

Meeting Agenda

Bay Area Infrastructure Financing Authority

Authority Members:

Scott Haggerty, Chair Amy Worth, Vice Chair
Federal D. Glover, Carol Dutra-Vernaci, James P. Spering

Non-Voting Member: Tony Tavares

Wednesday, October 23, 2019

9:35 AM

Board Room - 1st Floor

This meeting is scheduled to be webcast live on the Metropolitan Transportation Commission's website: <http://mtc.ca.gov/whats-happening/meetings> and will take place at 9:35 a.m. or immediately following the 9:30 a.m. BATA meeting.

1. Roll Call/Confirm Quorum

Quorum: A quorum of this committee shall be a majority of its regular voting members (3).

2. Consent Calendar

- 2a.** [19-0811](#) Minutes of the June 26, 2019 meeting
- Action:* Authority Approval
- Attachments:* [2a_06-26-2019_BAIFA_Draft_Minutes.pdf](#)
-
- 2b.** [19-0854](#) BAIFA Financial Statements as of August 2019
- Action:* Information
- Presenter:* Raymond Woo
- Attachments:* [2b_BAIFA_Financial_Statements_Aug'2019.pdf](#)
-
- 2c.** [19-1102](#) Contract Amendment - I-880 Express Lanes Construction - On-Call Construction Management Services: Zoon Engineering, Inc. (\$900,000)
- Action:* Authority Approval
- Presenter:* Angela Louie
- Attachments:* [2c_Contract Amendment Zoon 880 EL Construction..pdf](#)

3. Information

3a. [19-1103](#) Proposed BAIFA Toll Facility Ordinance Amendment

Overview of proposed changes to the Toll Facility Ordinance to prepare for tolling on BAIFA's I-880 Express Lanes, as well as the public hearing and outreach processes staff will follow prior to considering it for adoption.

Action: Information

Presenter: Pierce Gould

Attachments: [3a_BAIFA_880_Toll_Facility_Ordinance.pdf](#)

4. Public Comment / Other Business

5. Adjournment / Next Meeting:

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, November 20, 2019 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. Please note this November meeting date is scheduled to take place on the 3rd Wednesday instead of the 4th Wednesday due to the Thanksgiving holiday.

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.

All items on the agenda are subject to action and/or change by the Authority. Actions recommended by staff are subject to change by the Authority.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 19-0811 **Version:** 1 **Name:**
Type: Minutes **Status:** Consent
File created: 6/21/2019 **In control:** Bay Area Infrastructure Financing Authority
On agenda: 10/23/2019 **Final action:**
Title: Minutes of the June 26, 2019 meeting
Sponsors:
Indexes:
Code sections:
Attachments: [2a_06-26-2019_BAIFA_Draft_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the June 26, 2019 meeting

Recommended Action:
Authority Approval



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

Meeting Minutes

Bay Area Infrastructure Financing Authority

Authority Members:

Scott Haggerty, Chair Amy Worth, Vice Chair
Federal D. Glover, Carol Dutra-Vernaci, James P. Spering

Non-Voting Member: Tony Tavares

Wednesday, June 26, 2019

9:40 AM

Board Room - 1st Floor

Call Meeting to Order

1. Roll Call/Confirm Quorum

Present: 3 - Chair Haggerty, Commissioner Spering and Vice Chair Worth

Absent: 2 - Commissioner Glover and Commissioner Dutra-Vernaci

Non-Voting Member Absent: Commissioner Tavares

2. Consent Calendar

Upon the motion by Commissioner Spering and the second by Vice Chair Worth, the Consent Calendar was unanimously approved by the following vote:

Aye: 3 - Chair Haggerty, Commissioner Spering and Vice Chair Worth

Absent: 2 - Commissioner Glover and Commissioner Dutra-Vernaci

2a. [19-0315](#) Minutes of the February 27, 2019 meeting

Action: Authority Approval

2b. [19-0345](#) Third Quarter BAIFA Operating Financial Statement - March 2019

Action: Information

Presenter: Raymond Woo

2c. [19-0646](#) Purchase Order - Express Lanes Backhaul Network Consulting Services:
SSP Data (\$331,000)

Action: Authority Approval

Presenter: Mark Dinh

- 2d. [19-0647](#) Increase in Contract Allocation for FasTrak® Services: Bay Area Toll Authority (\$2,720,000)
Action: Authority Approval
Presenter: Ken Hoang
- 2e. [19-0648](#) Cooperative Agreement - I-680 Northern Segment Southbound Express Lane: Caltrans (\$216,000)
Action: Authority Approval
Presenter: Jim Macrae
- 2f. [19-0695](#) Express Lane Program Quarterly Report - 1st Quarter 2019
Action: Information
Presenter: Lisa Klein

