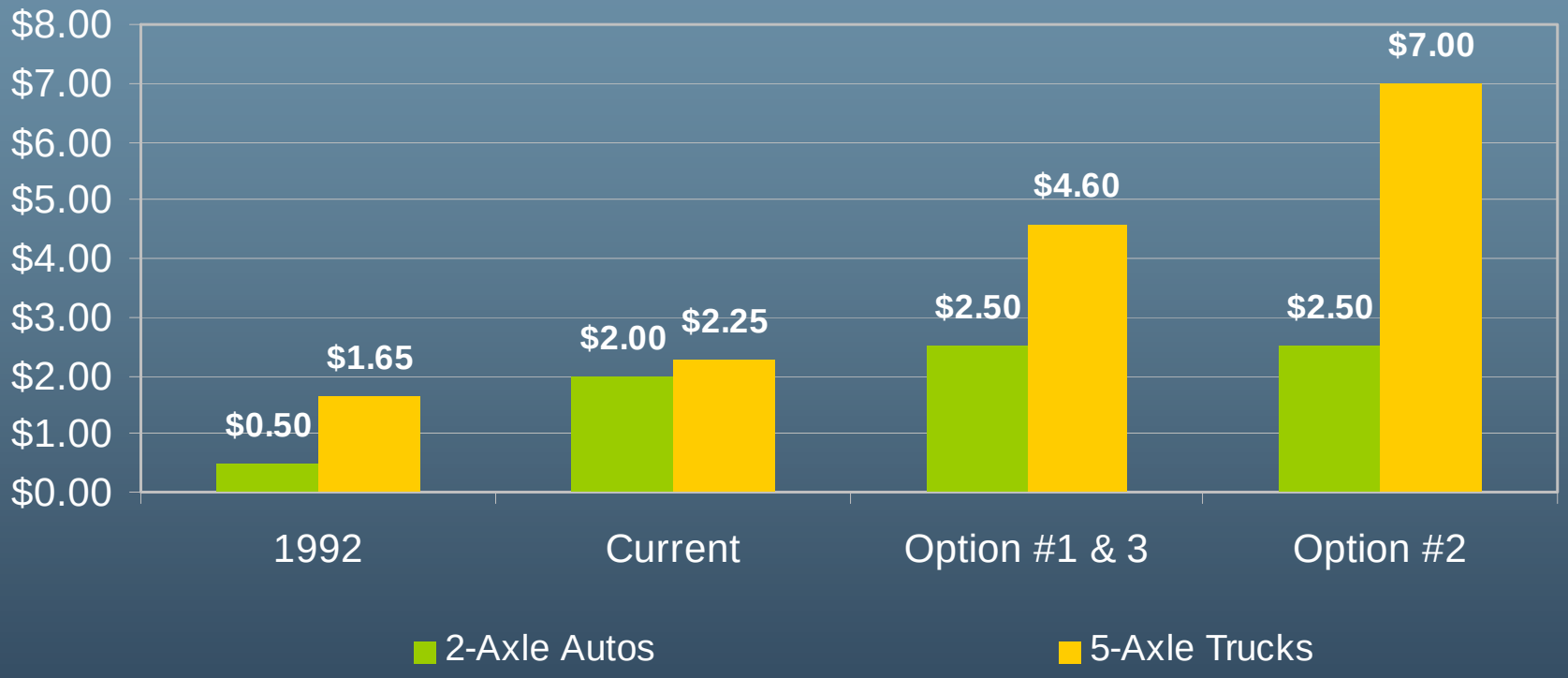


- **Proposed Options:**
  - **Options #1** and **#3:** $26.00 average toll rate for trucks.
  - **Option #2:** $40.00 average toll rate for trucks

Note: TCA 73 Toll Road (Catalina View Mainline).

