



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

Meeting Agenda

Bay Area Infrastructure Financing Authority Network and Operations Committee

Carol Dutra-Vernaci, Chair
Stephanie Moulton-Peters, Vice Chair

Friday, July 12, 2024

9:35 AM

Board Room - 1st Floor

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/81382221685>

iPhone One-Tap: US: +14086380968,,81382221685#

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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 or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

Roster

**Carol Dutra-Vernaci (Chair), Stephanie Moulton-Peters (Vice Chair), David Canepa,
Dina El-Tawansy*, Sue Noack, David Rabbitt, and James P. Spering
*Non-Voting Member**

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this Committee shall be a majority of its regular non-ex-officio voting members (4).

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Consent Calendar

- 4a.** [24-0757](#) Approval of the Minutes of the June 14, 2024 Meeting
- Action:** Committee Approval
- Attachments:** [4a 24-0757 2024-06-12 BAIFA Network and Ops Draft Minutes.pdf](#)
-
- 4b.** [24-0788](#) MTC Express Lanes Quarterly Report: Annual Year First Quarter (Jan - Mar 2024)
- Action:** Information
- Presenter:** Barbara Laurenson
- Attachments:** [4bi 24 0788 Summary Sheet MTC Express Lanes Quarterly Report First](#)
 [4bii Powerpoint Q1 2024 BAIFA Express Lanes Performance Report.pdf](#)

5. Approval

- 5a. [24-0810](#) Express Lanes START Pilot Extension: i. Approval - 18-Month Extension of the Express Lanes START Pilot; and ii. Contract Amendment - Polytechnic Marketing LLC (\$700,000)

Request to: i. extend the Express Lanes START pilot, which provides low-income users a discounted toll on the Interstate 880 Express Lane, by 18 months; and ii. amend the contract with Polytechnic Marketing LLC for an amount not to exceed \$700,000.

Action: i. Authority Approval
ii. Committee Approval

Presenter: Barbara Laurenson

Attachments: [5ai 24-0810 Summary Sheet I-880 Express Lanes Toll Discount Pilot Tim](#)
[5aii 24-0810 Attachment B I-880 Express Lanes Toll Discount Pilot Targe](#)
[5aiii 24-0810 PowerPoint Express Lanes START Pilot Timeline.pdf](#)

6. Public Comment / Other Business

*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.*

7. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority Network and Operations Committee will be held on Friday, September 13, 2024 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.

Public Comment: The public is encouraged to comment on agenda items at Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority secretary. 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 Authority 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: Authority 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 Título 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 Authority members, key staff and others as appropriate. Copies will be available at the meeting.



Meeting Minutes - Draft

Bay Area Infrastructure Financing Authority Network and Operations Committee

Carol Dutra-Vernaci, Chair
Stephanie Moulton-Peters, Vice Chair

Friday, June 14, 2024

9:35 AM

Board Room - 1st Floor

Roster

Carol Dutra-Vernaci (Chair), Stephanie Moulton-Peters (Vice Chair), David Canepa, Dina El-Tawansy*, Sue Noack, David Rabbitt, and James P. Spering
***Non-Voting Member**

1. Call to Order / Roll Call / Confirm Quorum

Present: 4 - Vice Chair Moulton-Peters, Commissioner Canepa, Commissioner Noack and Commissioner Spering
Absent: 2 - Chair Dutra-Vernaci and Commissioner Rabbitt

Non-Voting Member Absent: Dina El-Tawansy

Ad Hoc Non-Voting Members Present: Commissioner Ahn, Commissioner Giacomini, and Commissioner Papan.

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Consent Calendar

Upon the motion by Commissioner Spering and second by Commissioner Noack, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 4 - Vice Chair Moulton-Peters, Commissioner Canepa, Commissioner Noack and Commissioner Spering

Absent: 2 - Chair Dutra-Vernaci and Commissioner Rabbitt

4a. [24-0605](#) Approval of the Minutes of the May 10, 2024 Meeting

Action: Committee Approval

Attachments: [4a 24-0605 2024-05-10 BAIFA Network and Ops Draft Minutes.pdf](#)

- 4b.** [24-0730](#) Fiscal Year (FY) 2023-24 Bay Area Infrastructure Financing Authority (BAIFA) Statement of Revenues and Expenses for the Period Ended March 31, 2024 (Unaudited)
- Action:** Information
- Presenter:** Grace Martinez
- Attachments:** [4bi_24-0730_Summary_Sheet_BAIFA_FY2023-24_Q3_Financials.pdf](#)
 [4bii_24-0730_Attachment_A_BAIFA_FY2023-24_Q3_Financials.pdf](#)
-
- 4c.** [24-0689](#) Cooperative Agreements - Funding for Interstate 680 in Contra Costa County for Preservation Maintenance Projects: i. 04-2968 - Caltrans (\$871,000); and ii. 04-2969 - Caltrans (\$856,000)
- Action:** Committee Approval
- Presenter:** Stephen Wolf
- Attachments:** [4ci_24-0689_Summary_Sheet_Caltrans_Cooperative_Agreement_680_CAPM_v4.pdf](#)
 [4cii_24-0689_Attachment_A_Caltrans_Cooperative_Agreement_680_CAPM.pdf](#)
-
- 4d.** [24-0696](#) Contract - Services for Express Lanes Backhaul Network: i. Purchase Order - Network Consulting Services: SSP Data (\$700,000); ii. Purchase Order - Telecommunication Services: AT&T (\$250,000)
- Action:** Committee Approval
- Presenter:** Mark Dinh
- Attachments:** [4d_24-0696_Summary_Sheet_Contracts_ELNBackhaul_SSPData_AT_T.pdf](#)

5. Approval

- 5a. [24-0681](#) Bay Area Infrastructure Finance Authority (BAIFA) Resolution No. 36, Revised - Revision of Exception to Assessment of Penalties

Request for Authority approval of BAIFA Resolution No. 36, Revised - Revision of Exception to Assessment of Penalties. The resolution offers a one-time waiver of one violation penalty to all customers, as required by statute, or a one-time waiver of all violation penalties to customers eligible for BATA's low-income payment plan. This would take effect after BAIFA's current one-time waiver policy expires on September 30, 2024.

Action: Authority Approval

Presenter: Chelsea Gamulo

Attachments: [4a Summary Sheet Update to Authority.pdf](#)

[4a Summary](#)

[Sheet BAIFA Reso 36 Revised Exception to Assessment of Penalties.pdf](#)

[4a Attachment A BAIFA Resolution 36 Revised corrected.pdf](#)

[4a Attachment B PowerPoint BAIFA Resolution 36 Revised.pdf](#)

Aleta Dupree, Team Folds, was called to speak.

Upon the motion by Commissioner Noack and second by Commissioner Spering, the BAIFA Resolution No. 36, Revised - Revision of Exception to Assessment of Penalties was unanimously approved to be referred to the Bay Area Infrastructure Financing Authority for approval. The motion carried by the following vote:

Aye: 4 - Vice Chair Moulton-Peters, Commissioner Canepa, Commissioner Noack and Commissioner Spering

Absent: 2 - Chair Dutra-Vernaci and Commissioner Rabbitt

- 5b. [24-0710](#) Services for Express Lane Network Toll System Lifecycle Replacement: i. Contract - General Systems Consulting Services - Silicon Transportation Consultants, Inc. (\$4,000,000); ii. Contract - Implementation Advisory Services - Atkins North America, Inc. (\$500,000)

Request for Committee approval to contract with: i. Silicon Transportation Consultants, Inc. (STC) to serve as the general systems consultant for the lifecycle replacement of the express lane tolling system for the BAIFA Express Lane Network in an amount not to exceed \$4,000,000 through June 30, 2027, and ii. Atkins North America, Inc. to provide implementation advisory services in an amount not to exceed \$500,000.

Action: Committee Approval

Presenter: Ken Hoang

Attachments: [5b_24-0524_Contract_Authority_EL_STS+ANA.pdf](#)

Upon the motion by Commissioner Canepa and second by Commissioner Noack, the Services for Express Lane Network Toll System Lifecycle Replacement: i. Contract - General Systems Consulting Services - Silicon Transportation Consultants, Inc. (\$4,000,000); ii. Contract - Implementation Advisory Services - Atkins North America, Inc. (\$500,000) were unanimously approved. The motion carried by the following vote:

Aye: 4 - Vice Chair Moulton-Peters, Commissioner Canepa, Commissioner Noack and Commissioner Spering

Absent: 2 - Chair Dutra-Vernaci and Commissioner Rabbitt

6. Public Comment / Other Business

Aleta Dupree, Team Folds, spoke on this item.

7. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority Network and Operations Committee will be held on Friday, July 12, 2024 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.

Bay Area Infrastructure Financing Authority
Network and Operations Committee

July 12, 2024

Agenda Item 4b

MTC Express Lanes Quarterly Report: Annual Year First Quarter (Jan – Mar 2024)

Subject:

Report on the operations of MTC’s Interstate-680 (I-680) Contra Costa and Interstate-880 (I-880) Alameda Express Lanes.

Express Lanes Operations:

The Quarter 1 (Q1) 2024 BAIFA Express Lane key operational statistics and their quarter-over-quarter and year-over-year trends are summarized in the following table.

BAIFA Express Lanes Operations Q1 Calendar Year 2024 Trends

	I-680	I-680	I-680	I-880	I-880	I-880
Statistic	Q1 2024	Change from Q4 2023	Change from Q1 2023	Q1 2024	Change from Q4 2023	Change from Q1 2023
Total trips	2.2M	-4%	+4%	4.1M	+4%	+5%
Toll-free trips share ¹	42%	0%	+2%	44%	0%	+4%
Tolled trips share ²	47%	0%	-2%	44%	+2%	-3%
Violation trip share	11%	0%	0%	12%	-2%	+1%
Average toll paid	\$3.06	-12%	+12%	\$5.77	-16%	+5%
Toll revenue ³	\$3.2M	-14%	+11%	\$11.1M	-15%	+10%
CHP enforcement hours	1,129	+48%	+26%	2,504	+36%	+20%

¹ On I-680, toll-free trips are HOV2 and HOV3+ trips. On I-880, toll-free trips are HOV3+ trips.

² On I-680, tolled trips are full-toll SOV trips plus half-toll SOV Clean Air Vehicle trips. On I-880, tolled trips are full-toll SOV trips plus half-toll SOV Clean Air Vehicle trips plus half-toll HOV 2 trips.

³ Toll revenue excludes violation penalties.

Issues:


None identified.

Recommendations:

Information.