3. Authority Approval

- 3a. [19-0438](#) BAIFA Resolution No. 18 - FY 2019-20 Bay Area Infrastructure Financing Authority Operating and Capital Budgets
- A request to approve the FY 2019-20 Bay Area Infrastructure Financing Authority Operating and Capital Budgets, BAIFA Resolution No. 18.
- Action:** Authority Approval
Presenter: Brian Mayhew
- Upon the motion by Vice Chair Worth and the second by Commissioner Spering, the Authority unanimously approved BAIFA Resolution No. 18 - FY 2019-20 Bay Area Infrastructure Financing Authority Operating and Capital Budgets. The motion carried by the following vote:**
- Aye:** 3 - Chair Haggerty, Commissioner Spering and Vice Chair Worth
- Absent:** 2 - Commissioner Glover and Commissioner Dutra-Vernaci

- 3b.** [19-0649](#) San Mateo 101 Express Lane Agreements:
- i. Cooperative Agreement - Scope of Work for the Express Lane Toll System Design, Implementation, and Operations: San Mateo Joint Powers Authority and BAIFA (\$3,000,000);
 - ii. Contract Change Order - Design of the San Mateo 101 Express Lane Toll System: TransCore, LP (\$1,825,000)
 - iii. Contract Amendment - Technical Expertise for Implementation and Operations: WSP USA, Inc. (\$2,865,000)

A request for approval on three agreements for BAIFA's work on the San Mateo 101 Express Lanes: i) a cooperative agreement with San Mateo County Express Lanes Joint Powers Authority (SMJPA) to implement the toll system and operate the express lanes, with an initial budget of \$3 million for toll system design; ii) a contract change order for \$1.825 million to the TransCore, LP contract to design the toll system; and iii) an amendment for \$2.865 million to the WSP USA, Inc. Program Advisor contract for expertise for implementation and operations.

Action: Authority Approval

Presenter: Jim Macrae

Upon the motion by Commissioner Sperling and the second by Vice Chair Worth, the Authority unanimously approved the cooperative agreement with San Mateo County Express Lanes Joint Powers Authority, the contract change order with TransCore, LP, and the contract amendment with WSP USA, Inc. The motion carried by the following vote:

Aye: 3 - Chair Haggerty, Commissioner Sperling and Vice Chair Worth

Absent: 2 - Commissioner Glover and Commissioner Dutra-Vernaci

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority will be held on July 24, 2019 in the Board Room at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA.

Legislation Details (With Text)

File #: 19-0854 **Version:** 1 **Name:**

Type: Report **Status:** Consent

File created: 7/15/2019 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 10/23/2019 **Final action:**

Title: BAIFA Financial Statements as of August 2019

Sponsors:

Indexes:

Code sections:

Attachments: [2b_BAIFA_Financial_Statements_Aug'2019.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
BAIFA Financial Statements as of August 2019

Presenter:
Raymond Woo

Recommended Action:
Information

Bay Area Infrastructure Financing Authority (BAIFA)

October 23, 2019

Agenda Item 2b

BAIFA Financial Statements for August 2019

Background: Attached is the BAIFA financial statements for the two-month period ending August 2019. Major financial highlights include:

- (1) **Operating:** Toll operating revenue of \$2.2 million after two operating months tracks with budget projections. Interest revenue is slightly off due to timing of interest revenue accruals.

Express Lane (EL) toll revenue is \$1.9 million and running very close to expectations. A majority of the EL operating revenue is generated from general toll collection.

Total operating expense after two months of operations is \$287 thousand, only 2% of the approved budget. As we get closer to midyear, administration costs and maintenance expense will kick in giving us a more accurate expense picture.

Overall, the EL operations reports a \$2 million surplus as of the end of August.

- (2) **Capital Programs:** The Bay Area Toll Authority (BATA) has been housing the approved \$345 million Capital Program Budget since the establishment of this project in FY 2012-13. As the first EL entered into operation in FY 2017-18, and with more entering the operating phase in the near future, it is appropriate to transfer the capital project to BAIFA. Staff was authorized by BATA in June 2019 to transfer the budget and fixed asset balance of the EL program to BAIFA in FY 2019-20. On July 1, 2019, BAIFA capital was established with a total life-to-date budget for the Capital Program of \$228 million. As of the end of August 2019, life-to-date expenses for those programs plus encumbrances total \$1.6 million within BAIFA.