Trucks: History of Truck Toll Rates

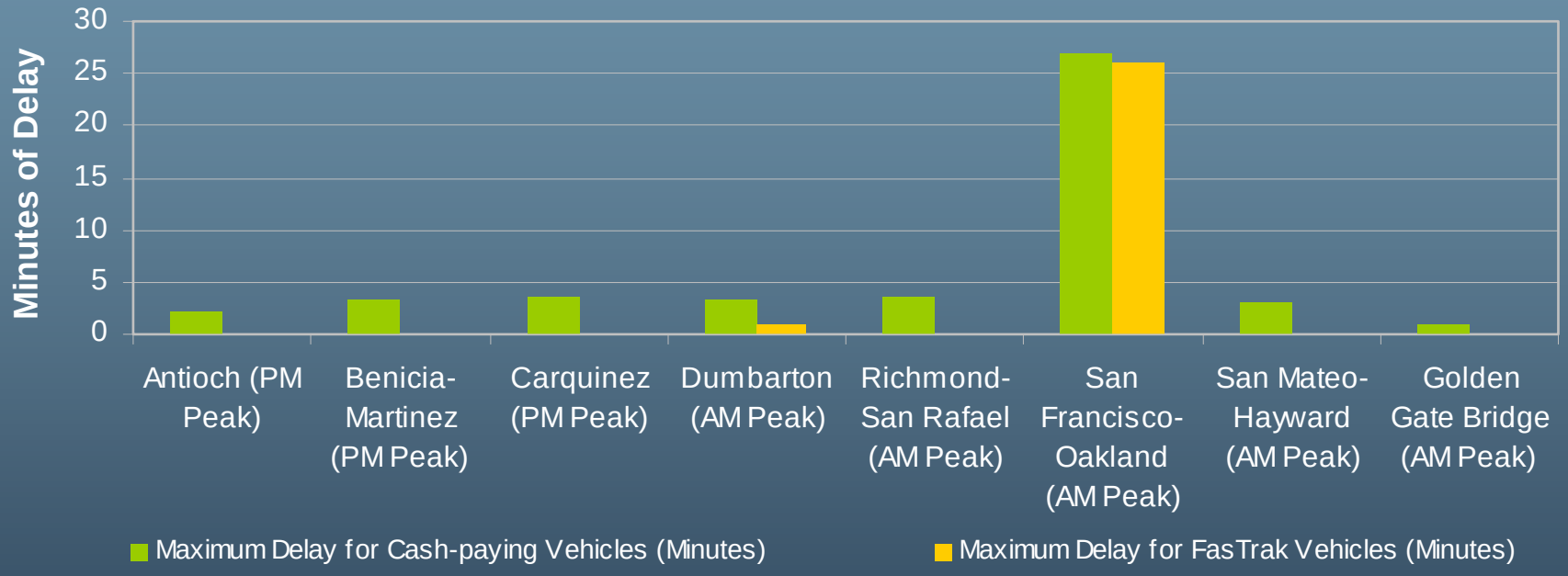
Per axle Auto Toll Rates vs. Truck Toll Rates



- Toll increase options begin to restore 1992 truck/auto per axle toll rate differentials.

Why Congestion Pricing on Bay Bridge?

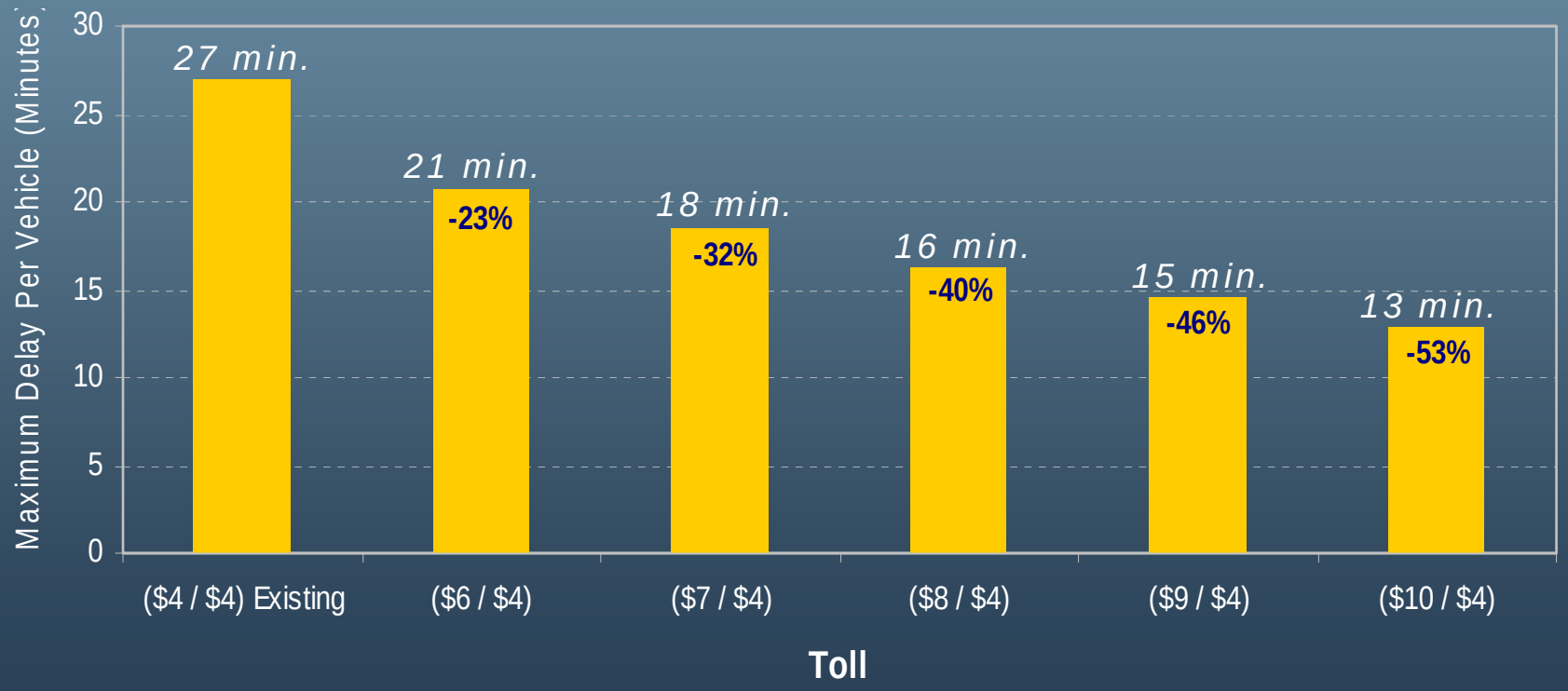
Toll Bridge Maximum Delay Times (minutes)



- Peak delays at the toll plazas, except the Bay Bridge, are minimal.
- FasTrak® customers only have delays at Dumbarton and Bay Bridges.

