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Memorandum

TO: BATA Oversight Committee

DATE: October 6, 2010

FR: Executive Director

RE: Quarterly Update on Impact of Toll Increase on State-owned Bridges

Please find attached a power point presentation that provides an update on the traffic and revenue impacts of the toll increase on the state-owned bridges that was effective July 1, 2010. It should be noted that the data presented is for the first three months of the toll increase and we would expect traffic volumes and travel patterns to continue to evolve over time. A few highlights of the information in the presentation include:

- For September 2010, the percentage of vehicles in the carpool lanes on all of the bridges has increased from the summer months, but continues to be lower than prior to the toll increase and the number of vehicles in the full fare (cash and FasTrak[®]) lanes continues to be higher than the same time period a year ago.
- BART transbay transit ridership has increased since the toll increase was effective.
- FasTrak[®] sign-ups have continued to be significantly above normal levels throughout July, August and September 2010.
- Following implementation of congestion pricing on the San Francisco-Oakland Bay Bridge (SFOBB), traffic volumes have increased on the edges of the morning peak period (e.g. 4:00 a.m. to 5:00 a.m. and 10:00 to 11:00 a.m.) and decreased during the peak hours. As expected, the morning commute volumes and delays on the SFOBB have increased in September as compared to the summer months. However, based on recent travel analyses, maximum travel delays during the morning commute are almost 15 percent lower than comparable time periods in 2009. Fewer vehicles have been observed slowing down in the cash lanes, or stopping in the shoulders, to wait for the toll rate to change from \$6 to \$4 at 10:00 am. and 7:00 pm.
- For the first quarter of FY 2010-11, new toll revenue generations as a result of the toll increase are closely tracking budget estimates.

As staff has discussed with the Committee, U.C. Berkeley academic staff is currently conducting a comprehensive and independent analysis of the impacts of the toll increase, which will include continued examination of the traffic data and surveys of motorists. It is expected that the U.C. staff will provide their analysis and findings for the next quarterly update to the Committee in January 2011 and a full report in Summer 2011.

Steve Heminger

SH:ll