Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Board Room, 1st Floor

MEETING AGENDA

Date: Wednesday, October 14, 2026 | **Time:** 9:35 a.m.

Bay Area Toll Authority Oversight Committee

Chair: Margaret Abe-Koga
Vice Chair: Nate Miley
Clerk: Carsie Bonner

The BATA Oversight Committee is scheduled to meet at 9:35 a.m.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov-/whats-happening/meetings/live-webcasts. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: https://bayareametro.zoom.us/j/84869632765

iPhone One-Tap: US:
+16699006833,,84869632765# US (San Jose)
+14086380968,,84869632765# US (San Jose)
Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)
Webinar ID: 848 6963 2765
International numbers available:https://bayareametro.zoom.us/u/kcGSPtY7Ws

Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov-/how-provide-public-comment-board--meeting-zoom

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting’s web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. All comments received will be submitted into the record.

Roster

Margaret Abe-Koga
Chair

Nate Miley
Vice Chair

Victoria Fleming
Myrna Melgar
Belia Ramos

Barbara Lee
Doanh Nguyen*
Libby Schaaf*

Amber Manfree
Gina Papan

**Non-Voting Members*

Agenda

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the BATA Oversight Committee shall be a majority of its voting members (5).

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Chair's Report

5. Consent Calendar

5a. Approval of BATA Oversight Committee Minutes of September 9, 2026, Meeting. 26-2150

Action: Committee Approval

Attachments:

- 5a_26-2150_9-9-2026_BATA_O_Draft_Meeting_Minutes.pdf

5b. BATA Resolution No. 196: Regional Measure 3 Richmond-San Rafael Bridge Access Improvements: Sponsor Agency Resolution of Project Compliance - Allocation Request ($5,250,000). 26-2151

Action: Authority Approval

Presenter(s): Michelle Go

Attachments:

- 5b_26-2151_1_Summary_Sheet_RM3_RSR_Cutting_Blvd.pdf
- 5b_26-2151_2_BATA_Resolution_No_196.docx_.url_.pdf
- 5b_26-2151_3_Att_B_RM3_AR_1_BATA_Res_196_RM3_Subproject_IPR_Form_Cutting_082026.docx_.url_.pdf
- 5b_26-2151_4_BATA-RES-0196_Att_B_RM3_AR_2_IPR_Subproject_Excel_attachment_Cutting_082026.xlsx_.url_.pdf
- 5b_26-2151_5_BATA-RES-0196_Att_B_RM3_AR_3_RM3_Allocation_Request_Form_Cutting_CON_082026.docx_.url_.pdf
- 5b_26-2151_6_BATA-RES-0196_Att_B_RM3_AR_4_RM3_Allocation_Request.pdf

5c. **Contract - BATA Camera System: NuSpectra Multimedia, Inc. ($725,000).** 26-2152

Action: Committee Approval

Presenter(s): Wilfred Poon

Attachments:

- 5c_26-2152_Contract_BATA_Camera_System.pdf

5d. **Contract Change Order – FasTrak CSC Operational and System Enhancements: Conduent State and Local Solutions, Inc. ($2,000,000)** 26-2153

Action: Committee Approval

Presenter(s): Eric Davis

Attachments:

- 5d_26-2153_Contract_Actions_FasTrak_CSC_Operational_System_Enhancements.pdf

5e. **Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): Annual Operating Funds and Richmond-San Rafael Open Road Tolling (ORT) Project – TransCore, LP ($1,350,000)** 26-2154

Action: Committee Approval

Presenter(s): Sylvia Cox

Attachments:

- 5e_26-2154_Contract_Amendment_TransCore_ATCASII_Annual_Operation_RSR_Interim_ORT.pdf

5f. **Fiscal Year (FY) 2026-27 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended August 31, 2026 (Unaudited).** 26-2155

Action: Information

Presenter(s): Derek Hansel

Attachments:

- 5f_26-2155_1_Summary_Sheet_BATA_MFRs_August_2026.pdf
- 5f_26-2155_2_Attachment_A_BATA_MFR_August_2026.pdf

6. Information

6a. **Update on Strategies to Move Customers to FasTrak®.** 26-2156

BATA has implemented a variety of strategies to move customers from invoices to FasTrak toll tags. This presentation is an update on those strategies.

Action: Information

Presenter(s): Lysa Hale

Attachments:

- 6a_26-2156_1_Summary_Sheet_Strategies_Move_Customers_FasTrak.pdf
- 6a_26-2156_2_Presentation_Update_Strategies_Move_Customers_FasTrak.pdf

7. Public Comment / Other Business

Commissioners and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.

8. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on November 4, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public. * Please note: the next meeting is on the 1st Wednesday of the month due to the Veteran's Day Holiday.***

Public Comment: The public is encouraged to comment on agenda items at meetings by completing a request-to-speak card (available from the Clerk) and passing it to the Clerk. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the meeting body may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to meeting body members, key staff and others as appropriate. Copies will be available at the meeting.

Agenda Item 5a

Metropolitan Transportation Commission

Meeting Minutes

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Bay Area Toll Authority Oversight Committee

Margaret Abe-Koga, Chair Nate Miley, Vice Chair

Wednesday, September 9, 2026 | **9:35 AM** | **Board Room - 1st Floor**

Chair Abe-Koga called the meeting to order at 9:43 a.m.

Roster
Margaret Abe-Koga (Chair), Nate Miley (Vice Chair),
Victoria Fleming, Barbara Lee, Amber Manfree, Myrna Melgar,
Gina Papan, Belia Ramos
Non-Voting Member: Libby Schaaf, Doanh Nguyen

1. Call to Order / Roll Call / Confirm Quorum

Present: 7 - Chair Abe-Koga, Vice Chair Miley, Commissioner Lee, Commissioner Manfree, Commissioner Melgar, Commissioner Papan, and Commissioner Ramos

Absent: 1 - Commissioner Fleming

Non-voting members present: Commissioner Nguyen

Non-voting members absent: Commissioner Schaaf

Ex-Officio Voting Members Present: Commission Chair Noack and Commission Vice Chair Moulton-Peters

2. Pledge of Allegiance

3. Compensation Announcement (Committee Clerk)

4. Chair's Report

Aleta Dupree, Team Folds, was called to speak.

5. Consent Calendar

Aleta Dupree, Team Folds, was called to speak.

Upon the motion by Commissioner Papan and seconded by Vice Chair Miley, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 7 - Chair Abe-Koga, Vice Chair Miley, Commissioner Lee, Commissioner Manfree, Commissioner Melgar, Commissioner Papan and Commissioner Ramos

Absent: 1 - Commissioner Fleming

5a. 26-0982 Approval of BATA Oversight Committee Minutes of August 12, 2026, Meeting.

Action: Committee Approval

5b. 26-1005 Contract Amendment - Credit Card Processing for the FasTrak® Electronic Toll Collection Program: Bank of America Merchant Services ($10,000,000).

Action: Committee Approval

Presenter: Shirley Haw

5c. 26-1061 Fiscal Year (FY) 2026-27 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended July 31, 2026 (Unaudited)

Action: Informational

Presenter: Derek Hansel

6. Public Comment / Other Business

Written correspondence was received by Mark Baker and Clara O.

Aleta Dupree, Team Folds, was called to speak.

6a. 26-1052 Public Comment

Action: Information

6b. 26-1081 Public Comment

Action: Information

7. Adjournment / Next Meeting

The next meeting of the BATA Oversight Committee will be held on October 14, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Chair Abe-Koga adjourned the meeting at 9:54 a.m.

Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 5b-26-2151**

BATA Resolution No. 196: Regional Measure 3 Richmond-San Rafael Bridge Access Improvements: Sponsor Agency Resolution of Project Compliance – Allocation Request ($5,250,000)

Subject:

A request that the Committee approve referral of BATA Resolution No. 196 to the Authority for a Regional Measure 3 (RM 3) Allocation Request for the Cutting Boulevard Transit Improvements Project.

Background:

The RM 3 Expenditure Plan includes the Richmond-San Rafael Bridge Access Improvements project, which funds access and operational improvements in the bridge corridor. Seventy-five million dollars is dedicated to projects in Contra Costa County, for which BATA and the Contra Costa Transportation Authority are eligible project sponsors. The Cutting Boulevard Transit Improvements Project (previously known as Cutting Boulevard Transit Priority Project) is one such project receiving these RM 3 funds, with BATA as the RM 3 sponsor, and Alameda-Contra Costa Transit District (AC Transit) as the implementing agency.

The Cutting Boulevard Transit Improvements Project seeks to improve transit access and operations in the corridor by implementing transit signal priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit routes 580 and 580x, which travel across the Richmond-San Rafael Bridge, and AC Transit routes 76, 376, 675, and 681. TSP will benefit both Golden Gate Transit and AC Transit services along Cutting Boulevard by minimizing delay for buses at traffic signals. To support TSP, traffic signal controller and other related upgrades will be implemented at traffic signals along Cutting Boulevard from I-80 to I-580. The bus stop improvements will include pedestrian access and stop amenities for the shared Golden Gate Transit and AC Transit stops.

This committee previously approved referral of previous allocation request resolutions to the Authority and approved a funding agreement through the following actions:

- In January 2024, BATA approved the resolution of project compliance for an RM 3 allocation request in Resolution No. 176 for $450,0000 to fund planning, environmental, and advanced preliminary engineering for the project.
- In April 2024, this committee approved entering into a funding agreement for $3 million in RM 3 funding with AC Transit to procure and manage consultants and contractors to plan, environmentally clear, design, and construct the project.
- In December 2024, BATA approved the resolution of project compliance for an RM 3 allocation request in Resolution No. 182 for $150,000 to fund the final design phase of the project.
- In December 2025, BATA approved the resolution of project compliance for an RM 3 allocation request in Resolution No. 191 for an additional $150,000 to fund the final design phase of the project to cover the design of additional improvements.