Congestion Pricing Impacts on the Bay Bridge

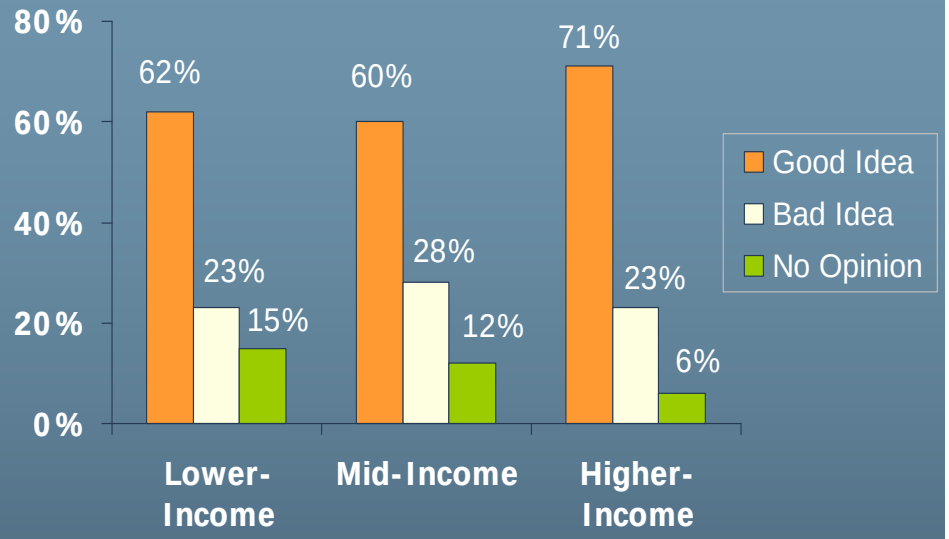
Delay Reduction (Maximum delay per vehicle) **for Congestion Pricing Alternatives**



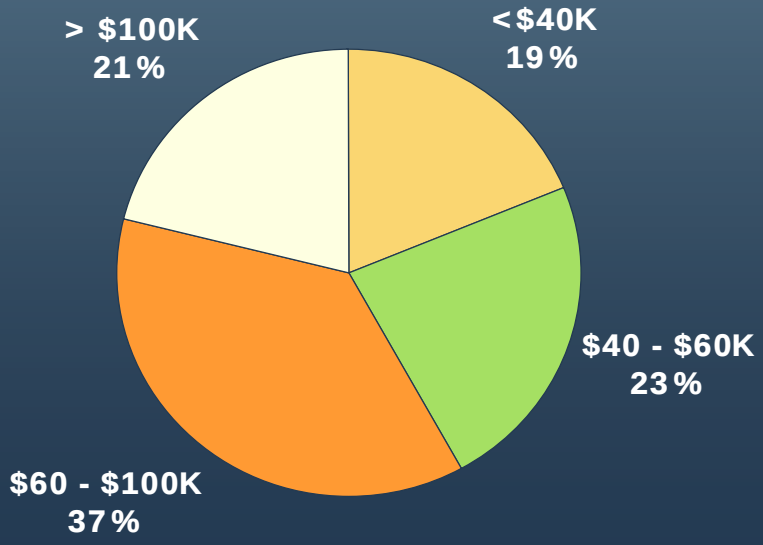
Affordability: Express Lane Findings

What do you think of allowing single drivers to use the carpool lanes by paying a toll **(Minneapolis)?**

Finding: The concept of pricing is popular among all income groups



Annual Household Income of Peak Period Users (Orange County Express Lane)



Finding: At any given time about 3/4 of vehicles in the toll lanes belong to low- and middle-income individuals.

Implementation Schedule

Date	Meeting	Discussion
October 14, 2009	BATA Oversight Committee	**Staff presents toll options**
November 4, 2009	Public Hearing #1 Oakland, CA	**Public comment on options**
November 17, 2009	Public Hearing #2 San Mateo, CA	**Public comment on options**
December 3, 2009	Public Hearing #3 Concord, CA	**Public comment on options**
December 7, 2009	Public Hearing #4 San Francisco, CA	**Public comment on options**
December 9, 2009	BATA Oversight Committee	**Staff recommendation on toll option**
January 13, 2010	BATA Oversight Committee	**Committee action on toll increase**
January 27, 2010	BATA	**Authority action on toll increase**
July 1, 2010		**Toll increase is effective**

Comments may be sent to BATA by:

Fax — 510.817.5848

E-mail — ***tolls@mtc.ca.gov***.

http://bata.mtc.ca.gov