Attachments:

- Attachment A: PowerPoint



Alix Bockelman

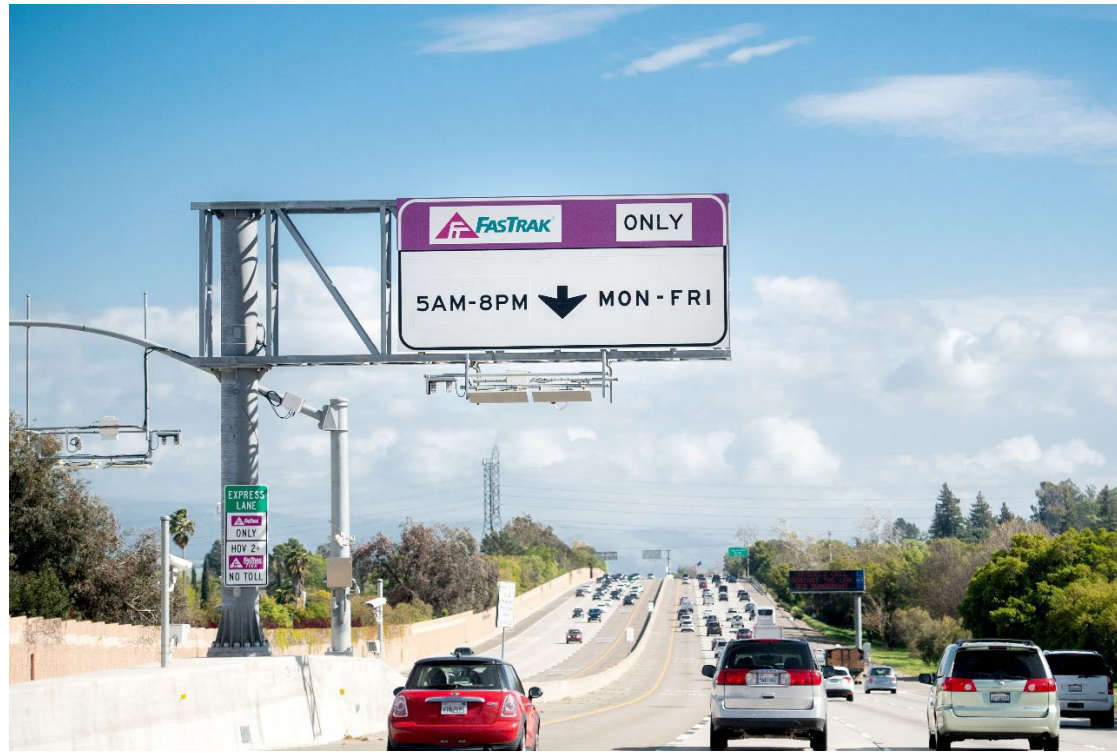
BAIFA Express Lanes Operations Report 1st Quarter 2024: January - March

I-680 Contra Costa and I-880 Express Lanes



Bay Area Infrastructure Financing Authority Network and Operations Committee
July 12, 2024

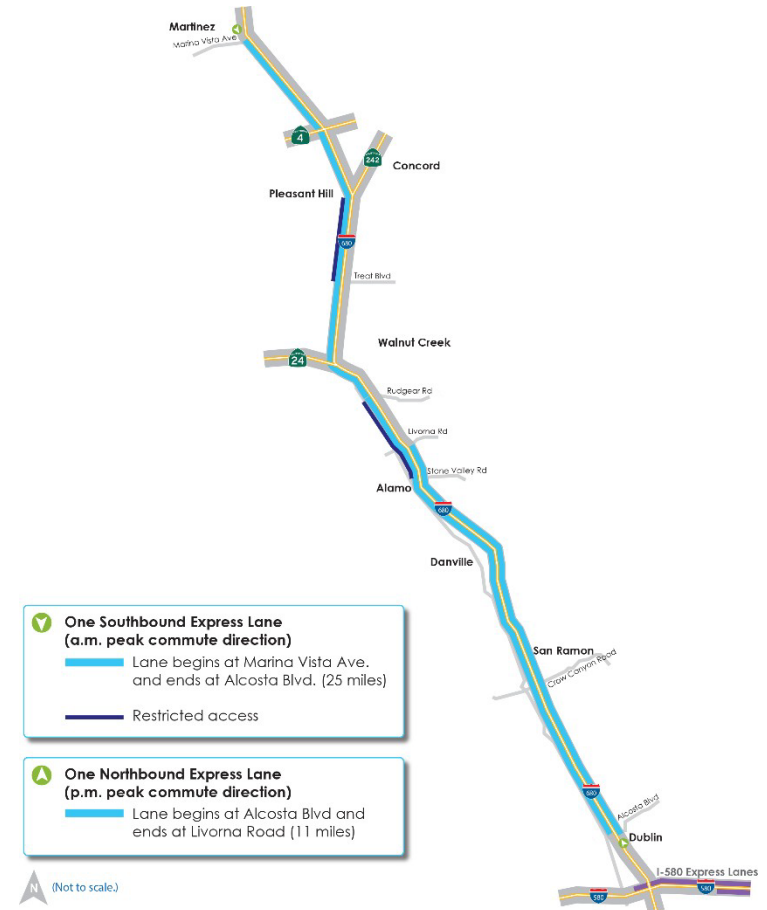
I-680 Contra Costa Express Lanes



I-680 Contra Costa Express Lanes Policies

- Tolling Hours are 5 a.m. to 8 p.m. Monday – Friday.
- All drivers must have a FasTrak® account to avoid penalties.
 - Solo drivers can carry a standard FasTrak tag* or a FasTrak Flex® tag set to 1 or pay tolls via license plate.
 - Carpools (2+) travel toll-free with FasTrak Flex toll tags set to 2 or 3+.
 - Motorcycles travel toll-free with FasTrak Flex toll tags set to 3+.
 - Solo-drivers in eligible clean-air vehicles (CAV) pay half-price tolls with FasTrak CAV toll tags set to 1.

*Standard FasTrak tags do not have a switch and were issued prior to January 2020.



Carpools
Must Have FasTrak Flex®
FREE

All Drivers
Must Have FasTrak®
HALF TOLL
FULL TOLL

Motorcycles
FREE

Motorcycles are FREE with FasTrak Flex toll tag set to 3+.

Clean Air Vehicles pay half-price tolls with FasTrak CAV toll tag.

I-680 Contra Costa Express Lanes – Q1 2024 Highlights

- 2.2 million express lane trips were made in Q1 2024. The Average Daily Trip count (ADT) decreased 7% from the prior quarter (Q4 2023), which led to a 4% decrease in total trips. Compared to a year ago (Q1 2023), total trips and ADT increased by 4%.
- The share of toll-free HOV 2+ trips was 42%, the same as Q4 2023 but up 2% from Q1 2023. This share has ranged between 30% and 46% per quarter over the history of the lanes and was at its highest in Q1 2020.
- 11% of express lane trips were violations – unpaid trips made without a FasTrak account – the same as Q4 2023 and Q1 2023.
- Q1 2024 toll revenue was \$3.2M, down 14% from Q4 2023 but up 11% from Q1 2023. Tolloed trips decreased 3% from Q4 2023 and decreased 1% from Q1 2023. The average toll paid decreased 12% from Q3 2023 but increased 12% from Q1 2023.

The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

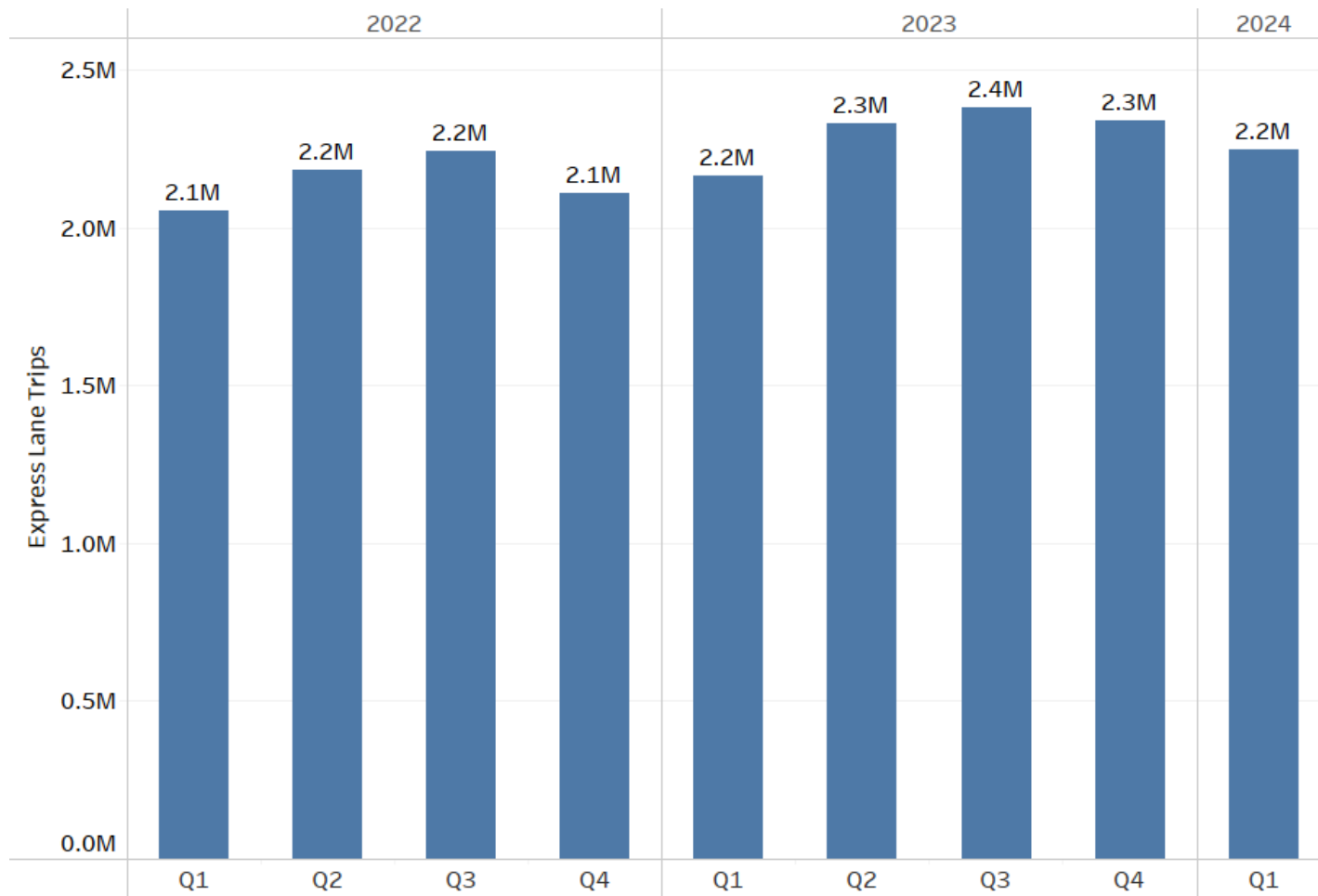
I-680 Contra Costa Express Lanes – Q1 2024

Performance Highlights, continued

- Corridor-length northbound travel was slowest between 4:00 p.m. and 5:00 p.m. when express lane speed averaged 66 mph (10 mph faster than the general-purpose lanes) and the average toll paid peaked at \$7.10.
- Corridor-length southbound travel was slowest between 8:00 a.m. and 9:00 a.m. when express lane speed averaged 67 mph (11 mph faster than the general-purpose lanes) and the average toll paid peaked at \$6.70.
- CHP made 1,232 enforcement contacts, of which 35% resulted in citations related to carpool occupancy. Enforcement contacts were up 35% and occupancy citations were up 72% compared to Q1 2023.