As design progressed on the project, the project team, with input from City of Richmond staff and the public, identified additional improvements to enhance bus operations and address safety and accessibility, such as bus bulbs, queue jump signals, and bikeway treatments to minimize bus-bike conflicts. With these additional improvements, AC Transit is requesting $5.25 million in RM 3 funds for construction, which is $1.15 million greater than the $4.1 million construction estimate in the last final design allocation. However, the cost is within the amount of funding anticipated for transit in the Richmond-San Rafael Bridge Access Improvements project in Contra Costa County. AC Transit anticipates starting construction in Spring 2027 and completing construction in early 2028.

Issues:

None identified.

Recommendations:

Refer BATA Resolution No. 196, Regional Measure 3 Richmond-San Rafael Bridge Access Improvements: Sponsor Agency Resolution of Project Compliance – Allocation Request, to the Authority for approval.

Attachments:

- BATA Resolution No. 196
    - Attachments A-E

Andrew B. Fremier

Date: October 28, 2026
W.I.: 8452
Referred by: BATA Oversight

ABSTRACT

Resolution No. 196

This resolution requests an allocation for Regional Measure 3 project (25) Richmond-San Rafael Bridge Access Improvements.

- Attachment A: RM3 Project 25: Richmond-San Rafael Bridge Access Improvements, Contra Costa County Subprojects
- Attachment B: Cutting Boulevard Transit Improvements Initial Project Report Form
- Attachment C: Cutting Boulevard Transit Improvements Initial Project Report Excel Spreadsheet
- Attachment D: Cutting Boulevard Transit Improvements Allocation Request Form
- Attachment E: Cutting Boulevard Transit Improvements Allocation Request Excel Spreadsheet

Further discussion of this subject is contained in the Bay Area Toll Authority Oversight Committee Summary Sheet dated October 14, 2026.

Date: October 28, 2026
W.I.: 8452
Referred by: BATA Oversight

RE: Regional Measure 3 Richmond-San Rafael Bridge Access Improvements: Sponsor Agency Resolution of Project Compliance – Allocation Request

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 196

Sponsor Agency:	**Bay Area Toll Authority**
Project Title:	**(25) Richmond-San Rafael Bridge Access Improvements**
Subproject Title:	**(25.3) Cutting Boulevard Transit Improvements**

WHEREAS, SB 595 (Chapter 650, Statutes 2017), commonly referred as Regional Measure 3, identified projects eligible to receive funding under the Regional Measure 3 Expenditure Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 3 funds, pursuant to Streets and Highways Code Section 30914.7(a) and (c); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 3 funding; and

WHEREAS, allocation requests to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 3 Policies and Procedures (MTC Resolution No. 4404; and

WHEREAS, the Bay Area Toll Authority (BATA) is an eligible sponsor of Project 25 Richmond-San Rafael Bridge Access Improvements in the Regional Measure 3 Expenditure Plan; and

WHEREAS, the project (25) Richmond-San Rafael Bridge Access Improvements, and Subproject 25.3, Cutting Boulevard Transit Improvements, are eligible for consideration in the Regional Measure 3 Expenditure Plan, as identified in California Streets and Highways Code Section 30914.7(a); and

WHEREAS, BATA and the Contra Costa Transportation Authority (CCTA) are eligible project sponsors for the Richmond-San Rafael Bridge Access Improvements project in Contra Costa County, and both agencies will approve Initial Project Reports for the elements of the project according to the list of sponsoring agencies and in the amounts identified in Attachment A to this resolution; and

WHEREAS, the Regional Measure 3 Initial Project Report (IPR), in Attachments B and C, and allocation request in Attachments D and E, attached hereto and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which BATA is requesting that MTC allocate Regional Measure 3 funds; now, therefore, be it

RESOLVED, that BATA, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 3 Policies and Procedures); and be it further

RESOLVED, that BATA certifies that the Subproject 25.3, Cutting Boulevard Transit Improvements, is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 3 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that BATA approves the allocation request and updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that BATA approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that BATA has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the allocation request and updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that BATA is authorized to submit an application for Regional Measure 3 funds for the Richmond-San Rafael Bridge Access Improvements project in accordance with California Streets and Highways Code 30914.7(a); and be it further

RESOLVED, that BATA certifies that the projects and purposes for which RM3 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to BATA making allocation requests for Regional Measure 3 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of BATA to deliver such project; and be it further

RESOLVED, that BATA agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that BATA indemnifies and holds harmless MTC and their Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of BATA, its officers, employees or agents, or contractors or any of them in connection with its performance of services under this allocation of RM3 funds. BATA agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC and their Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM3 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that BATA shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM3 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 3 funds were originally used; and be it further

RESOLVED, that BATA shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 3 Toll Revenues; and be it further

RESOLVED, that BATA authorizes its Executive Director, or his/her designee to execute and submit an allocation request for the construction phase with MTC for Regional Measure 3 funds in the amount of five million two hundred fifty thousand dollars ($5,250,000), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the Executive Director, or his/her designee is hereby delegated the authority to make non-substantive changes or minor amendments to the allocation request or IPR as he/she deems appropriate; and be it further

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the BATA application referenced herein.

BAY AREA TOLL AUTHORITY

_____

Sue Noack, Chair

The above resolution was entered into by the
Bay Area Toll Authority at a
duly called and noticed meeting held in
San Francisco, California and at other remote
locations, on October 28, 2026.

RM3 Project 25: Richmond- San Rafael Bridge Access Improvements
Contra Costa County Subprojects

Sub-project #	Project Title	Sponsor Agency	Implementing Agency	Total RM3 Amount (Planned or Allocated, thousands)
25.2	I-580 Richmond Parkway Interchange Operational Improvements	BATA	BATA	$7,000
25.3	Cutting Boulevard Transit Improvements	BATA	AC Transit	$6,000
25.4	Richmond-San Rafael Bridge Open Road Tolling and Westbound I-580 High Occupancy Vehicle Lane	BATA	BATA	$5,000
25.5	Point Richmond Traffic Improvements	CCTA	City of Richmond	$780
25.6	Richmond Wellness Trail Phase II	BATA	City of Richmond	$2,500
25.7	Neighborhood Complete Streets Project	BATA	City of Richmond	$7,500

Note that specific projects for the balance of funds will be coordinated between BATA and CCTA at a later date.

Regional Measure 3

Initial Project Report

Project/Subproject Details

Basic Project Information

Project Number	25
Project Title	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
RM3 Funding Amount	$75,000,000

Subproject Information

Subproject Number	25.3
Subproject Title	Cutting Boulevard Transit Improvements
RM3 Funding Amount	$6,000,000

I. Overall Subproject Information

a. Project Sponsor / Co-sponsor(s) / Implementing Agency

Sponsor: BATA
Implementing Agency: AC Transit

b. Detailed Project Description *(include definition of deliverable segment if different from overall project/subproject)*

The project seeks to improve transit access and operations in the corridor by implementing Transit Signal Priority (TSP) and bus stop improvements along Cutting Boulevard in the City of Richmond for the Golden Gate Transit Route 580, which serves travel across the Richmond-San Rafael Bridge. The TSP will benefit both Golden Gate Transit and AC Transit service along Cutting Boulevard. The project will include signal controller and other related upgrades to support TSP along Cutting Boulevard from I-80 to the I-580 on and off-ramps. The stop improvements will include pedestrian access and stop amenities for the shared Golden Gate Transit and AC Transit stops. The project may also evaluate what improvements, if any, are needed to optimize existing TSP installed along Cutting Boulevard between I-80 and El Cerrito Del Norte BART station. AC Transit is conducting a concurrent project on AC Transit only stops along Cutting Blvd funded with LCTOP funds.

c. Impediments to Project Completion

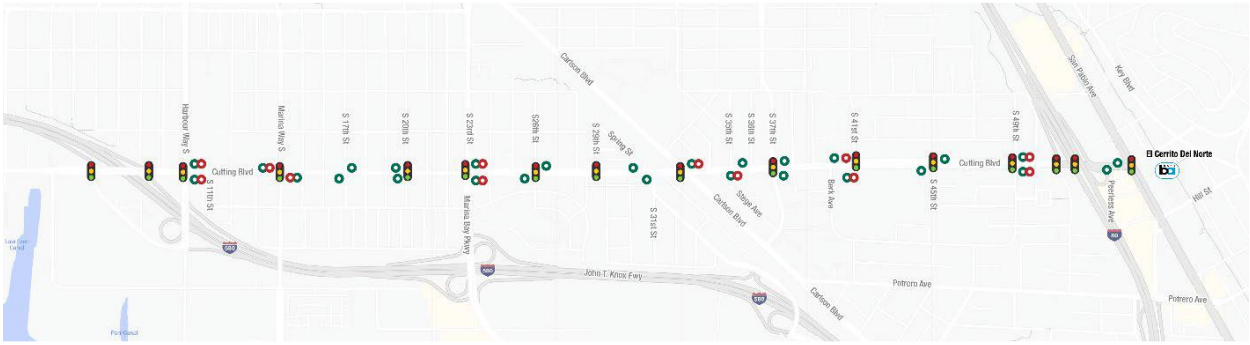
None at this time.

d. Risk Management *(describe risk management process for project budget and schedule, levels of contingency and how they were determined, and risk assessment tools used)*

e. Operability *(describe entities responsible for operating and maintaining project once completed/implemented)*

AC Transit will maintain TSP equipment and bus stop sign and pole. Caltrans will operate and maintain signals under their jurisdiction. The City of Richmond will maintain all other improvements.

f. Project Graphic(s) *(include below or attach)*



II. Project Phase Description and Status

a. **Environmental/Planning** Does NEPA apply? Yes ☐ No☒

These tasks are complete.

b. Design

As of August 2026, AC Transit distributed the 95% PS&E for stakeholder review.

c. Right-of-Way Activities / Acquisition

Right-of-way acquisition not anticipated.

d. Construction / Vehicle Acquisition / Operating

AC Transit plans to issue Notice To Proceed to construction in April 2027.

