



September 26, 2025

CALL FOR SUBMISSIONS FALL 2025

Question and Response

Task 4018: California HOT Lane User Impact Study

Q1: The Scope of Work (SOW) for Task 4018 appears to prioritize a socio-economic analysis of toll-user demographics. Would Caltrans also consider proposals that address the core goal of "transportation fairness" using a different, but complementary, methodological framework? Specifically, we are asking about a proposal focused on a systems-performance analysis of an entire freeway corridor before and after an HOV-to-HOT lane conversion. This would involve using high-resolution sensor data to quantify the objective changes in travel time and congestion for users in the non-tolled, general-purpose lanes, thereby directly measuring the impact on the population of non-paying users. Is the SOW open to proposals that prioritize a rigorous, empirical analysis of system performance (speed, congestion) as the primary method for evaluating fairness, or must proposals primarily focus on the demographic analysis of toll transaction data?

A1: The Statement of Work emphasizes understanding how the costs and benefits of tolling are distributed across different population groups. Demographic and income-based analysis of toll transaction data remains central to this objective. However, the scope also requires integration of facility performance data (including speed, volume, and travel time metrics for both HOT and general-purpose lanes) to quantify travel time savings, congestion impacts, and reliability outcomes.

Accordingly, proposals may incorporate system-performance analysis as a significant methodological element, provided that the results are framed within the broader context of transportation fairness. Approaches that combine empirical corridor-level performance measures with distributional analysis of demographic groups are consistent with the goals of the project. A proposal that emphasizes system performance would be responsive if it explicitly links findings to equity and fairness outcomes for different populations and addresses the project scope in its entirety.

Q2: The RFP calls for collecting data from toll authorities covering the 5-listed HOT facilities (SANDAG, LA Metro, MTC). Are these authorities aware of this proposed project? Is there willingness to shared data been assessed given their implied crucial role in the project?



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A2: The Statement of Work requires proposers to collaborate with toll facility operators to acquire the necessary transaction, travel time, and performance data. While the solicitation identifies the relevant facilities and operators, formal agreements regarding data provision have not been pre-arranged. It will be the responsibility of the selected contractor to coordinate with SANDAG, LA Metro, MTC, and other entities to obtain the required data, ensuring compliance with privacy protections and data-sharing requirements.

Proposers can therefore plan for data-access negotiations as part of the work program. Caltrans acknowledges the critical role of the toll authorities and expects that cooperation will be necessary for project success. However, proposers are also strongly encouraged to identify alternative methodologies or data sources (e.g., available public data sources, third-party mobility data, available survey datasets, or demand models) to ensure analytical progress if certain toll data cannot be obtained.