I-680 Express Lane Trips

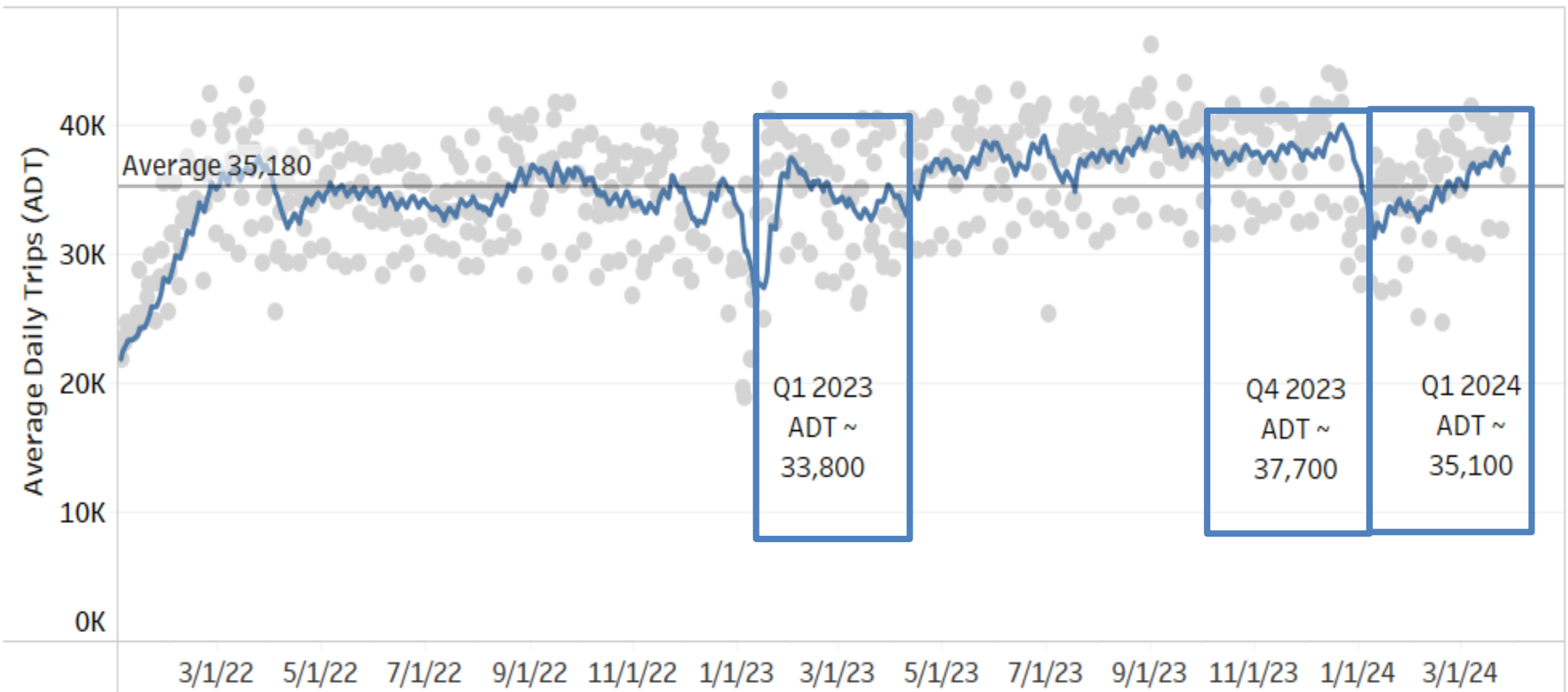
2.2 million express lane trips were made in Q1 2024. Trips were down 4% from the prior quarter (Q4 2023) and up 4% from Q1 2023.



I-680 Average Daily Express Lane Trips

The Average Daily Trip (ADT) count from January 1, 2022 through March 31, 2024 was about 35,180. Q1 2024 ADT was about 35,100, a 6.9% decrease from the prior quarter and an 3.8% increase from a year ago (Q1 2023).

Average Daily Trips (ADT) (grey dots) with 10-day Moving Average (blue line) (Northbound & Southbound)



I-680 Express Lanes Trip Type

Share of Trips:

Toll-free trips (HOV 2+) = 42%

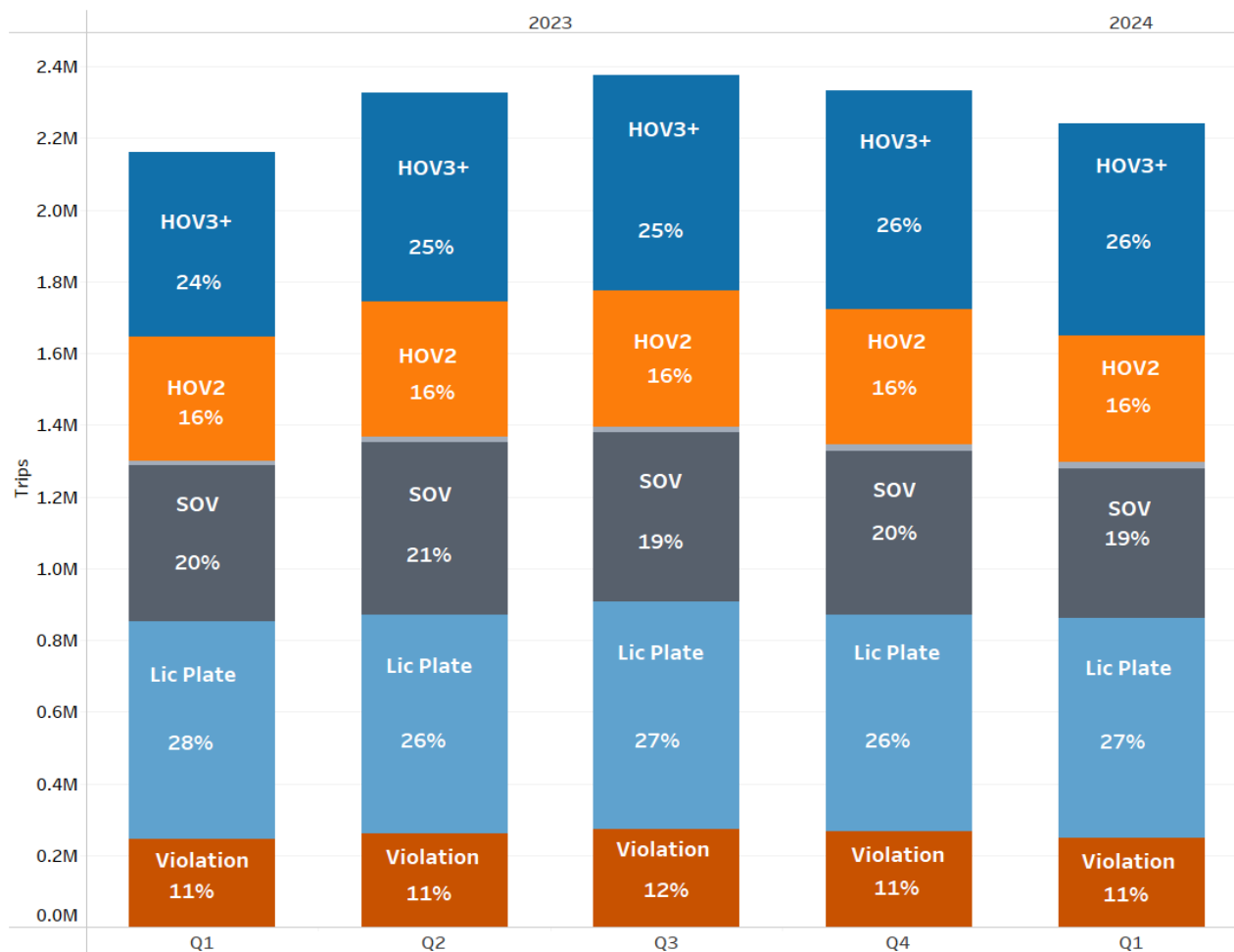
- Same as Q4 2023 and 2% more than Q1 2023

Tolled trips (full toll + half-toll) = 47%

- 46% full toll (SOV toll tag + license plate match) + 1% half toll (Clean Air Vehicles)
- Same as Q4 2023
- Down 2% from Q1 2023

Violation trips = 11%

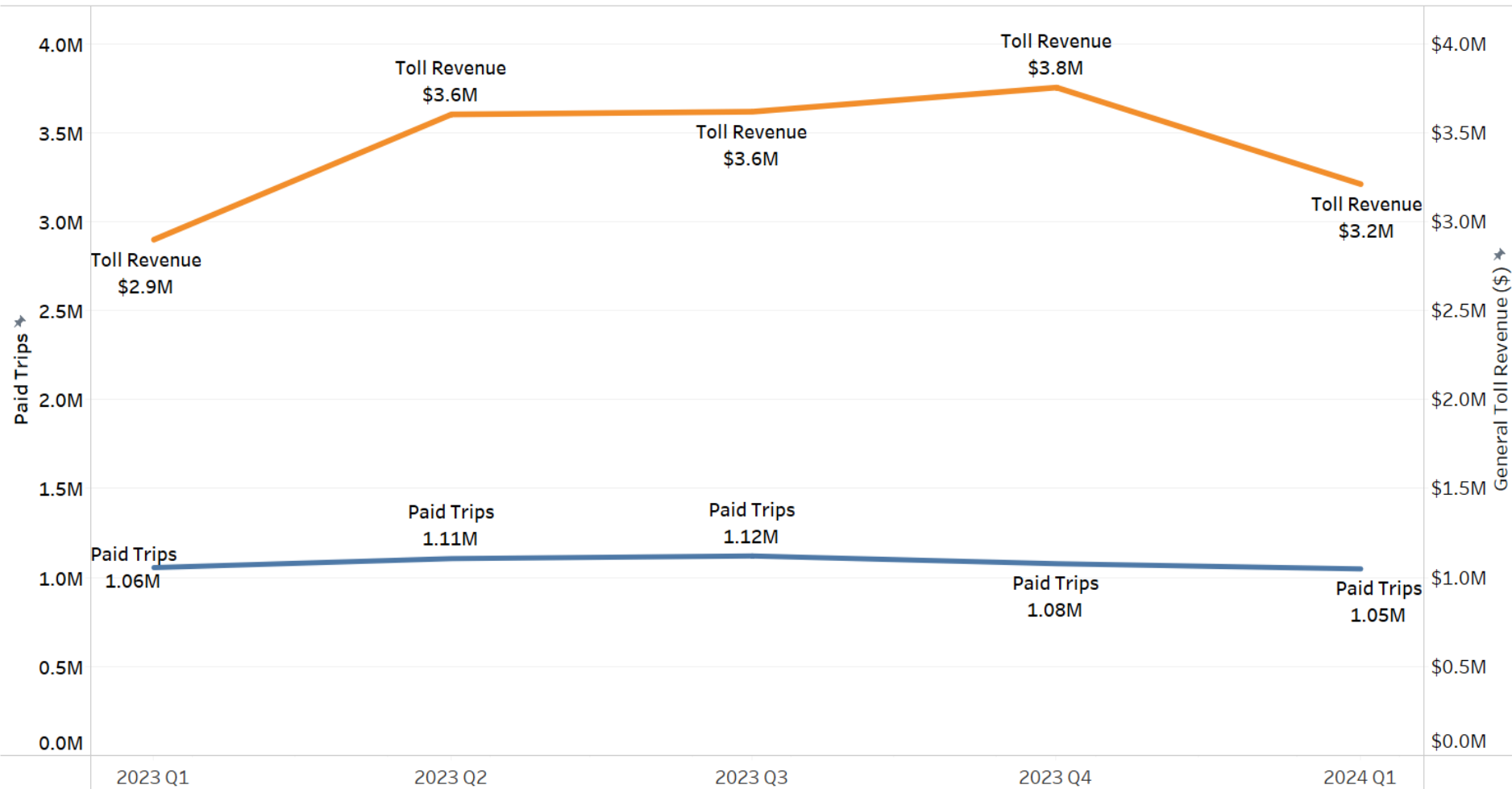
- No toll account
- Same as Q4 2023
- Same as Q1 2023



In each quarter, <1% to 1% of trips were made with Clean Air Vehicle Tags set to “1”, represented by the thin grey segments in the above bar chart.