III. Project Schedule

Phase-Milestone	**Planned**	
	Start Date	Completion Date
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	9/2024	5/2025
Final Design - Plans, Specs. & Estimates (PS&E)	5/2025	11/2026
Right-of-Way Activities /Acquisition (R/W)	n/a	n/a
Construction (Begin – Open for Use) / Acquisition (CON)	5/2027	1/2028

IV. Project Budget

Capital

Project Budget	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	$850
Design - Plans, Specifications and Estimates (PS&E)	$400
Right-of-Way Activities /Acquisition (R/W)	n/a
Construction / Rolling Stock Acquisition (CON)	$6,989
Total Project Budget (in thousands)	$8,239

Deliverable Segment Budget (if different from Project budget)	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	

Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Operating	**Total Amount - Escalated to Year of Expenditure (YOE)- (Thousands)**
Annual Operating Budget	n/a

V. Project Funding

Please provide a detailed funding plan in the Excel portion of the IPR. Use this section for additional detail or narrative as needed and to describe plans for any "To Be Determined" funding sources, including phase and year needed.

VI. Contact/Preparation Information

Contact for Project Sponsor
Name: Michelle Go
Title: Principal Planner
Phone: 415.778.6649
Email: mgo@bayareametro.gov
Mailing Address: 375 Beale St. Ste 800, San Francisco, CA 94105

Person Preparing Initial Project Report (if different from above)
Name: Jesse Rosemoore
Title: Senior Capital Planning Specialist
Phone: 510-220-0178
Email: jrosemoore@actransit.org
Mailing Address: 1600 Franklin St. Fl 5, Oakland, CA 94612

Regional Measure 3
Intitial Project Report - Subproject Report
Funding Plan

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

(add rows as necessary)

CAPITAL FUNDING

Funding Source	Committed? (Yes/No)	Total Amount ($ thousands)	Amount Expended ($ thousands)	Amount Remaining ($ thousands)
ENV				
RM3	Yes	$ 450	$ 369	$ 81
AC Transit District Funds	Yes	$ 400	$ 294	$ 106
				$ -
				$ -
				$ -
				$ -
ENV Subtotal		$ 850	$ 663	$ 187
PSE				
RM3	Yes	$ 150		$ 150
AC Transit District Funds	Yes	$ 100		$ 100
RM3	Yes	$ 150		$ 150
				$ -
				$ -
				$ -
PSE Subtotal		$ 400	$ -	$ 400
ROW				
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
ROW Subtotal		$ -	$ -	$ -
CON				
RM3	Yes	$ 2,400		$ 2,400
LCTOP	Yes	$ 1,739		$ 1,739
RM3	No	$ 2,850		$ 2,850
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
				$ -
CON Subtotal		$ 6,989	$ -	$ 6,989
Capital Funding Total		$ 8,239	$ 663	$ 7,576

OPERATING FUNDING (Annual)

Funding Source	Phase	Committed? (Yes/No)	Total Amount ($ thousands)
	Operating		
Operating Funding Total			$ -

Regional Measure 3
Intitial Project Report - Subproject Report
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount ($ thousands)	Amount Expended ($ thousands)	Amount Remaining ($ thousands)
ENV												
RM 3		$ 266	$ 184							$ 450	$ 369	$ 81
AC Transit Funds		$ 254	$ 146							$ 400	$ 294	$ 106
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
ENV Subtotal	$ -	$ 520	$ 330	$ -	$ -	$ -	$ -	$ -	$ -	$ 850	$ 663	$ 187
PSE												
RM 3				$ 300						$ 300		$ 300
AC Transit Funds				$ 100						$ 100		$ 100
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
PSE Subtotal	$ -	$ -	$ -	$ 400	$ -	$ -	$ -	$ -	$ -	$ 400	$ -	$ 400
ROW												
RM-3										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
ROW Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON												
RM 3				$ 1,000	$ 4,250					$ 5,250		$ 5,250
LCTOP				$ 739	$ 1,000					$ 1,739		$ 1,739
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
										$ -		$ -
CON Subtotal	$ -	$ -	$ -	$ 1,739	$ 5,250	$ -	$ -	$ -	$ -	$ 6,989	$ -	$ 6,989
RM-3 Funding Subtotal	$ -	$ 266	$ 184	$ 1,300	$ 4,250	$ -	$ -	$ -	$ -	$ 6,000	$ 369	$ 5,631
Capital Funding Total	$ -	$ 520	$ 330	$ 2,139	$ 5,250	$ -	$ -	$ -	$ -	$ 8,239	$ 663	$ 7,576

Regional Measure 3
Intitial Project Report - Subproject Report
Cash Flow Plan

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

(please include all planned funding, add rows as necessary)

RM3 Cash Flow Plan for Deliverable Segment - Funding by planned year of expenditure

Funding Source	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount ($ thousands)
ENV										
RM 3		$ 266	$ 184							$ 450
AC Transit Funds		$ 254	$ 146							$ 400
										$ -
										$ -
										$ -
										$ -
ENV Subtotal	$ -	$ 520	$ 330	$ -	$ -	$ -	$ -	$ -	$ -	$ 850
PSE										
RM 3				$ 300						$ 300
AC Transit Funds				$ 100						$ 100
										$ -
										$ -
										$ -
										$ -
PSE Subtotal	$ -	$ -	$ -	$ 400	$ -	$ -	$ -	$ -	$ -	$ 400
ROW										
RM 3										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
ROW Subtotal	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
CON										
RM 3				$ 1,000	$ 4,250					$ 5,250
LCTOP				$ 739	$ 1,000					$ 1,739
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
										$ -
CON Subtotal	$ -	$ -	$ -	$ 1,739	$ 5,250	$ -	$ -	$ -	$ -	$ 6,989
RM 3 Funding Subtotal	$ -	$ 266	$ 184	$ 1,300	$ 4,250	$ -	$ -	$ -	$ -	$ 6,000
Capital Funding Total	$ -	$ 520	$ 330	$ 2,139	$ 5,250	$ -	$ -	$ -	$ -	$ 8,239

Regional Measure 3
Intitial Project Report - Subproject Report
Estimated Budget Plan

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)	**Estimated Hours**	**Rate/Hour**	**Total Estimated cost**
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
Direct Labor Subtotal			$ -
2. Overhead and direct benefits (specify)	**Rate**	**x Base**	
		$ -	
		0	
		0	
		0	
		0	
		0	
Overhead and Benefit Subtotal			$ -
3. Direct Capital Costs (include engineer's estiamte on construction, right-of-way, or vehicle acquisition	**Unit (if applicable)**	**Cost per unit**	**Total Estimated cost**
Anticipated Capital Costs (via Engineer's Estimate at 65%)			$ 4,750,000
Construction Management			$ 500,000
			$ -
			$ -
			$ -
			$ -
Direct Capital Costs Stubtotal			$ 5,250,000
4. Consultants (Identify purpose and/or consultant)			**Total Estimated cost**
Anticipated Design Contract			$ 750,000
Constultants Subtotal			$ 750,000
5. Other direct costs			**Total Estimated cost**
Other Direct Costs Subtotal			$ -
Total Estimated Costs			$ 6,000,000

Comments: AC Transit does not charge its staff time to Capital Projects. Because the RM3 scope is separate from the LCTOP/District funded scope of the project, that is all that is represented here (RM3 is for regional stops, LCTOP/District funds local stops along Cutting Blvd.).

Regional Measure 3
Allocation Request

RM3 Project Information

Project Number	25
Project Title	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Project Funding Amount	$75,000,000

Subproject Information (if different from overall RM3 project)

Subproject Number	25.3
Subproject Title	Cutting Boulevard Transit Improvements
Subproject Funding Amount	$6,000,000

RM3 Allocation History (Add lines as necessary)

	MTC Approval Date	Amount	Phase
#1:	February 28, 2024	$450,000	PA&ED
#2	January 22, 2025	$150,000	PS&E
#3	January 28, 2026	$150,000	PS&E
	Total:	**$750,000**	

Current Allocation Request:

Request submittal date	Amount	Phase
August 14th, 2025	$5,250,000	CON

I. RM3 Allocation Request Information

a. **Describe the current status of the project, including any progress since the last allocation request or IPR update, if applicable.**

The Project Team (AC Transit and their consultant) has been working with the City of Richmond, MTC, and other stakeholders to complete the design phase and begin construction in Spring 2027. In addition to completed public outreach efforts detailed in the October 2025 allocation request, the project is scheduled for a final public outreach meeting in August 2026. The 95% design package was submitted to stakeholders in August 2026 for comment. Solicitation process to hire a contractor for construction is expected to take place from October 2026 – April 2027. The project team expects to complete construction early in calendar year 2028, with final evaluations and close out activities completed shortly thereafter.

b. **Describe the scope of the allocation request. Provide background and other details as necessary. The scope must be consistent with the RM3 statute. If the scope differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.**

Scope elements have been added to the project leading to the current allocation request of $5,250,000 in Construction funds. Scope elements to further improve safety and bus operations that have been added to the project include bus bulbs (five locations), bikeway treatments (four locations) and queue jump signals (four locations). This added scope has increased the originally planned allocation request by $2,850,000. Accordingly, an updated IPR is being submitted with this allocation request.

c. Deliverable segment budget – please fill out attached Excel file. If the budget differs from the most recent IPR for this project, please describe the reason for any changes here; a revised IPR may be necessary.

d. Schedule – what is the expected completion date of the phase for this allocation? Describe any significant milestones.

The Project aims to reach 100% Design in November 2026. Upon approval of this allocation request, AC Transit will begin procurement for construction and expects construction to begin in Spring 2027, with final evaluations and close out activities completed in early 2028.

e. If the project received an RM3 Letter of No Prejudice, how much has been spent against the approved RM3 LONP amount? (Note: the scope and RM3 amount for this allocation request should match the approved LONP)

N/A

f. Request Details

Amount being requested	$5,250,000
Project phase being requested	Construction

Are there other fund sources involved in this phase?	☒ Yes ☐ No
Date of anticipated Implementing Agency Board approval of RM3 Allocation Request resolution for the allocation being requested	n/a
Month/year being requested for MTC commission approval of allocation	October 2026

Note: Allocation requests are recommended to be submitted to MTC staff for review sixty (60) days prior to action by the Implementing Agency Board

g. List any other planned bridge toll allocation requests in the next 12 months

None.

