

California Department of Transportation

DIVISION OF TRAFFIC OPERATIONS
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Questionnaire

Regarding End of Life Extension of the Title 21 Protocol for Automatic Vehicle Identification

The California Department of Transportation (Caltrans) is currently considering the development of a regulatory change that will impact one of the two automated vehicle identification (AVI) protocols currently set out in the California Code of Regulations. This protocol is referred to in the California Code of Regulations as the "Title 21 protocol".

Currently, all agencies that utilize AVI are required to discontinue using and supporting the Title 21 protocol on January 1, 2024. Caltrans has received a proposal to change this date to January 1, 2027.

Caltrans is very interested in hearing from all affected stakeholders as to their views on this proposal and will be holding a public workshop on February 28, 2023 to solicit initial comments.

In anticipation and in connection with this workshop and other activities to facilitate public participation in the regulatory process, Caltrans will be providing a questionnaire in a separate email. This information will greatly assist Caltrans as it begins the process of considering a regulatory change.

Please provide your responses following each question. Please feel free to forward this questionnaire to any other interested parties.

You may e-mail your responses to: Title.21.Changes@dot.ca.gov.

You may also submit written responses to:

Joe Rouse
Caltrans Division of Traffic Operations
1120 N Street, Mail Station 36
Sacramento, CA 95814

Questionnaire Regarding End of Life Extension of the Title 21 Protocol for Automatic Vehicle Identification

Page 2

Please list the name of the person completing the questionnaire and the name of the agency or company you represent.

NAME: Jeff Gerbracht

AGENCY: BATA

1) Are there any alternatives to the extending the end of life of the Title 21 protocol?

The extension to the Title 21 protocol will allow BATA to benefit from the using the remaining useful battery life of transponders already issued to customers. An alternative is not a viable option because replacing the tags by the end of the year is a financial and logistical obstacle which would likely not be completed in time.

2) What are the benefits of extending the end of life of the Title 21 protocol? What are the drawbacks?

Our agency and customers will be able to realize the useful life of the existing 3.3 million active Title 21 transponders already in circulation. BATA would prefer to fully utilize the significant investment in the transponders already made and save money by not needing to immediately purchase new replacement 6C transponders. Currently, we do not see any drawbacks to extending the sunset date of the Title 21 protocol since we are already equipped and configured to read both the Title-21 and 6C protocols.

3) Please discuss any effects, including projected timetables, from extending the end of life of the Title 21 protocol.

If the extension is not granted, BATA will have to contact customers to exchange approximately 1.6 million Title 21 toll tags, from accounts that have generated at least one bridge transaction within the past two years. Given the short timeframe, we are not certain that many toll tags could even be delivered to us by our existing suppliers.

Because Title 21 tags are constantly being replaced when the internal battery dies, the proposed three-year extension would allow Title 21 tags to be slowly replaced due to attrition along with a gradual tag replacement process that will not tax the resources of the Bay Area's FasTrak Customer Service Center (CSC). A toll tag replacement program, carried out over an additional three years, will save BATA toll funds by postponing the need to immediately purchase and mail out replacement 6C tags during this calendar year.

Questionnaire Regarding End of Life Extension of the Title 21 Protocol for Automatic Vehicle Identification

Page 3

- 4) Please describe any impacts from extending the protocol end of life.

There are only positive impacts to the sunset date extension. BATA's CSC would not be forced to quickly implement a tag replacement program to ensure all Title 21 toll tags were out of circulation by the end of 2023. There is no impact to customers since they are not being asked to swap their existing Title 21 toll tags.

- 5) Will the regulation affect the ability of California businesses to compete with other states by making it more costly to produce goods or services here?

The proposed regulatory change is a time extension to continue to use the existing Title 21 protocol and has no effect on procurement or support of the new 6C transponder and has no impact on the competitiveness of California businesses.

- 6) What are the fiscal impacts on state and local government?

There is no anticipated fiscal impact to BATA by extending the use of the Title-21 protocol since we're already equipped with multi-protocol readers and have been reading both the Title-21 and 6C protocols since 2019. Our procurement process for new toll tags would also not be impacted since we only distribute 6C toll tags.

- 7) Are there any issues regarding fairness of competition?

There are no issues regarding fairness of competition since the proposed change to the Regulation is a time extension on sunseting the Title 21 protocol and does not change protocol specifications. Additionally, BATA stopped issuing Title 21 tags in 2019 and have been consistently issuing procurements for 6C toll tags since. BATA will not change our procurement process for this proposed Regulation extension.

- 8) Are there any issues regarding individual privacy?

The proposed change is only a time extension for continuing the use toll tags already issued to customers and does not impact individual privacy.

- 9) Please provide comments on any other relevant issues not addressed above.

No other comments at this time.

Thank You for Completing This Questionnaire