I-680 Express Lanes General Toll Revenue and Tolled Trips

Q1 2024 Change	Toll Revenue	Tolled Trips	Average Toll Paid
from Prior Quarter (Q4 2023)	Down 14%	Down 3%	Down 12%
Year over Year (Q1 2023)	Up 11%	Down 1%	Up 12%



I-680 Express Lanes Northbound Peak Traffic and Corridor- Length Speed

Peak Traffic

Time	3 p.m. – 5:30 p.m.
Location	Approaching El Cerro Blvd
Express Lane Speed	67 mph
GP Lane Speed	57 mph
Speed Differential	10 mph
Express Lane Volume	868 vehicles
GP Lane Volume	1,305 vehicles

Corridor-Length Slowest Travel

Time	4 p.m. – 5 p.m.
Express Lane Speed	66 mph
GP Lane Speed	56 mph
Speed Differential	10 mph

I-680 Express Lanes Southbound Peak Traffic and Corridor- Length Speed

Peak Traffic

Time	7 a.m. - 9 a.m.
Location	Approaching Treat Blvd
Express Lane Speed	68 mph
GP Lane Speed	58 mph
Speed Differential	10 mph
Express Lane Volume	543 vehicles
GP Lane Volume	1,242 vehicles

Corridor-Length Slowest Travel

Time	8 a.m. – 9 a.m.
Express Lane Speed	67 mph
GP Lane Speed	56 mph
Speed Differential	11 mph

I-680 Express Lanes Tolls

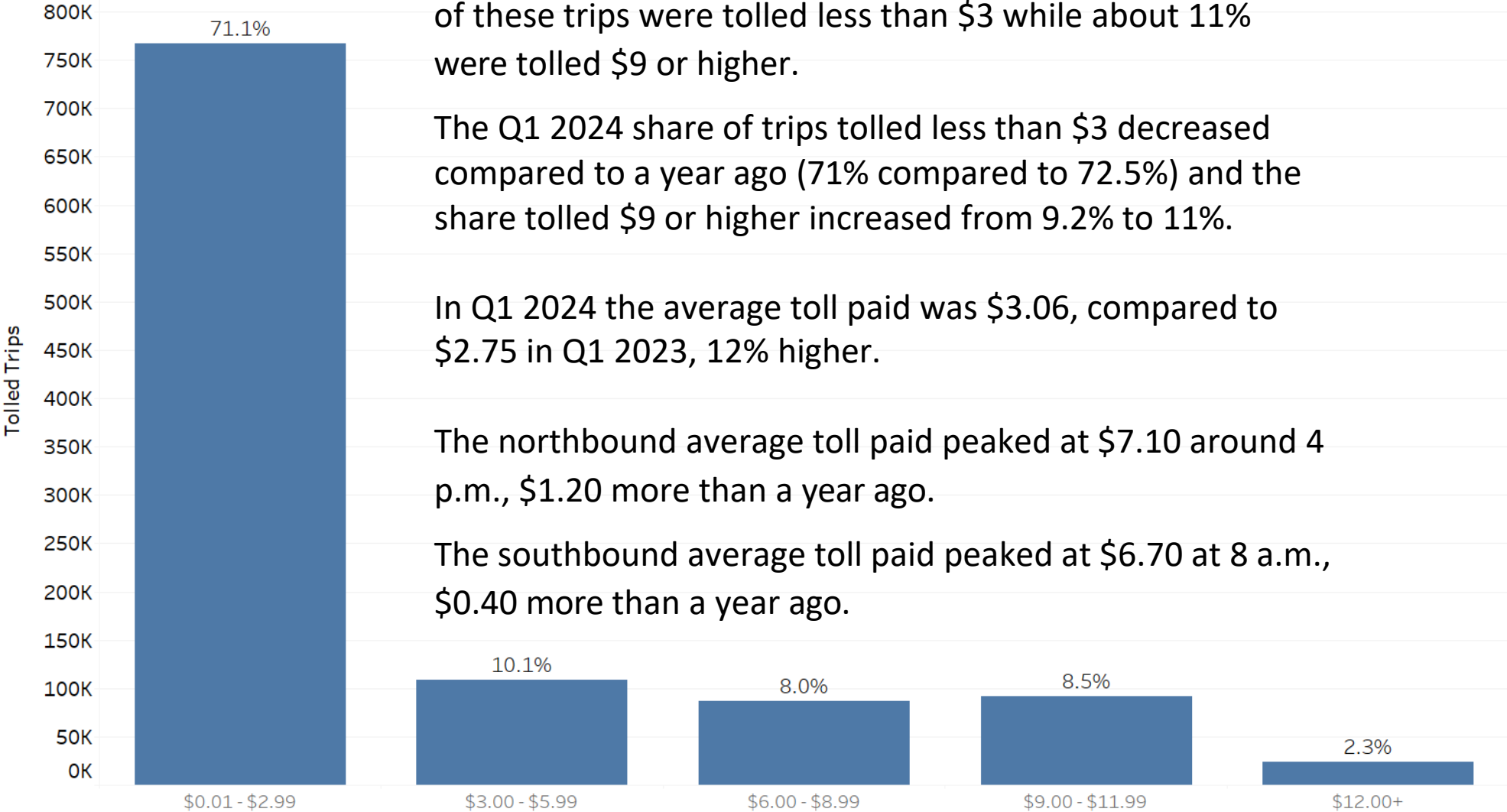
Drivers made 1,048,336 tolled express lane trips in the quarter, down 1% from a year ago (Q1 2023). About 71% of these trips were tolled less than \$3 while about 11% were tolled \$9 or higher.

The Q1 2024 share of trips tolled less than \$3 decreased compared to a year ago (71% compared to 72.5%) and the share tolled \$9 or higher increased from 9.2% to 11%.

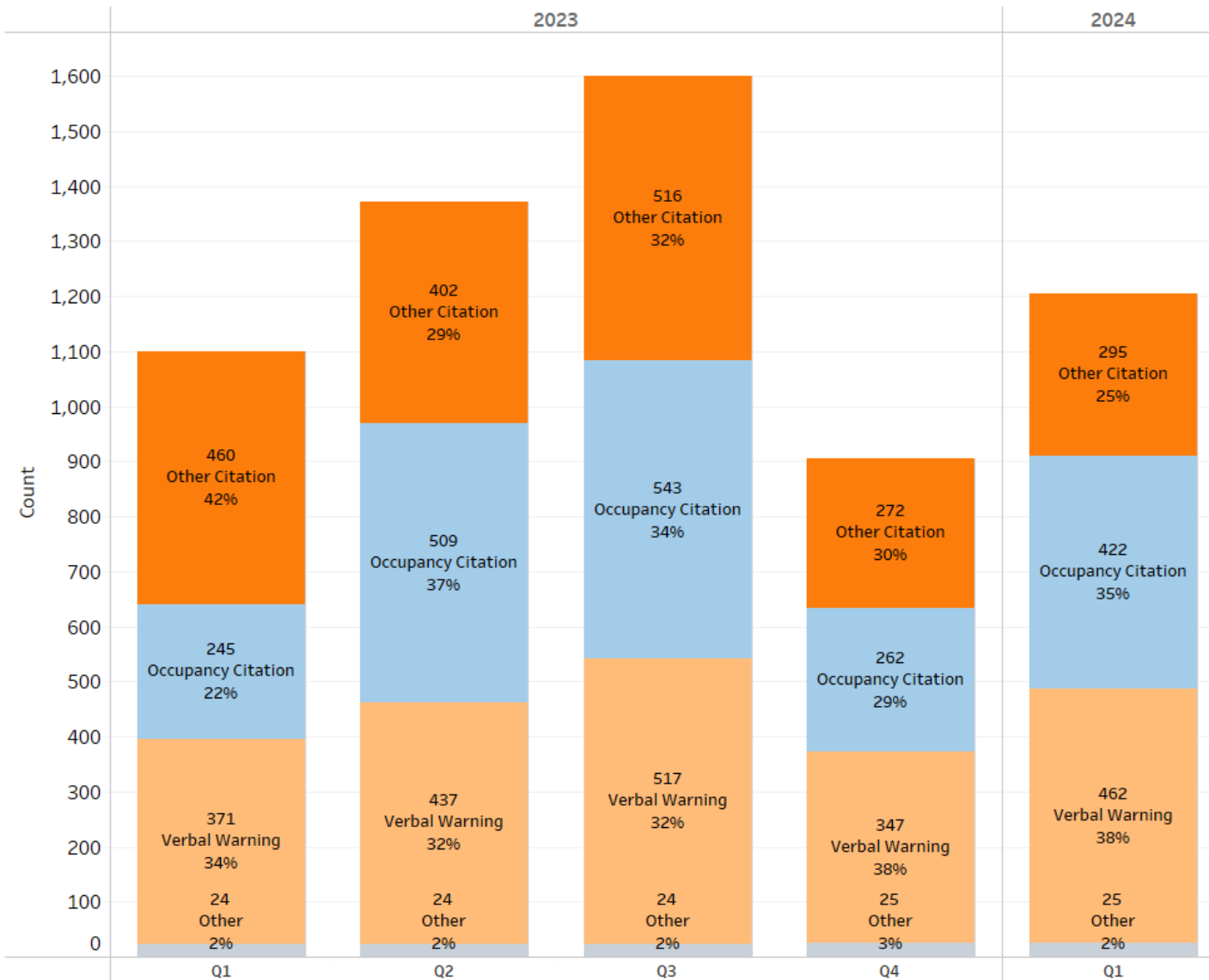
In Q1 2024 the average toll paid was \$3.06, compared to \$2.75 in Q1 2023, 12% higher.

The northbound average toll paid peaked at \$7.10 around 4 p.m., \$1.20 more than a year ago.

The southbound average toll paid peaked at \$6.70 at 8 a.m., \$0.40 more than a year ago.



I-680 Express Lanes CHP Enforcement

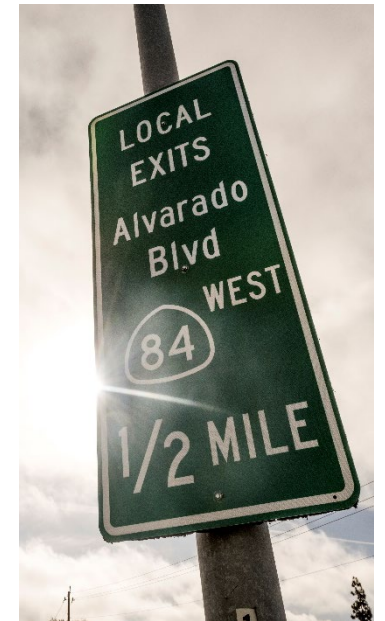


CHP provided 1,129 enforcement hours in the quarter, filling 89% of requested hours and resulting in 1,232 enforcement contacts. CHP's performance was affected by general staffing shortages and the holidays.

35% of Q1 2024 contacts were related to carpool occupancy violations.

The average cost to BAIFA per enforcement contact was \$130.

I-880 Express Lanes



Bay Area Infrastructure Financing Authority Network and Operations Committee
July 12, 2024

I-880 Express Lanes Policies

- Tolling Hours are 5 a.m. to 8 p.m. Monday – Friday.
- All drivers must have a FasTrak® account to avoid penalties.
 - Solo drivers can carry a standard FasTrak tag* or a FasTrak Flex® tag set to 1 or pay tolls via license plate.
 - Carpools (3+) travel toll-free with FasTrak Flex toll tags set to 3+.
 - Carpools (2) pay half-price tolls with FasTrak Flex toll tags set to 2.
 - Motorcycles travel toll-free with FasTrak Flex toll tags set to 3+.
 - Solo-drivers in eligible clean-air vehicles (CAV) pay half-price tolls with FasTrak CAV toll tags set to 1.

*Standard FasTrak tags do not have a switch and were issued prior to January 2020.



Carpools		All Drivers	
Must Have FasTrak Flex*		Must Have FasTrak*	
FREE	HALF TOLL	HALF TOLL	FULL TOLL
Motorcycles are FREE with FasTrak Flex toll tag set to 3+.		Clean Air Vehicles pay half-price tolls with FasTrak CAV toll tag.	

I-880 Express Lanes – Q1 2024 Performance Highlights

- 4.1 million express lane trips were made in Q1 2024. The Average Daily Trip count (ADT) of 65,200 was up 3% from the prior quarter (Q4 2023) and up 7% from a year ago (Q1 2023).
- The share of toll-free HOV 3+ trips was 44%, the same as Q4 2023 and up 4% from Q1 2023. The share of half-price HOV 2 trips was 7%, the same as last quarter (Q4 2023) and last year (Q1 2023).
- 12% of express lane trips were violations - trips made without a FasTrak account. The share was down 2% from the prior quarter (Q4 2023) and 1% from the prior year (Q1 2023).
- Quarterly toll revenue was down 15% from the last quarter but up 10% from a year ago (Q1 2023). Tolloed trips were up 2% and 5% from Q4 2023 and Q1 2023, respectively. The average toll paid was down 16% from Q4 2023 but up 5% from Q1 2023.