Regional Measure 3
Allocation Request
Funding Plan - Deliverable Segment - Fully funded phase or segment of total project

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

(add rows as necessary)

RM3 Deliverable Segment Funding Plan - Funding by planned year of allocation

Funding Source	Phase	Prior	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Future committed	Total Amount ($ thousands)	Amount Expended ($ thousands)	Amount Remaining ($ thousands)
RM 3	ENV		$ 266	$ 184							$ 450	$ 266	$ 184
AC Transit Funds	ENV		$ 254	$ 146							$ 400	$ 254	$ 146
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
ENV Subtotal		$ -	$ 520	$ 330	$ -	$ -	$ -	$ -	$ -	$ -	$ 850	$ 520	$ 330
RM 3	PSE				$ 300						$ 300		$ 300
AC Transit Funds	PSE				$ 100						$ 100		$ 100
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
PSE Subtotal		$ -	$ -	$ -	$ 400	$ -	$ -	$ -	$ -	$ -	$ 400	$ -	$ 400
RM 3	ROW										$ -		$ -
	ROW										$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
ROW Subtotal		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RM 3	CON				$ 1,000	$ 4,250					$ 5,250		$ 5,250
LCTOP	CON				$ 739	$ 1,000					$ 1,739		$ 1,739
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
											$ -		$ -
CON Subtotal		$ -	$ -	$ -	$ 1,739	$ 5,250	$ -	$ -	$ -	$ -	$ 6,989	$ -	$ 6,989
RM 3 Funding Subtotal		$ -	$ 266	$ 184	$ 1,300	$ 4,250	$ -	$ -	$ -	$ -	$ 6,000	$ 266	$ 5,734
Capital Funding Total		$ -	$ 520	$ 330	$ 2,139	$ 5,250	$ -	$ -	$ -	$ -	$ 8,239	$ 520	$ 7,719

Regional Measure 3
Allocation Request
Cash Flow Plan

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

(please include all planned funding, add rows as necessary)
Please update the columns below based on your allocation month. The first six months of cash flow are monthly, followed by quarterly, then annually as long as you can reasonably estimate projected expenditures

RM3 Cash Flow Plan for Deliverable Segment - Funding by requested expenditure period

Funding Source(s) List all funding sources besides RM3	Phase	Prior	2027 Q1 (July- Sept 2026)	2027 Q2 (Oct - Dec 2026)	2027 Q3 (Jan - March 2027)	2027 Q4 (April - June 2027)	2028 Q1 (July- Sept 2027)	2028 Q2 (Oct - Dec 2027)	2028 Q3 (Jan - March 2028)	2028 Q4 (April - June 2028)	2029 Q1 (July- Sept 2028)	2029 Q2 (Oct - Dec 2028)	2029 Q3 (Jan - March 2029)	Future committed (if applicable)	Total Amount ($ millions)	Amount Expended ($ millions)	Amount Remaining ($ millions)
RM 3	ENV	$ 450													$ 450	$ 266	$ 184
AC Transit Funds	ENV	$ 400													$ 400	$ 254	$ 146
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
ENV Subtotal		$ 850			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 850	$ 520	$ 330
RM 3	PSE		$ 180	$ 120											$ 300		$ 300
AC Transit Funds	PSE		$ 60	$ 40											$ 100		$ 100
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
PSE Subtotal		$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 400
RM 3	ROW														$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
ROW Subtotal		$ -			$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
RM 3	CON					$ 1,000	$ 1,417	$ 1,417	$ 1,417						$ 5,250		$ 5,250
LCTOP	CON					$ 739	$ 333	$ 333	$ 333						$ 1,739		$ 1,739
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
															$ -		$ -
CON Subtotal		$ -	$ -	$ -	$ -	$ 1,739	$ 1,750	$ 1,750	$ 1,750	$ -	$ -	$ -	$ -	$ -	$ 6,989	$ -	$ 6,989
RM 3 Funding Subtotal		$ 450	$ 180	$ 120	$ -	$ 1,000	$ 1,417	$ 1,417	$ 1,417	$ -	$ -	$ -	$ -	$ -	$ 6,000	$ 266	$ 5,734
Capital Funding Total		$ 850	$ -	$ -	$ -	$ 1,739	$ 1,750	$ 1,750	$ 1,750	$ -	$ -	$ -	$ -	$ -	$ 7,839	$ 520	$ 7,719

Notes: RM3 funds should be drawn down approximately propotionately with other funding sources in the same phase. The allocation expiration date will be the end of the final fiscal year in which RM3 funds are planned to be expended for the requested phase.

Regional Measure 3
Allocation Request
Estimated Budget Plan

Project Title:	Richmond-San Rafael Bridge Access Improvements (Contra Costa County)
Subproject Title	Cutting Boulevard Transit Improvements
Project/Subproject Number:	25.3
Total RM3 Funding:	$ 6,000,000

1. Direct Labor of Implementing Agency (specify by name and job function)	**Estimated Hours**	**Rate/Hour**	**Total Estimated cost**
			$ -
			$ -
			$ -
			$ -
			$ -
			$ -
Direct Labor Subtotal			$ -
2. Overhead and direct benefits (specify)	**Rate**	**x Base**	
Overhead		$ -	
		$ -	
		$ -	
		$ -	
		$ -	
		$ -	
Overhead and Benefit Subtotal			$ -
3. Direct Capital Costs (include engineer's estiamte on construction, right-of-way, or vehicle acquisition	**Unit (if applicable)**	**Cost per unit**	**Total Estimated cost**
Anticipated Capital Costs (via Engineer's Estimate at 65%)			$ 4,750,000
Construction Management			$ 500,000
			$ -
			$ -
			$ -
Direct Capital Costs Stubtotal			$ 5,250,000
4. Consultants (Identify purpose and/or consultant)			**Total Estimated cost**
Anticipated Design Contract			$ 750,000
Constultants Subtotal			$ 750,000
5. Other direct costs			**Total Estimated cost**
Other Direct Costs Subtotal			$ -
Total Estimated Costs			$ 6,000,000

Comments: AC Transit does not charge its staff time to Capital Projects. Because the RM3 scope is separate from the LCTOP/District funded scope of the project, that is all that is represented here (RM3 is for regional stops, LCTOP/District funds local stops along Cutting Blvd.).

Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 5c-26-2152**

Contract: BATA Traffic Camera System - NuSpectra Multimedia, Inc. ($725,000)

Subject:

Staff requests that the Committee authorize BATA to enter into an agreement with NuSpectra Multimedia, Inc. (NuSpectra) for hosting, connectivity, and application support of BATA's traffic camera system for the period January 1, 2027 through June 30, 2031, in an amount not to exceed $725,000, subject to the approval of future BATA budgets.

Background:

BATA operates a camera system that provides real-time video of traffic conditions and operations at seventeen locations across BATA's toll bridge facilities. The system supports day-to-day operational monitoring and incident response by BATA staff. Video is transmitted from each camera location over a wireless internet service provider connection to a hosted environment, where it is made available to staff. Video feeds are made available to Caltrans to assist them with traffic and incident management. This video is not recorded and is only available for live viewing.

These services are provided today by NuSpectra under a subcontract to the existing Regional Tolling Infrastructure Maintenance Services contract. Staff propose transitioning camera system services to a direct sole source agreement with NuSpectra for the same scope, running from January 1, 2027 through June 30, 2031 to align with the planned end date of the existing Advanced Toll Collection and Accounting System that will be replaced by Open Road Tolling. A direct agreement aligns contract administration with the unit responsible for technical oversight of the system. The new camera locations associated with the Richmond Interim Open Road Tolling Project would be included in this agreement at annual cost of $140,000. The not-to-exceed amount of $725,000 reflects this rate, annual escalation over the term, and a contingency. Funding is non-federal and comes from the BATA operating budget, subject to annual appropriation.

The camera system is a proprietary application owned and maintained by NuSpectra, and no other vendor can support the system as currently deployed. To maintain continuity of service

until Open Road Tolling is operational at all toll bridges, staff recommend awarding this agreement to NuSpectra on a sole source basis.

NuSpectra is not a small business enterprise and currently has no subcontractors.

Issues:

None identified.

Recommendations:

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into an agreement with NuSpectra Multimedia, Inc. in an amount not to exceed $725,000 to provide hosting, connectivity, and application support for BATA's traffic camera system, subject to annual approval of the BATA budget.

Attachments:

- Request for Committee Approval – Summary of Proposed Agreement (NuSpectra Multimedia, Inc.)

Andrew B. Fremier

Request for Committee Approval

Summary of Proposed Agreement

Work Item No.:	1252
Consultant:	NuSpectra Multimedia, Inc. Alamo, CA
Work Project Title:	BATA Traffic Camera System
Purpose of Project:	Hosting, connectivity, and application support for BATA's traffic camera system
Brief Scope of Work:	Provide hosting, wireless connectivity, and application support for BATA's live camera system, including camera locations added during the term of the agreement.
Project Cost Not to Exceed:	$725,000
Funding Source:	BATA Operating Budget
Fiscal Impact:	Funds in the amount of $70,000 are included in the BATA Operating Budget for FY 2026-27. The balance of funding through FY 2030-31 is subject to annual approval of the BATA budget.
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into an agreement with NuSpectra Multimedia, Inc. to provide hosting, connectivity, and application support for BATA's live camera system as described above and in the BATA Oversight Committee Summary Sheet dated October 14, 2026, and the Chief Financial Officer is directed to set aside funds in the amount of $725,000 for such agreement, subject to annual approval of the BATA budget.

Margaret Abe-Koga, Chair

Approved: October 14, 2026

Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 5d-26-2153**

Contract Change Order – FasTrak CSC Operational and System Enhancements: Conduent State and Local Solutions, Inc. ($2,000,000)

Subject:

A request to approve a contract change order with Conduent State and Local Solutions, Inc. (Conduent) to support the design, development, and testing of enhancements for the FasTrak® Customer Service Center (CSC) systems in an amount not to exceed $2,000,000.

Background:

Based on a competitive selection, BATA entered into a contract with Conduent (formerly, Xerox State and Local Solutions, Inc.) on March 27, 2013 for the management and operation of the FasTrak® Customer Service Center (CSC). Under the contract, Conduent provides the FasTrak® account management system, transaction processing, call center operations, web services, payment processing, customer communications, violation image review and violation noticing for bridges and express lanes in the Bay Area.

This Change Order would support the design, development, testing, and releasing of ongoing system improvements to ensure the FasTrak® CSC platform remains current, efficient, and consistent with prevailing industry standards and operational practices BATA will execute task orders to support a phased implementation approach, enabling the delivery of incremental enhancements over time. This will include but is not limited to enhanced messaging capabilities and improvements to account management and communication settings available to customers. The aggregate amount of all task orders would not exceed $2,000,000.

Attachment A includes a summary of Conduent and its project team's small business enterprise status.

Issues:

None identified.

Recommendations:

Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract change order with Conduent to support the design, development, and testing of enhancements to the FasTrak® CSC systems in an amount not to exceed $2,000,000.

Attachments:

- Attachment A – Small Business Enterprise Status
- Request for Committee Approval – Summary of Proposed Contract Change Order

Andrew B. Fremier

Attachment A

Small Business Enterprise Status

	Firm Name	Role on Project	SBE* Yes	If SBE Yes, List #	SBE No
Prime Contractor	Conduent	System Development and Operations			X
Subcontractor	Atos	Network Management			X
Subcontractor	Protiviti	Support for Financial Reconciliation			X

*Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Change Order

Work Item No.:	8900
Consultant:	Conduent State and Local Solutions, Inc. San Francisco, CA
Work Project Title:	Implementation of FasTrak CSC Operational and System Enhancements
Purpose of Project:	To make ongoing operational and system enhancements.
Brief Scope of Work:	Contractor to make ongoing system improvements to ensure the FasTrak® CSC platform remains current, efficient, and consistent with prevailing industry standards and operational practices.
Project Cost Not to Exceed:	$2,000,000 (this change order) Current contract amount before this Change Order Amendment: $1,093,200,080 Maximum contract amount after this Change Order Amendment: $1,095,200,080
Funding Source:	BATA Operating Budget
Fiscal Impact:	Funding is included in the FY 2026-27 BATA Operating Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract change order with Conduent State and Local Solutions, Inc. for the services described above and in the BATA Oversight Committee Summary Sheet dated October 14, 2026 and that the Chief Financial Officer is authorized to set aside $2,000,000 for such contract change order.
Bay Area Toll Authority:	
	Margaret Abe-Koga, Chair
Approved:	October 14, 2026

Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 5e-26-2154**

Contract Amendment - Advanced Toll Collection and Accounting System (ATCAS II): Annual Operating Funds and Richmond-San Rafael Open Road Tolling (ORT) Project – TransCore, LP ($1,350,000)

Subject:

A request for Committee approval to enter a contract amendment with TransCore, LP (TransCore) in an amount not to exceed $1,350,000 to, a) provide funds for replacement spare parts, b) adjust the price of TransCore's operating maintenance budget, which the contract authorizes TransCore to receive annually, and c) provide funds to account for changes to the Richmond-San Rafael Interim Open Road Tolling (ORT) Project.

Background:

Following a competitive procurement, BATA entered into a contract with TransCore in 2009 to replace the original toll collection and accounting system. Installation was completed in late 2013 followed by six years of maintenance along with two additional five-year extensions which will end in September 2029.

While maintaining the toll collection system, TransCore periodically replaces broken equipment such as cameras and antennas. TransCore also proactively replaces equipment prior to failure, such as in-ground treadles for counting vehicle axles. The spare parts budget is based on usage from previous years along with forecasts of potential additional needs that may occur in the coming year. This amendment adds $800,000 for October 2026 to September 2027 for spare parts.

The operating maintenance budget under the TransCore contract for the year ending September 30, 2026 is $4,961,517. This amount is subject to an adjustment based on increases and decreases in the Consumer Price Index (CPI) taken from the Urban Wage Earners and Clerical Workers for the San Francisco – Oakland – San Jose area. This Amendment adds $175,000 for the annual contract price adjustment.

In addition to the annual maintenance costs, this contract is also supporting the Richmond-San Rafael Interim ORT Project, which is currently in construction, and this amendment adds $375,000 for that project. Necessary changes to the project's staging plans affected TransCore's

methods for performing the work, increasing costs. The Interim ORT Project will be in place until the completion of the procurement and implementation of the new ORT system at all seven bridges. Attachment A includes a summary of TransCore and its project team's small business status.

Recommendations:

Staff recommend that this Committee authorize the Executive Director or designee to negotiate and enter a contract amendment with TransCore in an amount not to exceed $1,350,000 for replacement spare parts, an adjustment to annual operating funds and to support the Richmond-San Rafael Interim ORT Project.

Attachments:

- Attachment A – Small Business Enterprise Status; and
- Request for Committee Approval – Summary of Proposed Amendment

Andrew B. Fremier

Attachment A

Small Business Enterprise Status

	Firm Name	Role on Project	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	TransCore, LP	Installation/Maintenance of Tolling System	No	
Subcontractor	Transport Data Systems	Provide maintenance services for hardware and software of cameras.	No	
Subcontractor	Statewide Traffic Control	Perform maintenance of traffic (MOT) activities.	No	
Subcontractor	RSI Security	Cybersecurity activities	No	
Subcontractor	TLC - Traffic Loops Crackfilling, Inc.	Traffic Loop cutting	No	
Subcontractor	SWPPQueen	Environmental services	No	
Subcontractor	AWP Safety	Maintenance of Traffic	No	
Subcontractor	Bear Electric	Electrical work	No	
Subcontractor	Neology	Loop installation	No	

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

Work Item No.:	1252
Consultant:	TransCore, LP Nashville, Tennessee
Work Project Title:	New Advanced Toll Collection and Accounting System (ATCAS II)
Purpose of Project:	Maintaining the Toll Collection and Accounting System operated on the seven state-owned toll bridges.
Brief Scope of Work:	Provide funds for replacement spare parts, additional funds to complete end-of-life hardware and software upgrades, and a price adjustment to TransCore's operating maintenance budget, which the contract authorizes TransCore to receive annually.
Project Cost Not to Exceed:	This amendment: $1,350,000 Current contract amount before this amendment: $92,578,165 Maximum contract amount after the amendment: $93,928,165
Funding Source:	BATA Toll Bridge Program Operating Funds - $975,000 BATA Rehab Funds - $375,000
Fiscal Impact:	Funds are included in the FY 2026-27 BATA Budget
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with TransCore, LP to provide continuing maintenance services and project support described above and in the BATA Oversight Committee Summary Sheet dated October 14, 2026 and that the Chief Financial Officer is authorized to set aside $1,350,000 for such amendment.
Bay Area Toll Authority:	_____ Margaret Abe-Koga, Chair
Approved:	October 14, 2026

Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 5f-26-2155**

Fiscal Year (FY) 2026-27 Bay Area Toll Authority (BATA) Statement of Revenues and Expenses for the Period Ended August 31, 2026 (Unaudited)

Subject:

Statement of revenues and expenses for the period ended August 31, 2026 (unaudited)

Background:

The Bay Area Toll Authority manages the electronic toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans). BATA also manages FasTrak®, which is the electronic toll payment system for the bridges and express lanes. Caltrans is responsible for the operation and maintenance of these bridges.

The Statement of Revenues and Expenses has been prepared in accordance with the generally accepted accounting principles (GAAP). The columns have been designed to provide an easy comparison of current fiscal year-to-date actuals to prior fiscal year-to-date actuals, as well as to the current fiscal year-to-date budget, including dollar and percentage variances.

Operating Revenue:

Regional Measures (RM) 1, 2, and 3 are tolls on the state-owned bridges to finance specific bridge and roadway improvements and transportation projects. Toll revenue identified as RM1 also includes tolls associated with the recent toll increase which was authorized by the BATA Board in December 2024. Year-to-date toll revenues collected were $176.0 million, which was about $11.5 million more than the prior year-to-date actuals. The increase in revenue was primarily attributable to the $0.50 toll rate increase effective on January 1, 2026.

Operating Expenses:

As of August 31, 2026, Operating Expenses were $9.4 million, which was $4.0 million more than prior year-to-date actuals. Higher operating expenses were primarily driven by timing differences in the operating expenses booked, including the timing of recorded salaries and benefits alongside the cost-of-living adjustments. Salaries and benefits were higher due to an additional pay period in the current year-to-date period, with five pay periods in the current year compared to four pay periods in the prior year.

Non-Operating Revenues and Expenses:

As of August 31, 2026, Total Non-operating Revenues and Expenses resulted in a net expense of $53.7 million, which was $21.5 million more than net non-operating expenses in the prior year-to-date actuals. The increase in net non-operating expenses was primarily attributed to higher financing fees and bond issuance costs due to new debt issuance transactions completed in fiscal year 2026 and July 2026, as well as a $15.0 million decrease in investment income compared to the same period last year. Interest income was negatively impacted by lower short-term interest rates and steepening treasury yield curve affecting the valuation of MTC's long-term investment pool.

Contributions and Transfers:

As of August 31, 2026, Total Contributions and Transfers resulted in a net outflow of $46.0 million, a decrease of $6.4 million compared to the prior year-to-date actuals. The change reflects decreased net transfers to capital funds of $6.7 million, partially offset by a $0.3 million increase in BATA's 1% administrative transfer to MTC.

Budget & Forecast Updates:

BATA's financial performance through August of FY2026-27 is currently projected to operate within its approved annual budget.

Recommendations:

None. Information only.