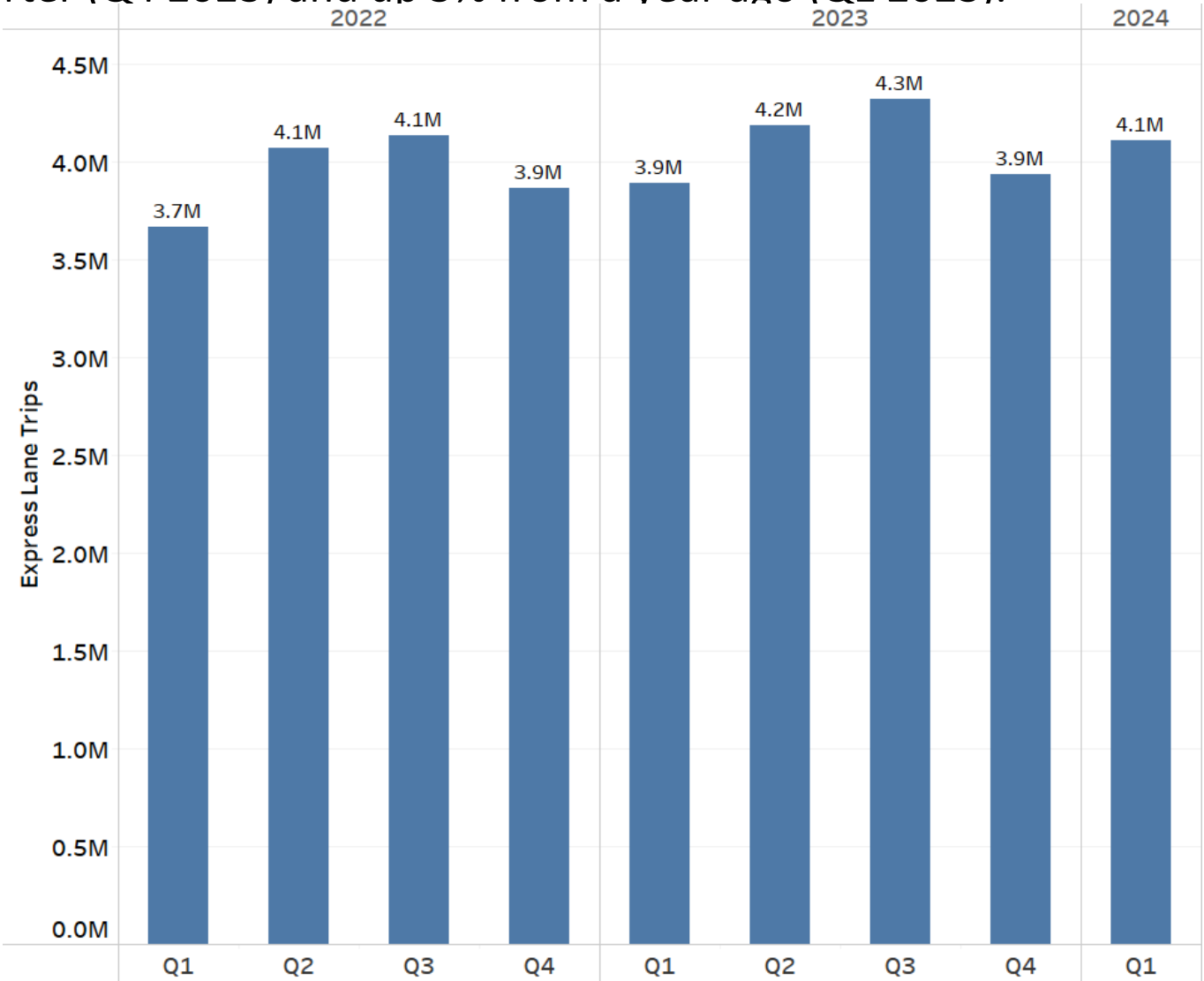
The goal of express lanes is to maximize lane use while keeping traffic moving to encourage carpooling and transit ridership.

I-880 Express Lanes – Q1 2024 Performance Highlights, continued

- Corridor-length northbound travel was slowest between 5 p.m. and 6 p.m. when express lane speed averaged 50 mph (17 mph faster than the general-purpose lanes). The northbound average toll paid peaked at \$13.00 around 4 p.m.
- Corridor-length southbound travel was slowest between 8 a.m. and 9 a.m. when express lane speed averaged 56 mph (12 mph faster than the general-purpose lanes). The southbound average toll paid peaked at \$11.20 around 7 a.m.
- CHP spent 2,504 hours patrolling the I-880 express lanes, resulting in 2,597 enforcement contacts. Of those, 17% resulted in citations for crossing double white lines and 26% in citations related to carpool occupancy.

I-880 Express Lane Trips

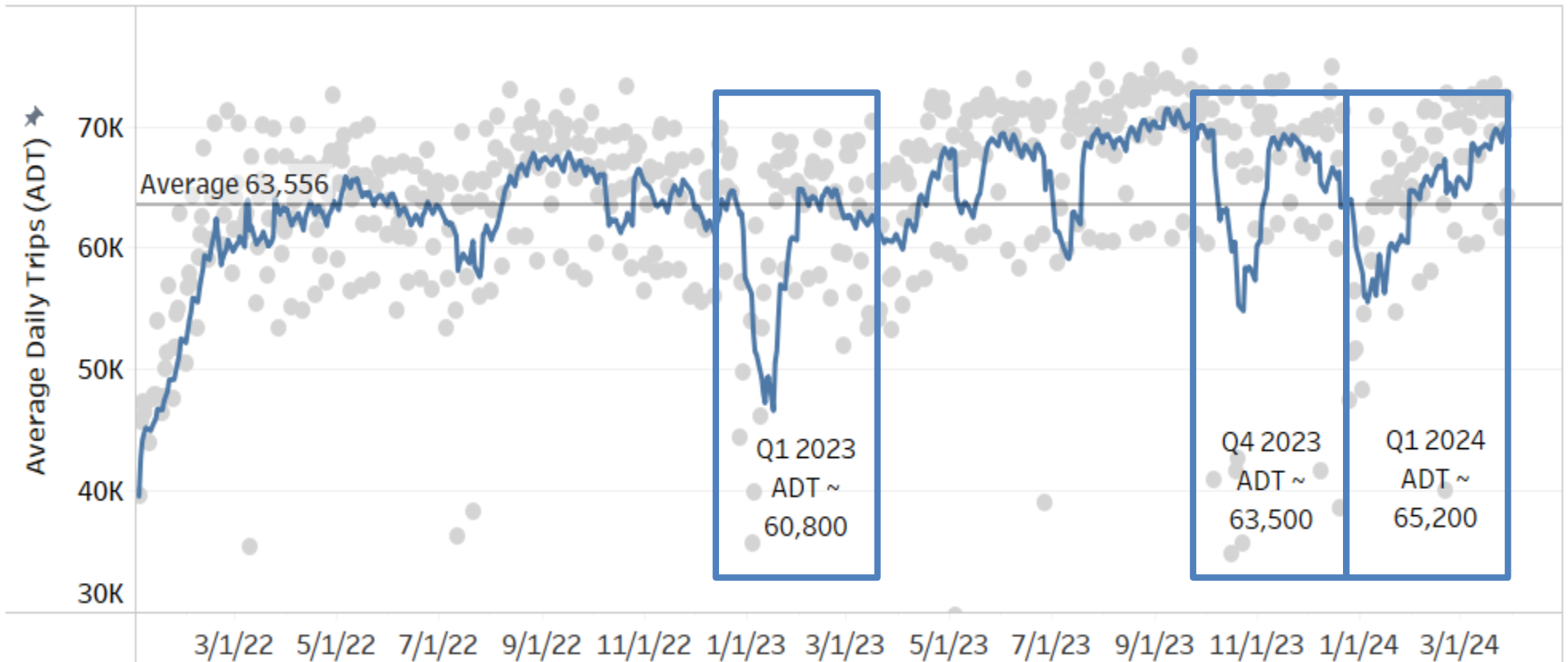
4.1 million express lane trips were made in Q1 2024. Trips were up 4% from the prior quarter (Q4 2023) and up 5% from a year ago (Q1 2023).



I-880 Express Lane Average Daily Express Lane Trips

The Average Daily Trip (ADT) count from January 1, 2022 through March 31, 2024 was 63,556. Q1 2024 ADT was about 65,200, a 3% increase from the prior quarter and a 7% increase from a year ago (Q1 2023).

Average Daily Trips (ADT) (grey dots) with 10-day Moving Average (blue line) (Northbound & Southbound)



I-880 Express Lane Trip Type

Share of Trips:

Toll-free trips (HOV 3+) = 44%

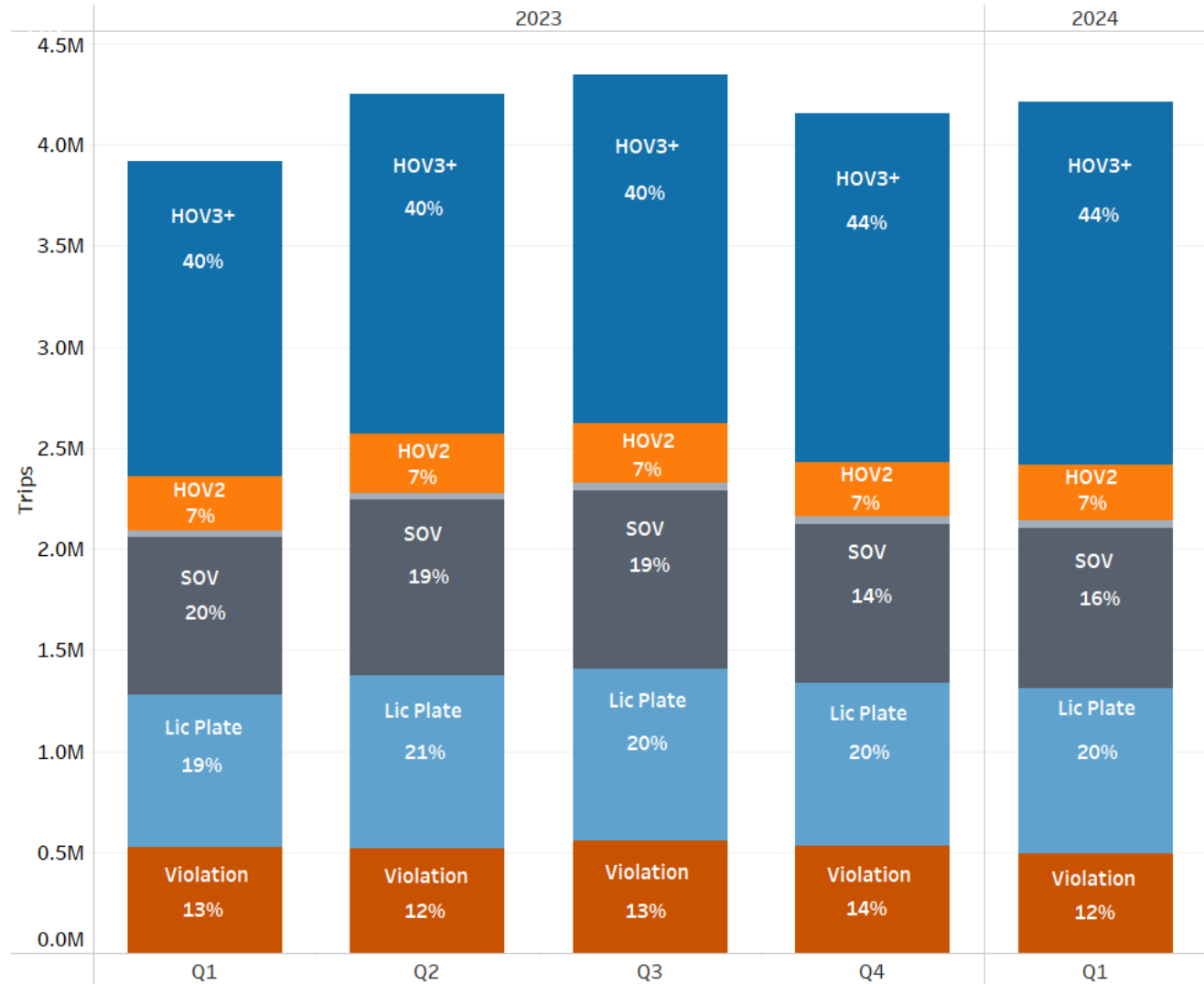
- Same as Q4 2023 and up 4% from Q1 2023