Attachments:

- Attachment A: BATA Statement of Revenues and Expenses for the Period Ended August 31, 2026 (unaudited)

Andrew B. Fremier

Attachment A

BAY AREA TOLL AUTHORITY (BATA)

STATEMENT OF REVENUES AND EXPENSES

Fiscal Year 2027

For the Period Ended Aug 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
OPERATING REVENUES						
RM1 revenue and Seismic	$ 98,544,198	$ 87,851,043	$ 10,693,155	12.17%	$ 604,758,887	16.29%
RM2 revenue	19,119,219	18,742,566	376,653	2.01%	108,314,979	17.65%
RM3 revenue	58,351,898	57,888,417	463,482	0.80%	338,034,655	17.26%
Toll revenues collected	**176,015,315**	**164,482,026**	**11,533,290**	**7.01%**	**1,051,108,520**	**16.75%**
Toll violation revenues	8,485,126	7,729,013	756,113	9.78%	32,081,114	26.45%
Other revenues	83,956	38,527	45,429	117.91%	302,903	27.72%
Other operating revenues	**8,569,082**	**7,767,540**	**801,541**	**10.32%**	**32,384,017**	**26.46%**
TOTAL OPERATING REVENUES	**184,584,397**	**172,249,566**	**12,334,831**	**7.16%**	**1,083,492,537**	**17.04%**
OPERATING EXPENSES						
Operating expenses incurred by Caltrans	763,747	201,918	561,829	278.25%	5,919,600	12.90%
Operating expenses - Transbay JPA	-	-	-	0.00%	6,618,343	0.00%
Professional fees	160,177	312,938	(152,761)	-48.82%	123,729,031	0.13%
Allocations to other agencies	-	-	-	0.00%	107,041,426	0.00%
Salaries and benefits	3,246,418	2,362,046	884,372	37.44%	22,328,191	14.54%
Other operating expenses	5,193,595	2,533,671	2,659,924	104.98%	51,651,051	10.06%
TOTAL OPERATING EXPENSES	**9,363,937**	**5,410,573**	**3,953,364**	**73.07%**	**317,287,641**	**2.95%**
OPERATING INCOME (LOSS)	**175,220,460**	**166,838,993**	**8,381,467**	**5.02%**	**766,204,895**	**22.87%**
NONOPERATING REVENUES (EXPENSES)						
Other Agency Reimbursements	993,883	1,122,609	(128,726)	-11.47%	19,500,000	5.10%
Investment income (charge)	13,742,693	28,759,067	(15,016,374)	-52.21%	108,714,485	12.64%
Build America Bonds (BABs) interest subsidy	8,748,047	10,322,902	(1,574,855)	-15.26%	52,488,279	16.67%
Interest expense	(73,226,136)	(71,847,147)	(1,378,989)	1.92%	(652,777,145)	11.22%
Financing fees and bond issuance costs	(1,584,174)	(93,500)	(1,490,674)	1594.30%	(11,241,335)	14.09%
Distributions to Caltrans for their capital purposes	(2,728,270)	(802,162)	(1,926,108)	240.11%	(13,812,400)	19.75%
Other nonoperating revenues (expenses)	319,077	300,117	18,960	6.32%	1,674,965	19.05%
TOTAL NONOPERATING REVENUES (EXPENSES)	**(53,734,880)**	**(32,238,114)**	**(21,496,766)**	**66.68%**	**(495,453,151)**	**10.85%**
INCOME (LOSS) BEFORE TRANSFERS	**121,485,580**	**134,600,879**	**(13,115,299)**	**-9.74%**	**270,438,745**	**44.92%**
CONTRIBUTIONS AND TRANSFERS						
Transfers to Metropolitan Transportation Commission	(5,939,892)	(5,658,949)	(280,943)	4.96%	(23,759,565)	25.00%
Transfer between programs[1]	(40,107,471)	(46,768,345)	6,660,874	-14.24%	(246,679,179)	16.26%
TOTAL TRANSFERS	**(46,047,362)**	**(52,427,293)**	**6,379,931**	**-12.17%**	**(270,438,744)**	**17.03%**
NET SURPLUS / DEFICIT before depreciation and unrealized gain (loss) on investment	**$ 75,438,218**	**$ 82,173,586**	**$ (6,735,368)**	**-8.20%**	**$ 0**	

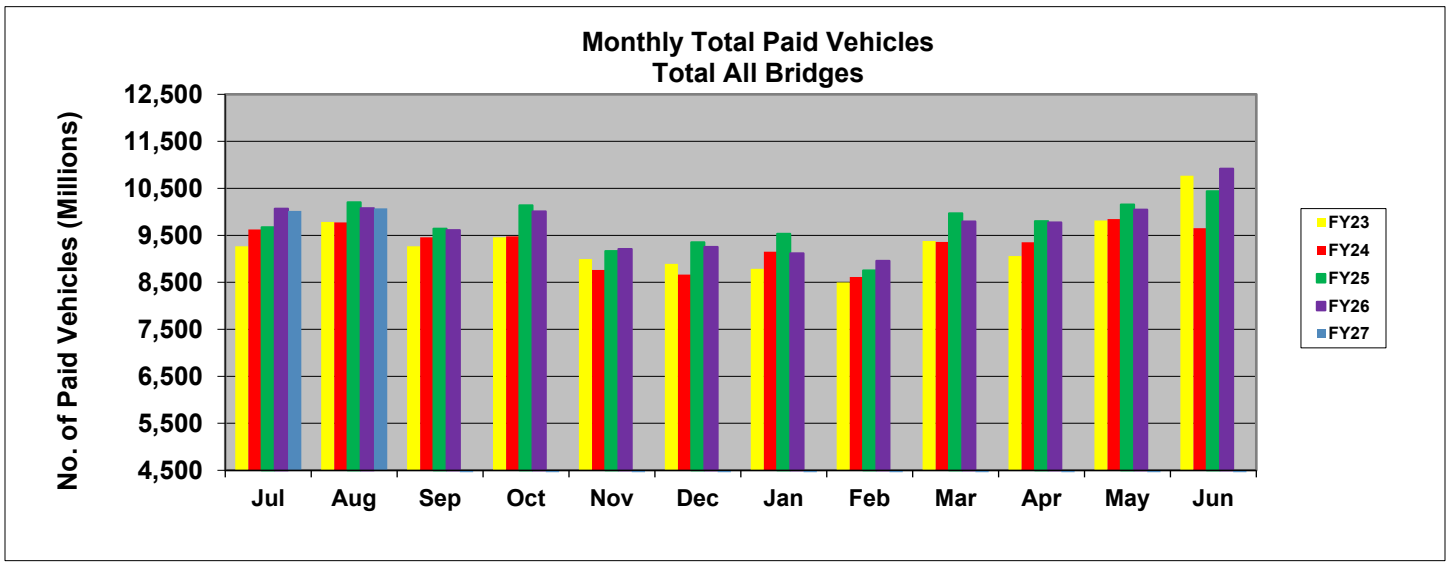
[1] Includes RM2 and RM3 transfers to capital funds

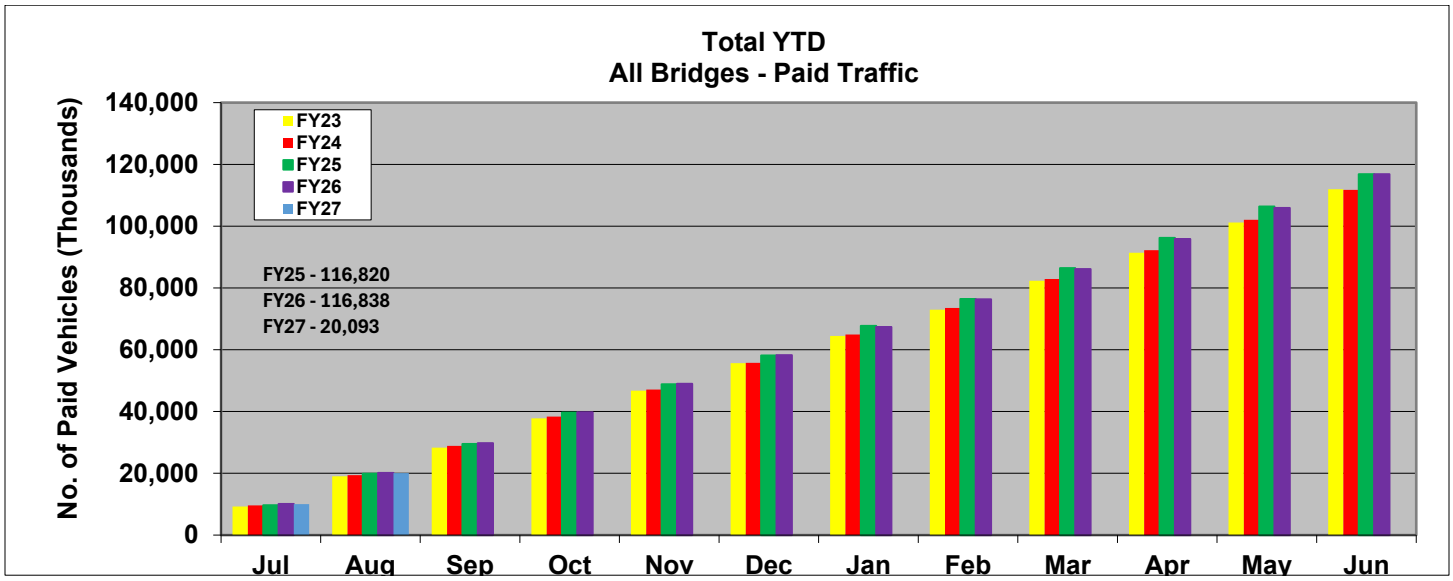
BATA
Cash and Investment
August 31, 2026