Tolled trips (full toll + half-toll) = 44%

- 36% full toll (SOV toll tag + license plate match)
- Full toll share up 2% from last quarter and 3% down from last year
- 8% half toll (HOV 2 + CAV (Clean Air Vehicle))
- Half toll share same as a year ago and last quarter

Violation trips = 12%

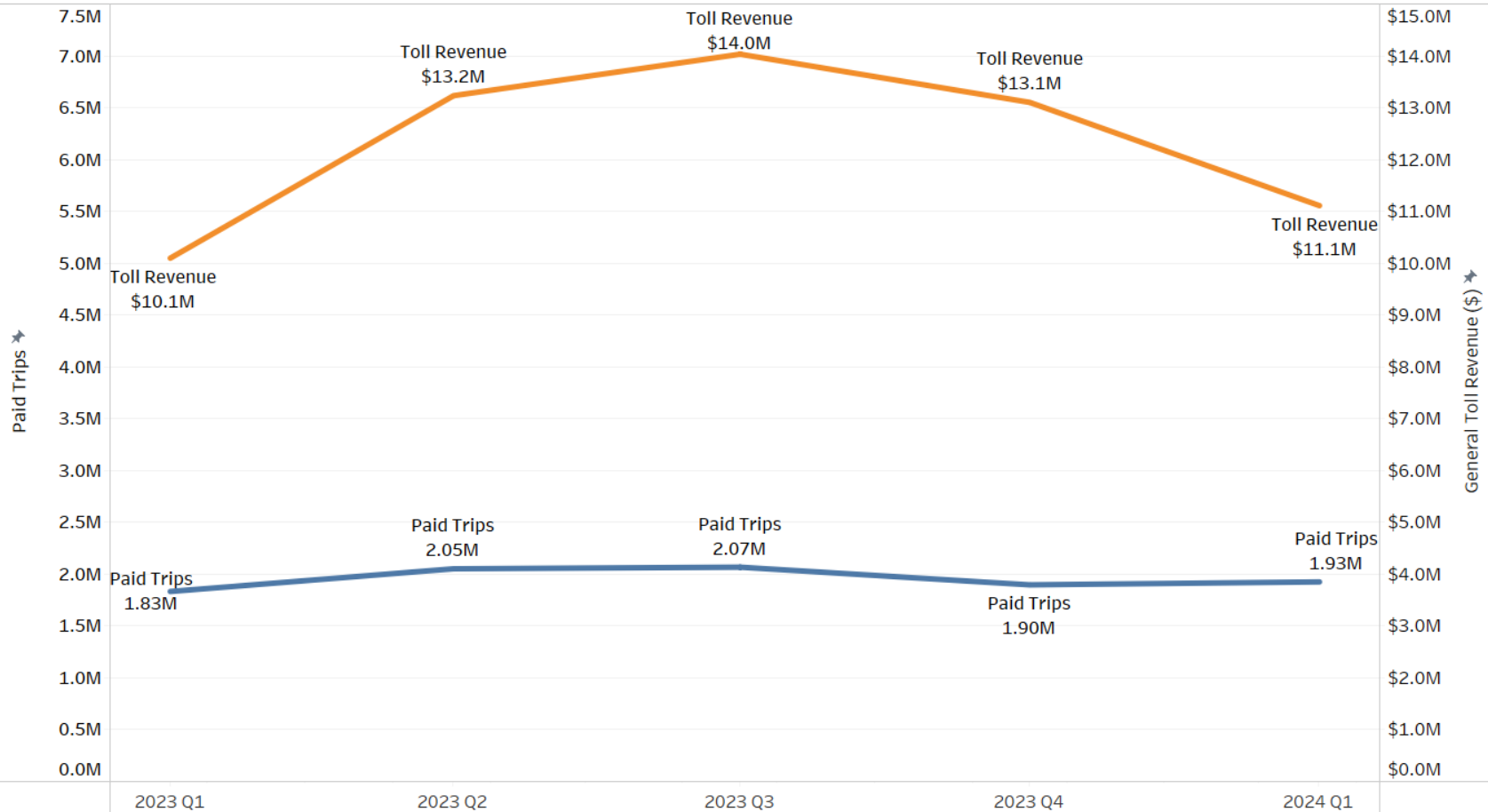
- No toll account
- Down 1% from a year ago and down 2% from last quarter



In each quarter, 1% of trips were made with Clean Air Vehicle Tags set to "1", represented by the thin grey segments in the above bar chart.

I-880 Express Lane General Toll Revenue and Tolled Trips

Q1 2024 Change	Toll Revenue	Tolled Trips	Average Toll Paid
from Prior Quarter (Q4 2023)	Down 15%	Up 2%	Down 16%
Year over Year (Q1 2023)	Up 10%	Up 5%	Up 5%



I-880 Express Lane Northbound Peak Traffic and Corridor- Length Speed

Peak Traffic

Time	3 p.m. - 6 p.m.
Location	Around Whipple Rd.
Express Lane Speed	52 mph
GP Lane Speed	35 mph
Speed Differential	17 mph
Express Lane Volume	1,170 vehicles
GP Lane Volume	1,213 vehicles

Corridor Length Slowest Travel

Time	5 p.m. - 6 p.m.
Express Lane Speed	50 mph
GP Lane Speed	33 mph
Speed Differential	17 mph

I-880 Express Lane Southbound: Peak Traffic and Corridor-Length Speed

Peak Traffic

Time	7 a.m. – 9 a.m.
Location	Approaching Alvarado-Niles Rd.
Express Lane Speed	56 mph
GP Lane Speed	45 mph
Speed Differential	11 mph
Express Lane Volume	1,029 vehicles
GP Lane Volume	1,198 vehicles

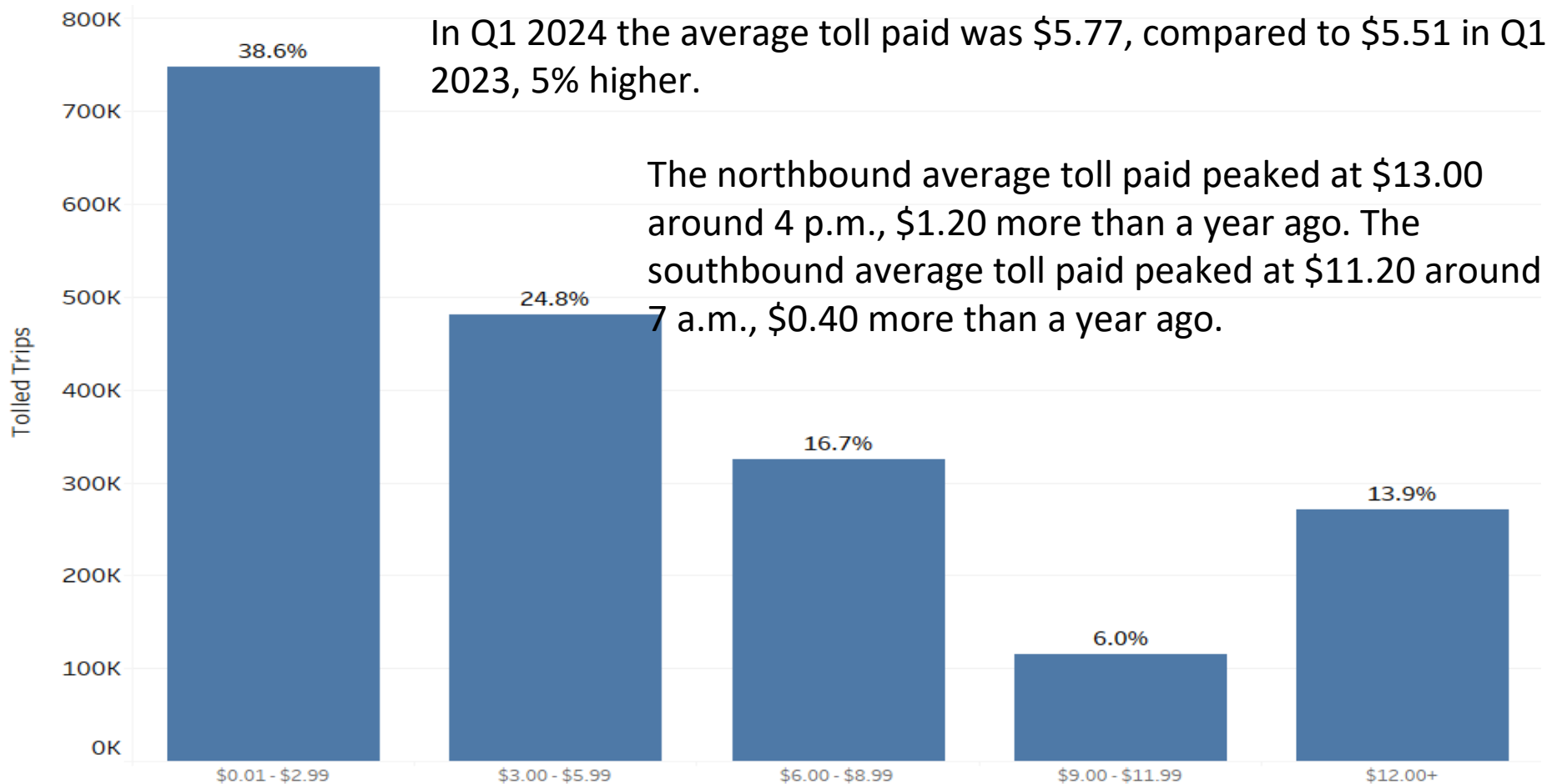
Corridor Length Slowest Travel

Time	8 a.m. – 9 a.m.
Express Lane Speed	56 mph
GP Lane Speed	44 mph
Speed Differential	12 mph

I-880 Express Lane Tolls

Drivers made 1,925,508 tolled express lane trips in the quarter, up 5% from a year ago (Q1 2023). Around 39% of these trips incurred a toll less than \$3 and 14% were for tolls \$12 or higher.

The share of trips tolled less than \$3 decreased from a year ago (42% compared to 39%) and the share tolled trips \$12 or higher increased from 12.3% to 13.9%.