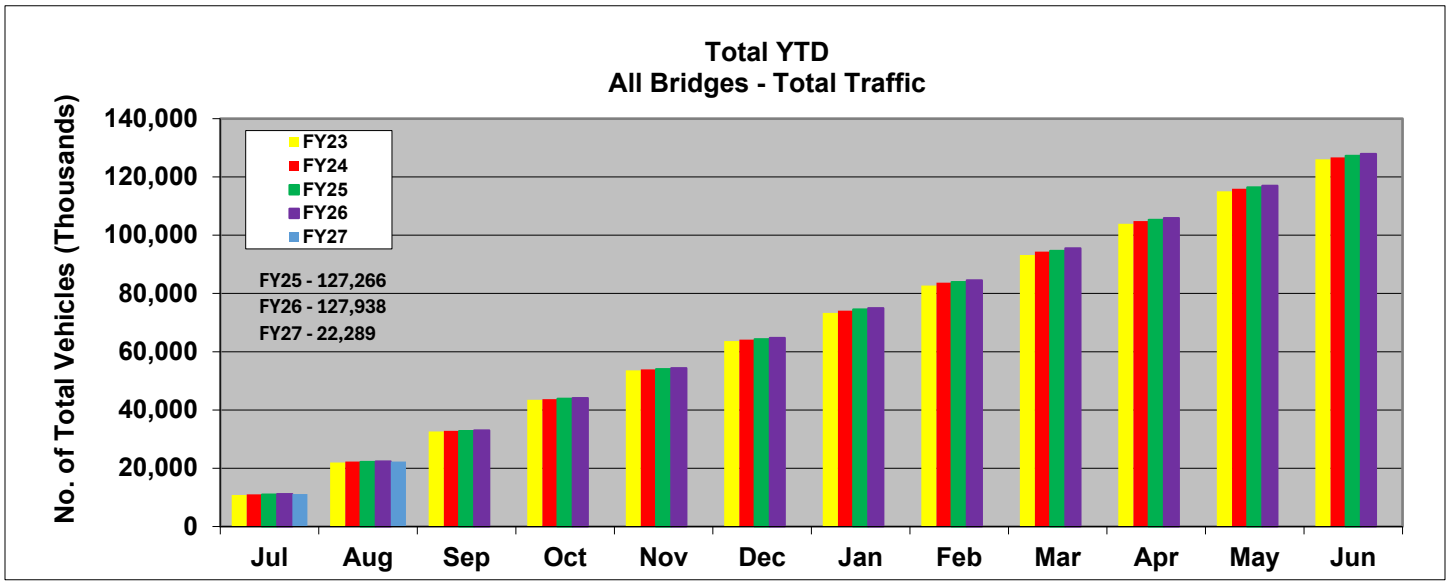
		Balance
Government-Sponsored Enterprises (GSE)	$	832,739,707
US Treasury		1,333,232,751
Mutual Funds		24,648,588
Corporate Debt		972,734,604
Supranational		16,801,830
CAMP		133,988,951
LAIF		26,057,051
Municipal Bonds		37,051,472
TOTAL CASH AND INVESTMENTS	**$**	**3,377,254,955**

Investment Income for August 2026	$	10,287,662
Cumulative Earnings FY2026-27	$	13,742,693

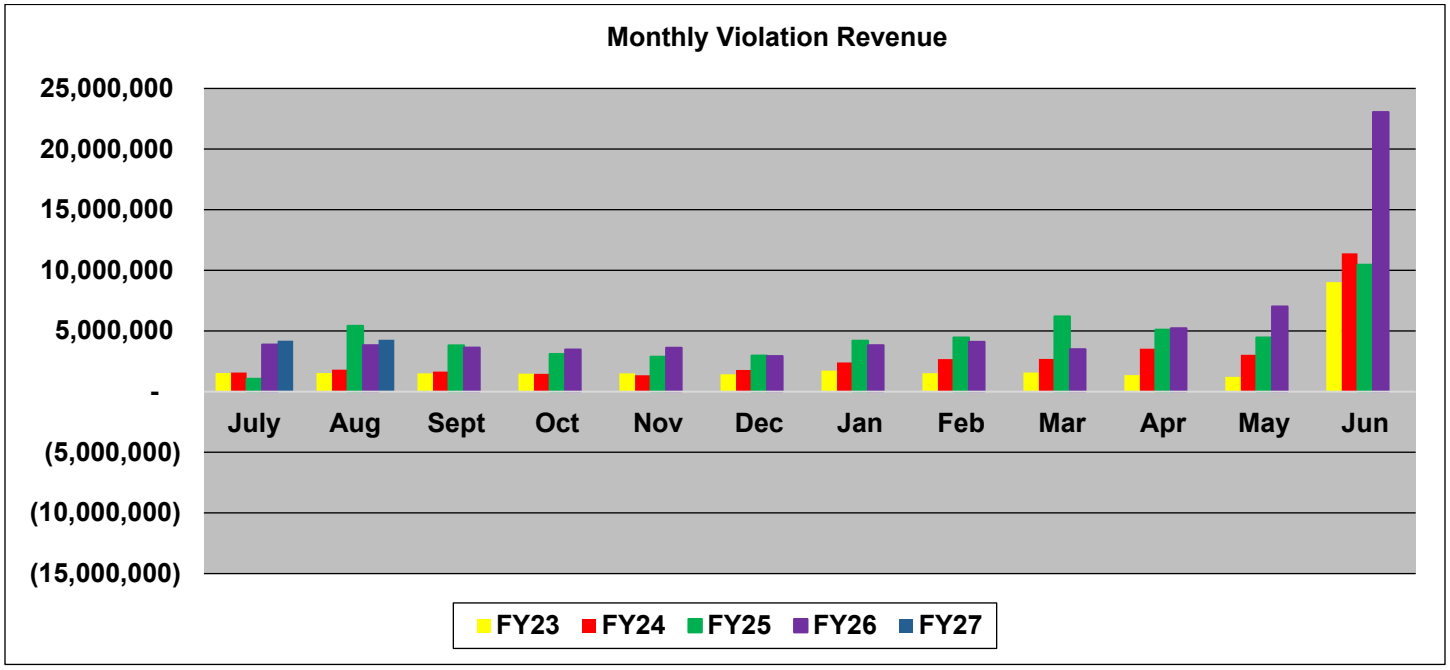
FY 2026-27 BATA TRAFFIC DATA
As of August 2026 (unaudited)

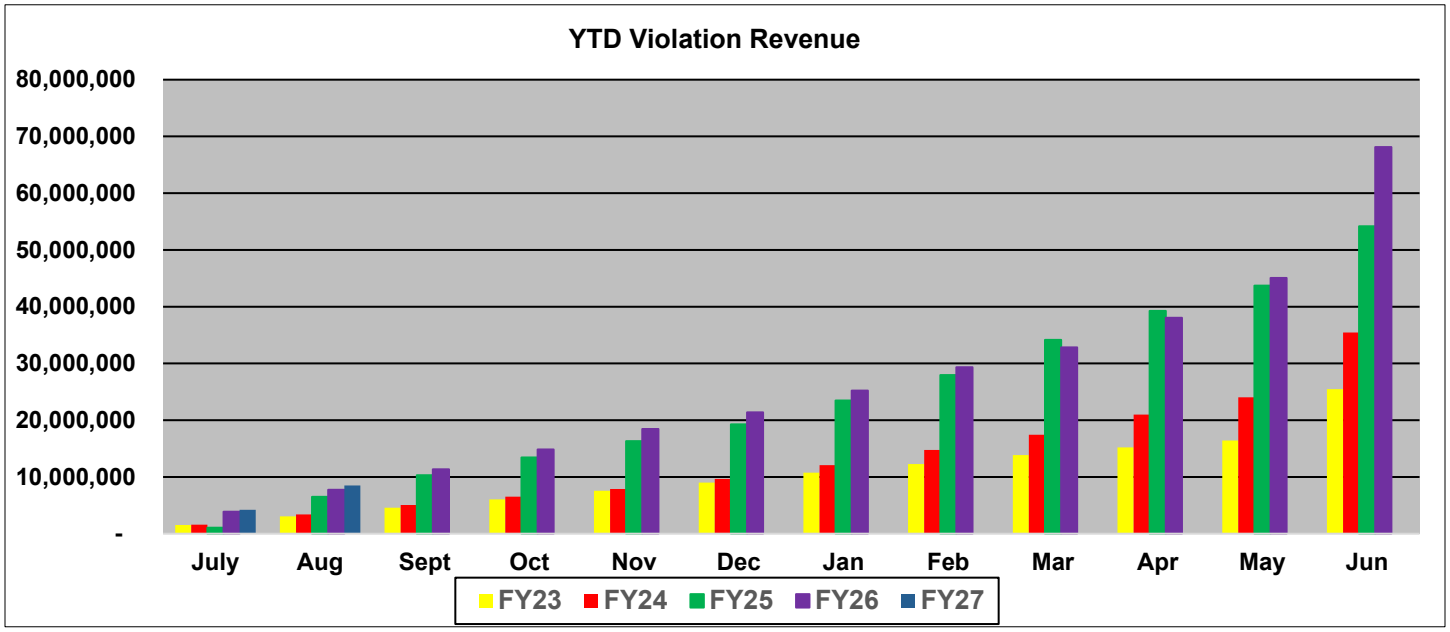






FY 2026-27 BATA VIOLATION REVENUE
As of August 2026 (unaudited)





Bay Area Toll Authority
Oversight Committee

October 14, 2026 **Agenda Item 6a-26-2156**

Update on Strategies to Move Customers to FasTrak®

Subject:

BATA has implemented a variety of strategies to move customers from invoices to FasTrak toll tags. This presentation is an update on those strategies.

Background:

In 2020, in the early COVID era, Caltrans removed toll takers from the toll booths at the seven state-owned bridges, which resulted in BATA's transition to all-electronic tolling (AET). Former cash-paying customers could open a FasTrak account or a post-paid license plate account or receive an invoice in the mail to pay a toll.

A key objective of the AET transition has been to encourage customers who receive invoices to migrate to FasTrak or license plate accounts. Increased adoption of account-based payment methods reduces toll collection costs, improves payment compliance, and provides customers with a more convenient and predictable toll payment experience.

Policy Initiatives:

To reduce barriers to FasTrak enrollment and account participation, BATA has implemented several policy changes, including:

- Reducing the deposit to get a toll tag from $20 to $5.
- Reducing the initial balance requirement for customers funding a FasTrak account with cash or check from $50 to $25, bringing it into alignment with the requirement for customers who fund using a credit card.
- Eliminating the fees to use the cash payment network.

These changes were designed to make FasTrak accounts more accessible and affordable for a broader range of customers.

Expansion of Toll Tag Retail Availability:

At the onset of AET, FasTrak toll tags were available through two major retail chains, Costco and Walgreens. As customer payment patterns evolved following the introduction of invoice-based tolling, opportunities were identified to expand retail access to toll tags.

Today, the FasTrak retail network includes eight additional retail partners, with several locations situated in Equity Priority Communities. The new stores are:

- Ashby Supermarket, Berkeley
- DCM87 Inc., Daly City
- DCM87 Inc., Daly City
- DJ Market, San Francisco
- MLK Cafe, Oakland
- Hernandez Produce and Meat Market, Fairfield
- La Patrona Meat Market, Vacaville
- International Market, Fairfield
- El Molino Supermarket, Concord

The expanded network has increased customer access to toll tags and account enrollment opportunities throughout the region.