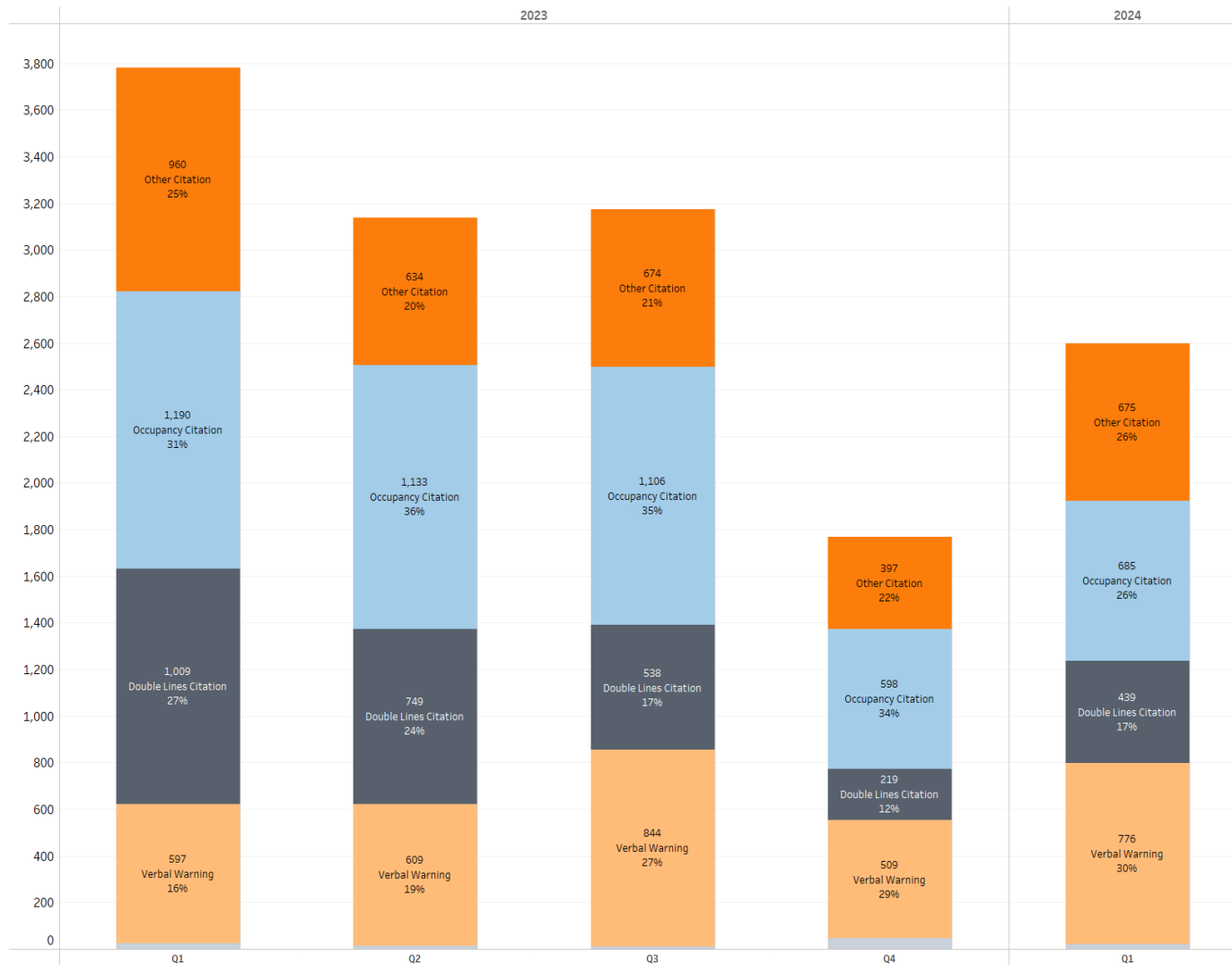


I-880 Express Lanes CHP Enforcement

CHP provided 2,504 enforcement hours in the quarter, filling 99% of requested hours and resulting in 2,597 enforcement contacts.

CHP's performance was affected by general staffing shortages and the holidays. Per MTC request, CHP officers spend more time stationed in the observation areas instead of roaming the corridor, acting as a deterrent but resulting in fewer enforcement contacts.

The average cost to BAIFA per enforcement contact was \$124. 26% of Q1 2024 enforcement contacts were related to carpool occupancy violations.



Appendix A: Select Chart Data – I-680 Express Lanes

Quarterly Express Lane Trips and Quarter-to-Quarter Percentage Change

Quarter	Year	Express Lane Trips	% Change
Q1	2022	2,055,790	-5%
Q2	2022	2,184,416	6%
Q3	2022	2,242,421	3%
Q4	2022	2,106,882	-6%
Q1	2023	2,164,166	3%
Q2	2023	2,331,921	8%
Q3	2023	2,381,431	2%
Q4	2023	2,339,130	-2%
Q1	2024	2,246,597	-4%

Express Lane Trips - Payment Type Share

	2023	2023	2023	2023	2024
	Q1	Q2	Q3	Q4	Q1
Blank	24%	25%	25%	26%	26%
HOV3+	16%	16%	16%	16%	16%
HOV2	1%	1%	1%	1%	1%
CAV	20%	21%	19%	20%	19%
SOV-Tag	28%	26%	27%	26%	27%
LP Read	11%	11%	12%	11%	11%
Violations					

Appendix A, continued

Toll Revenue and Tolled Trips

Year & Quarter	Revenue	Tolled Trips
2023 Q1	\$2,898,120	1,055,664
2023 Q2	\$3,602,136	1,106,169
2023 Q3	\$3,617,308	1,121,047
2023 Q4	\$3,753,215	1,077,534
2024 Q1	\$3,210,361	1,048,336

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00+
% Tolled Trips	71.1%	10.1%	8.0%	8.5%	2.3%

Appendix A, continued, 2

CHP Enforcement

Year	Quarter	Enforcement Type	Quarterly Share	Count
2023	Q1	Other Citation	42%	460
2023	Q1	Occupancy Citation	22%	245
2023	Q1	Verbal Warning	34%	371
2023	Q1	Other	2%	24
2023	Q2	Other Citation	29%	402
2023	Q2	Occupancy Citation	37%	509
2023	Q2	Verbal Warning	32%	437
2023	Q2	Other	2%	24
2023	Q3	Other Citation	32%	516
2023	Q3	Occupancy Citation	34%	543
2023	Q3	Verbal Warning	32%	517
2023	Q3	Other	2%	24
2023	Q4	Other Citation	30%	272
2023	Q4	Occupancy Citation	29%	262
2023	Q4	Verbal Warning	38%	347
2023	Q4	Other	3%	25
2024	Q1	Other Citation	25%	295
2024	Q1	Occupancy Citation	35%	422
2024	Q1	Verbal Warning	38%	462
2024	Q1	Other	2%	25

Appendix B: Select Chart Data – I-880 Express Lanes

Quarterly Express Lane Trips and Percentage Change

Quarter	Year	Express Lane Trips	% Change
Q1	2022	3,662,880	-5%
Q2	2022	4,069,538	11%
Q3	2022	4,130,247	1%
Q4	2022	3,863,600	-6%
Q1	2023	3,892,636	0.75%
Q2	2023	4,181,145	7%
Q3	2023	4,320,592	3%
Q4	2023	3,936,751	-9%
Q1	2024	4,106,189	4%

Express Lane Trips - Payment Type Share

	2023	2023	2023	2023	2024
Blank	Q1	Q2	Q3	Q4	Q1
Blank	40%	40%	40%	44%	44%
HOV3+	7%	7%	7%	7%	7%
HOV2	1%	1%	1%	1%	1%
CAV	20%	19%	19%	14%	16%
SOV-Tag	19%	21%	20%	20%	20%
LP Read	13%	12%	13%	14%	12%
Violations					

Appendix B, continued

Toll Revenue and Tolled Trips

Year & Quarter	Revenue	Tolled Trips
2023 Q1	\$10,096,118	1,832,961
2023 Q2	\$13,231,062	2,052,109
2023 Q3	\$14,030,802	2,067,341
2023 Q4	\$13,100,757	1,896,870
2024 Q1	\$11,109,532	1,925,508

Toll Distribution

Toll	\$0.01 - \$2.99	\$3.00 - \$5.99	\$6.00 - \$8.99	\$9.00 - \$11.99	\$12.00+
% Tolled Trips	38.6%	24.8%	16.7%	6.0%	13.9%

Appendix B, continued, 2

CHP Enforcement

Year	Quarter	Enforcement Type	Quarterly Share	Count
2023	Q1	Double Lines Citation	27%	1,009
2023	Q1	Occupancy Citation	31%	1,190
2023	Q1	Other	1%	25
2023	Q1	Other Citation	25%	960
2023	Q1	Verbal Warning	16%	597
2023	Q2	Double Lines Citation	24%	749
2023	Q2	Occupancy Citation	36%	1,133
2023	Q2	Other	0.4%	13
2023	Q2	Other Citation	20%	634
2023	Q2	Verbal Warning	19%	609
2023	Q3	Double Lines Citation	17%	538
2023	Q3	Occupancy Citation	35%	1,106
2023	Q3	Other	0.3%	10
2023	Q3	Other Citation	21%	674
2023	Q3	Verbal Warning	27%	844

Appendix B, continued, 3

CHP Enforcement, continued

2023	Q4	Double Lines Citation	12%	219
2023	Q4	Occupancy Citation	34%	598
2023	Q4	Other	3%	45
2023	Q4	Other Citation	22%	397
2023	Q4	Verbal Warning	29%	509
2024	Q1	Double Lines Citation	17%	439
2024	Q1	Occupancy Citation	26%	685
2024	Q1	Other	1%	22
2024	Q1	Other Citation	26%	675
2024	Q1	Verbal Warning	30%	776

For more information, visit expresslanes.511.org or [MTC's express lanes page](#).



Bay Area Infrastructure Financing Authority
Network and Operations Committee

July 12, 2024

Agenda Item 5a

Express Lanes START Pilot Extension: i. Approval - 18-Month Extension of the Express Lanes START Pilot; and ii. Contract Amendment – Polytechnic Marketing LLC (\$700,000)

Subject:

Request to: i. extend the Express Lanes START pilot, which provides low-income users a discounted toll on the Interstate 880 Express Lane, by 18 months; and ii. amend the contract with Polytechnic Marketing LLC for an amount not to exceed \$700,000.

Background:

Express Lanes START is a first-of-its-kind effort to address affordability of express lane tolls for residents earning a low income. The pilot was borne from MTC's goal of advancing equity throughout the region in accordance with Plan Bay Area 2050 and MTC's Equity Platform, and it is identified as an action in the Express Network 2021 Strategic Plan to analyze how providing reduced toll rates to low-income users delivers equitable benefits and affects express lane operations.

Qualified pilot participants receive at least 50% off tolled trips on the I-880 Express Lanes depending on vehicle occupancy. Pilot participants must provide proof of identity and household income at or below 200% of the Federal poverty level as well as have a Bay Area mailing address and a FasTrak[®] account. As a reminder, these eligibility criteria and the enrollment process are consistent with those for Clipper START, except that the FasTrak account requirement is unique to the Express Lanes program, and MTC is currently conducting an internal review for both programs as described below.

The evaluation of the first 12 months of the pilot is still underway. Staff will present these findings in the fall along with preliminary recommendations. An early review of results against our pilot targets shows we have enrolled fewer enrollees than we anticipated, but those enrollees use the express lane more than we anticipated. What we have learned from our first means-based initiatives is the road to potential permanency requires experimenting with different strategies to more effectively serve the individuals and families for whom the program is designed; therefore, we are recommending an extension of the Express Lanes START pilot.

Pilot Extension:

On June 22, 2022, BAIFA approved an 18-month pilot of a means-based toll discount on the I-880 Express Lanes called Express Lanes START. The pilot opened to the public on April 7, 2023, and is slated to end on September 30, 2024 unless BAIFA takes action to extend it.

As of March 31, 2024, 1,931 households had enrolled for Express Lanes START. Enrollment means that the household was approved and linked a FasTrak account to the discount program. While this is much lower than we had hoped – it is 14% of the target set before the pilot start – preliminary review of the data and feedback suggests that enrollees who made express lane trips increased their express lanes usage substantially and found the application process easy. The median user new to FasTrak increased their trips from 0 to 4 paid trips per quarter, exceeding the target of 1 trip. The median user with an existing FasTrak account increased their usage from 3 to 4 trips per quarter (33%, versus the target of 25%). The evaluation is still underway; in the fall, we will present the results in more detail, including what we learn about factors influencing the level of participation and preliminary recommendations on how to move forward.

Per BAIFA's Toll Facility Ordinance, BAIFA has the authority to carry out pilot projects to test alternate tolling and discount policies and new technologies for up to 36 months. To allow existing participants to continue to receive toll discounts and new customers to enroll while staff completes work to inform recommendations about the pilot's future, staff recommends extending the pilot eighteen months to a total length of 36 months, the maximum allowed. This allows the existing platform, including the eligibility verification and integration with the Regional Customer Service Center, to be maintained as we incorporate recommendations that result from the evaluation. It also does not preclude the Authority from taking an action to end the pilot in an earlier timeframe. Recommendations will be informed by the following:

- **Pilot Evaluation** – Staff is conducting a comprehensive evaluation on the first 12 months of pilot data (April 2023 through March 2024). The evaluation will synthesize data from quantitative and qualitative sources to report results relative to preliminary performance targets shown in Attachment B. Data sources include the Express Lanes START application system, the FasTrak back-office system, the express lanes toll system, traffic counts, surveys, focus groups and interviews.