Customer Education and Outreach:

BATA has implemented a comprehensive customer education and outreach program to increase awareness of FasTrak and available toll payment options.

An outreach ambassador program was established to engage directly with customers at community events, including county fairs, farmers' markets, and similar venues throughout the region. After two years of operation, the program was expanded to include on-site distribution of FasTrak toll tags.

To support customer education efforts, a series of multilingual explainer videos was developed in English, Spanish, and Chinese. The videos cover key topics, including paying bridge tolls, obtaining a toll tag, and using a toll tag.

Educational advertising has also been placed in Department of Motor Vehicles (DMV) offices, with a focus on locations serving Equity Priority Communities to increase awareness among historically underserved populations.

In addition, multiple marketing campaigns have been conducted to educate drivers about available payment options, express lane openings, express lane policy changes, common misconceptions regarding FasTrak, and updates to carpool eligibility requirements.

BATA is currently implementing a comprehensive public information campaign to prepare drivers for the introduction of differential tolling, where drivers save $1 on state-owned bridges if they use FasTrak instead of paying by invoice. Outreach and education efforts include website updates, invoice inserts, billboards, radio advertising, digital media, and other communication channels designed to inform customers about upcoming changes and available travel options.

Next Steps:

Staff will continue to monitor customer response to differential tolling and will report back to the Authority on the effectiveness of the toll differential in increasing FasTrak adoption and reducing invoice-based toll payments.

Issues:

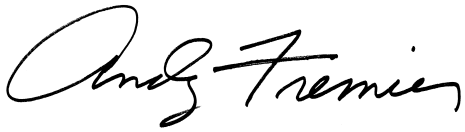
None identified.

Recommendations:

None.

Attachments:

- Presentation: Update on Strategies to Move Customers to FasTrak



Andrew B. Fremier

Update on Strategies to Move Customers to FasTrak®

BATA Oversight Committee

October 14, 2026 | 6a-26-2156

FasTrak Adoption

BATA has implemented a series of strategies over the last six years to increase adoption of FasTrak toll tags.

Origins

2020 move to all-electronic tolling transitioned many customers to FasTrak

Goal going forward was to continue growth after initial spikes

Initial Strategies

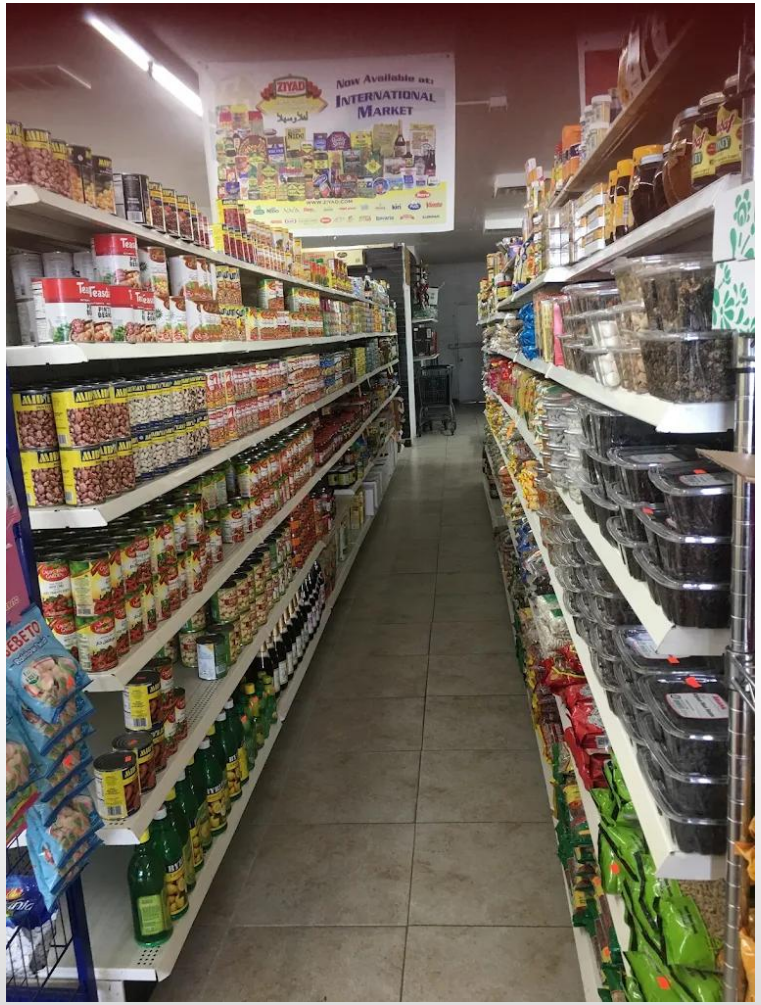
Policy changes

- Reduced toll tag deposit from $20 to $5
- Reduced initial balance for cash/check customers from $50 to $25
- Eliminated cash payment network fees

New Tag Retailers

Expanded access through community-based retail locations

- Added eight retail partners
- Many locations serve Equity Priority Communities
- Increased opportunities for in-person toll tag acquisition



Outreach Team

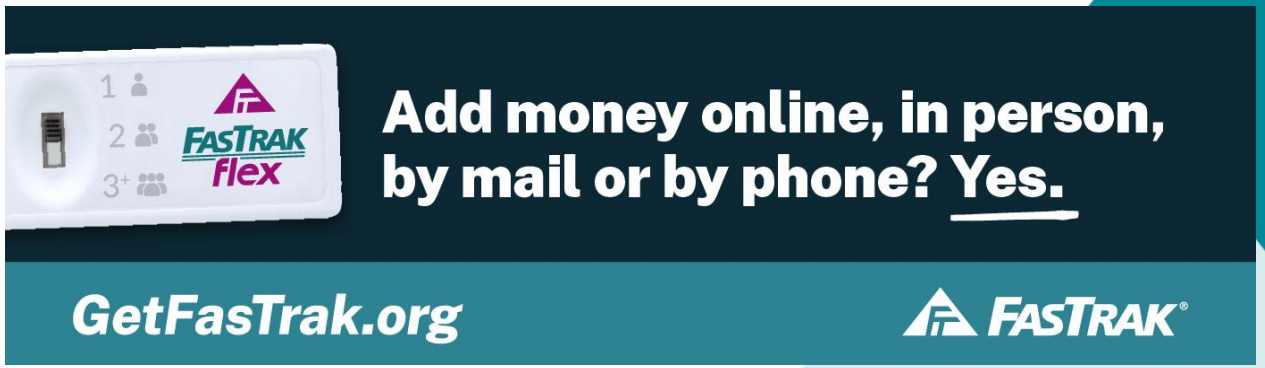
- Brand ambassadors community events throughout the region
- 357 events attended since program launch in October 2023
- Toll tag distribution started in February 2025

Website Education

- Educational videos available in English, Spanish, Chinese
- Topics include:
  - Paying Bridge Tolls
  - Getting a Toll Tag
  - Using a Toll Tag
- Supports customer understanding of account-based payment options

Customer Education Campaigns

- More ways to pay
- Acquisition campaign
- DMV advertising
- Multilingual advertising: radio, digital, print and billboard outreach



Other Outreach Also Promotes Tags

Express lanes require toll tags. Campaigns were held around express lane openings:

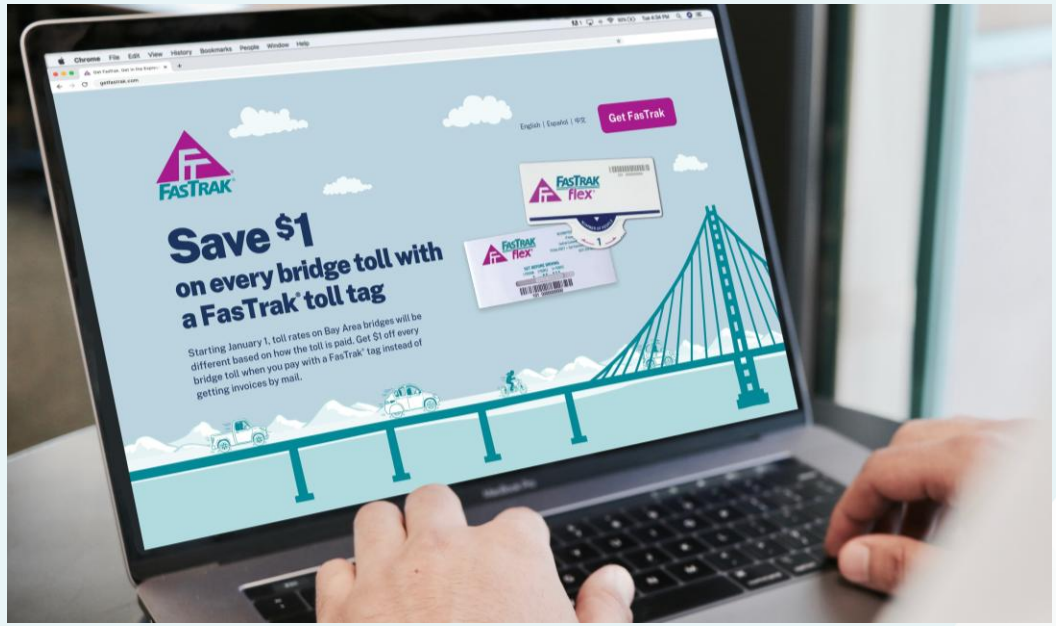
- I-880 Express Lanes
- US 101 Express Lanes
- I-80 Express Lanees

HOV 2/3+ transition introduced need for toll tags.

Preparing for Differential Tolling

Increase customer awareness before January 1, 2027

- Website
- Billboards
- Radio
- Digital
- Other



Outcomes and Lessons Learned

- Policy changes reduced barriers to participation
- Retail availability expanded customer access
- Community outreach increased direct customer engagement
- Marketing campaigns improved awareness of payment options and toll tag benefits
- Differential tolling provides the next significant opportunity to increase FasTrak adoption

Next Steps

Implementation of toll differential in January 2027

Thank you!

Lysa Hale
Principal Program Coordinator

lhale@bayareametro.gov

PHOTO: JOEY KOTFICA