- **Internal Technical Analysis of MTC’s Means-Based Programs** – In January 2024 Programming and Allocations Committee, staff shared the launch of an internal technical analysis to improve participation and customer experience across MTC’s means-based, equity-oriented policies and programs (like Clipper START and Express Lanes START). Areas being assessed include how to reach more eligible residents and expand access to those residents. Initial findings will be shared early fall 2024.
- **Stakeholder Coordination** – Staff will share the results of the Pilot Evaluation and findings from internal technical analysis with MTC’s Policy Advisory Council Equity and Access Subcommittee and other stakeholders like Bay Area Express Lanes operators through the Express Lanes START Advisory Group, which includes other regional tolling agencies, Caltrans, equity advocates, and members of the Policy Advisory Council’s Equity and Access Subcommittee. Staff will seek feedback on its recommendations, potentially making adjustments, to inform BAIFA’s decision-making on the pilot’s future.

Contract Amendment for Marketing and Communications Support:

In October 2021, BAIFA authorized a contract with Polytechnic Marketing LLC (Polytechnic) for marketing and communications services for the pilot. Polytechnic was selected from a mini-procurement from a technical assistance bench that included Communications and Customer Information Services. For the pilot, Polytechnic provided communications strategies to support the launch, development and implementation of marketing campaigns to awareness of tolling and promote the pilot, and ongoing support in areas of communications and customer education. Should the Authority approve an 18-month extension, staff recommends adding \$700,000 to the current contract amount of \$410,000 to provide greater visibility of the discount program and with a goal to increase enrollment. The average monthly cost of marketing over the 18-month extension would rise to \$38,000 from \$23,000 during the initial 18 months. Staff will direct funds in outreach strategies found to be most effective during the initial 18 months. Those include increasing budget for direct mail and for digital advertising targeting low-income people who drive. Part of this will also involve targeting neighborhoods where transit is poor with the assumption that people in those neighborhoods are more likely to drive. Staff will monitor

standard advertising metrics, such as impressions and click-through rates, as well as enrollments. Attachment A includes a summary of Polytechnic Marketing LLC's small business and disadvantaged business enterprise status.

Fiscal Impact:

The BAIFA Capital Budget includes \$1.8 million to operate the pilot through the end of the fiscal year. There will be no impact to the BAIFA FY2024-25 budget if the pilot is extended.

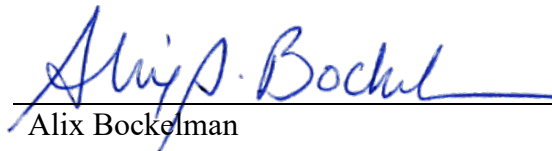
Recommendation:

That the Committee

- i. refer to the Authority for approval an 18-month extension of the Express Lanes START pilot, which provides low-income users a discounted toll on the Interstate 880 Express Lane; and
- ii. authorize the executive director or designee negotiate and enter into a contract amendment with Polytechnic Marketing LLC for an amount not to exceed \$700,000, subject the Authority's extension of the pilot.

Attachments:

- Attachment A: Disadvantaged Business Enterprise and Small Business Enterprise Status
- Committee Contract Approval Sheet
- Attachment B: Pilot Targets
- Attachment C: PowerPoint


Alix Bockelman

Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE* Yes / No	If DBE Yes, List #	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	Polytechnic Marketing LLC	Prime Contractor	No	N/A	Yes	2013608

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract

Work Item No.: 6854

Vendor: Polytechnic Marketing LLC
Berkeley, CA

Work Project Title: Express Lanes Toll Discount Pilot Program Marketing & Communications Services

Purpose of Project: To provide marketing and communications services for the Express Lanes Toll Discount Pilot Program

Brief Scope of Work: To develop and implement campaigns to educate people about the Toll Discount Pilot Program, to prepare updates to online and printed materials, and to conduct program research

Project Cost Not to Exceed: This Amendment: \$700,000
Previous Contract: \$410,000
Total Contract with this Amendment: \$1,110,000

Funding Source: BAIFA Capital Program Budget

Fiscal Impact: Funding is included in the Fiscal Year 2024-25 BAIFA Express Lanes Capital Budget.

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Polytechnic Marketing LLC for services as described above and in the BAIFA Network and Operations Committee Summary Sheet dated July 12, 2024 and the Chief Financial Officer is authorized to set aside funds in the amount of \$700,000 for such contract, subject to the Authority's extension of the Express Lanes START pilot, as specified above.

BAIFA Network and
Operations Committee:

Carol Dutra-Vernaci, Chair

Approved: July 12, 2024

Pilot Targets

No.	Target Metric
1.	16,000 Applications
2.	15,000 Approved Applications
3.	13,500 Enrolled Households
4.	Existing FT customers increase use of express lanes 25%
5.	New FT customers make 1 or more express lane trips per month
6.	All ELS customers average 1 or more express lane trips per month
7.	Applicant race & ethnicity aligns with I-880 corridor residents
8.	Customers agree or strongly agree that applying for ELS is easy (rank >4)
9.	The # of monthly ELS customer calls to the FasTrak CSC less than or equal to 2% of customers
10.	90% of customer FasTrak® account status are in “Good Standing”
11.	Pilot operating cost is \$500 or less per enrollee
12.	Express Lane speeds don’t fall as a result of the pilot

Express Lanes STARTSM: Pilot Extension on I-880

BAIFA Network and Operations Committee

July 12, 2024



MTC means-based equity initiatives

Today



Transit Fare
Discount Pilot



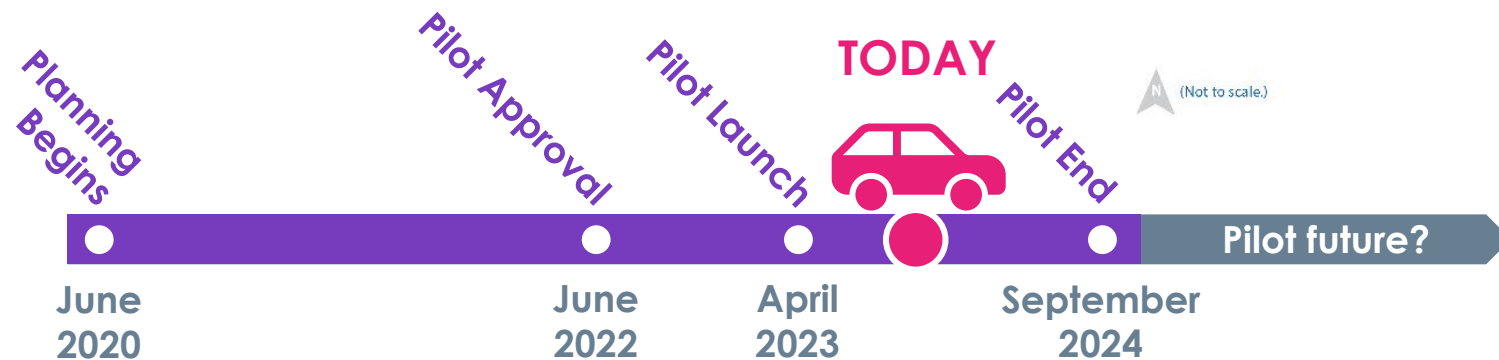
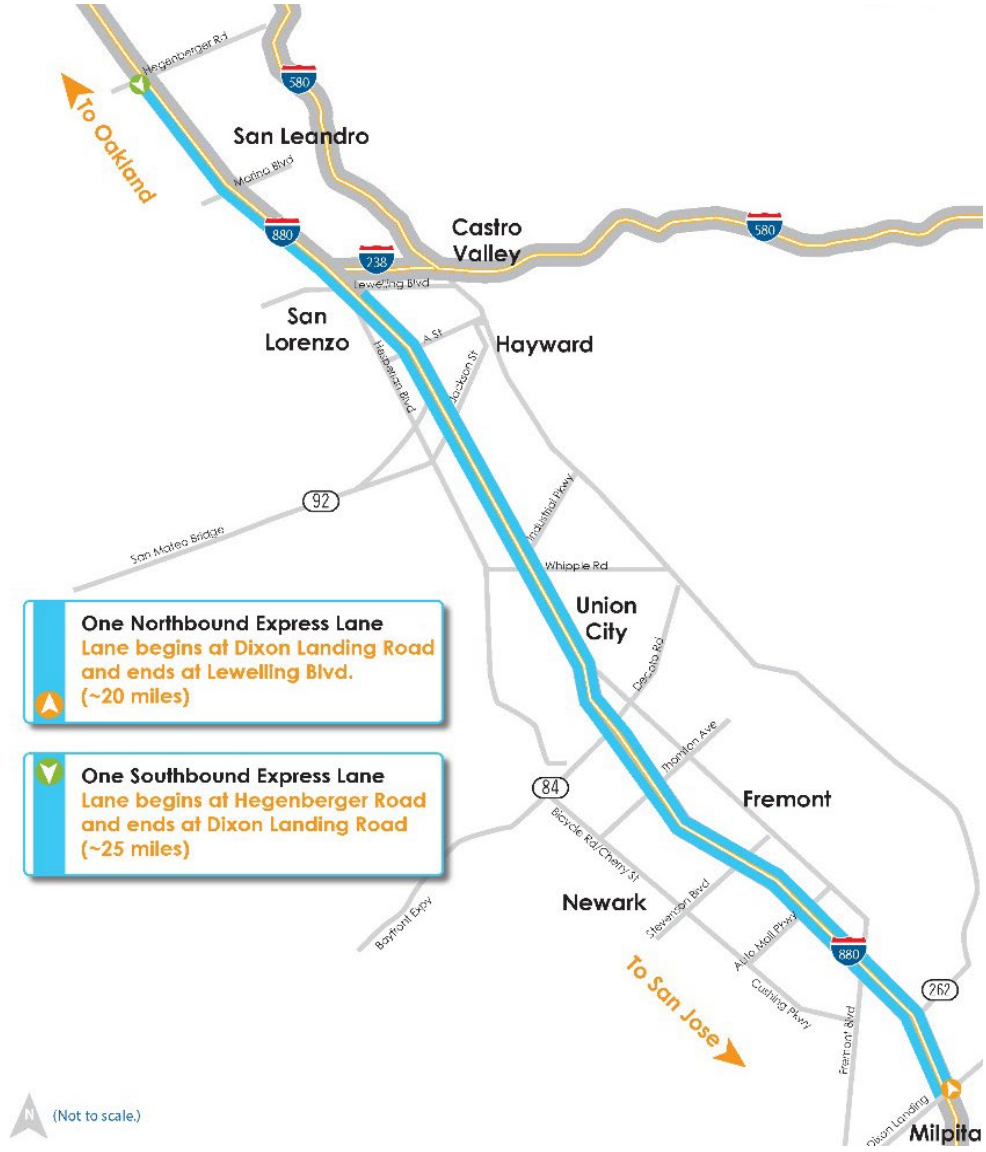
Equity Action Plan



Express Lanes
Toll Discount Pilot

Pilot scope

- Toll discount of 50% or more in the I-880 Express Lanes for 18 months
- Same eligibility requirements as Clipper[®] STARTSM:
 - Proof of identification and income
 - Income at or below 200% Federal poverty level
- Toll discount applied to FasTrak[®] account
- 1,931 enrollees as of March 31, 2024



Pilot goals

- Improve I-880 express lanes access for low-income drivers,
- Provide these drivers with a good experience, and
- Understand the effect on express lane operations.

Pilot evaluation topics



Cross-cutting challenges for MTC means-based programs

- Different programs in different phases:
 - Clipper START Pilot – 4 years operating
 - Express Lanes START Pilot – 1 year operating
 - Bay Area Toll Payment Plan – 1 year operating
 - Highway 37 – earliest operation est. 2027
- Undertaking internal technical analysis of strategy options:
 - Reach more eligible residents
 - Expand access to more residents

Recommendation and next steps

- Extend pilot to March 31, 2026 to allow time to:
 - Prepare 12-month pilot evaluation (underway)
 - Present 12-month pilot evaluation results and preliminary recommendations to BAIFA (fall 2024)
 - Complete internal means-based projects technical analysis (fall 2024)
 - Engage stakeholders (fall 2024/winter 2025)
 - Recommend pilot future to BAIFA (winter 2025)
 - Implement pilot future (timeline to be determined)
- Amend budget with Polytechnic to add \$700,000 for enhanced outreach and communications