Once the FY 2018-19 audit is completed, the EL capital budget in BATA and BAIFA will be amended to reflect the audited balance which will be transferred to BAIFA.

- (3) **Actions under Executive Director Contract signature authority:** please see Attachment A page 3.

If you have any questions about this report, please contact Brian Mayhew at (415) 778-6730.

Recommendation: None. This item provided as information only.

Attachments: Attachment A –BAIFA Financial Statements for period ending August 31, 2019



Therese W. McMillan

**BAIFA Operating Budget
As of August 2019**

	FY 2019-20	Actual	Curent Budget Balance	% of Budget	Year		YTD Total
	Budget	YTD	Over/(Under)	(col 2/1)	Expired	Encumbrances	(Enc+YTD)
Revenue:							
1 General Toll Revenue	12,000,000	1,914,994	(10,085,006)	16.0%	16.7%	0	1,914,994
2 Violation Revenue	1,900,000	306,564	(1,593,436)	16.1%	16.7%	0	306,564
3 Interest Revenue	360,000	26,369	(333,631)	7.3%	16.7%	0	26,369
Total Revenue	14,260,000	2,247,927	(12,012,073)	15.8%	16.7%	0	2,247,927
Expense:							
FasTrak Operations and Maintenance							
1 RCSC Operations	1,620,000	0	(1,620,000)	0.0%	16.7%	0	0
2 Banking/Credit Card Fees	420,000	69,134	(350,866)	16.5%	16.7%	0	69,134
3 BATA Financial Services	270,000	37,480	(232,520)	13.9%	16.7%	0	37,480
4 Collections/DMV Expenses	520,000	0	(520,000)	0.0%	16.7%	0	0
FasTrak O&M Subtotal	2,830,000	106,614	(2,723,386)	3.8%	16.7%	0	106,614
Express Lanes & Backhaul Operations and Maintenance							
5 Operating Center	650,000	0	(650,000)	0.0%	16.7%	0	0
6 California Highway Patrol Enforcement	660,000	0	(660,000)	0.0%	16.7%	158,915	158,915
7 Roadway Maintenance	1,803,000	35,539	(1,767,461)	2.0%	16.7%	661,594	697,133
8 Toll System Operations & Maintenance	2,852,000	0	(2,852,000)	0.0%	16.7%	2,275,481	2,275,481
9 Utility Service	44,000	2,868	(41,132)	6.5%	16.7%	41,132	44,000
Express Lanes and Backhaul O&M Subtotal	6,009,000	38,407	(5,970,593)	0.6%	16.7%	3,137,122	3,175,529
Express Lanes Administration							
10 Salaries, Benefits & Overhead	1,515,000	104,321	(1,410,679)	6.9%	16.7%	0	104,321
11 Professional/Consultant Service	330,000	0	(330,000)	0.0%	16.7%	0	0
12 Audit/Accounting	121,000	37,692	(83,308)	31.2%	16.7%	15,755	53,447
13 Insurance	74,000	0	(74,000)	0.0%	16.7%	0	0
14 Other	50,000	0	(50,000)	0.0%	16.7%	2,000	2,000
Express Lanes Admin Subtotal	2,090,000	142,013	(1,947,987)	6.8%	16.7%	17,755	159,768
Other/Transfer							
15 Transfer from/(to) Reserve	(419,000)	0	419,000	0.0%	16.7%	0	0
16 Depreciation	3,750,000	0	3,750,000	0.0%	16.7%	0	0
Total Transfer In (out)	3,331,000	0	3,331,000	0.0%	16.7%	0	0
Total Expense	14,260,000	287,034	(7,310,966)	2.0%	16.7%	3,154,877	3,441,911
Operating Surplus (Shortfall)	0	1,960,893					

BAIFA EL Capital Projects

As of 8/31/2019 - Life to Date

	Project Title	Total Budget	Actual	Encumbrance	Balance Remaining
952					
6840	Program Costs: Planning, Coordination & Management	8,627,449	218,530	-	8,408,919
6841	Centralized Toll System	11,953,628	-	1,026,519	10,927,109
6842	CC-680 Southern Segment Conversion	1,694,716	-	-	1,694,716
6843	Capitalized Start-up O&M	11,209,781	-	-	11,209,781
6844	ALA-880 Conversion	42,821,171		316,314	42,504,857
6845	CC-680 Northern Segment - Southbound Conversion	46,477,925	-	64,099	46,413,826
6847	Program Contingency	2,847,677	-	-	2,847,677
6849	SOL-80 Express Lane Conversion	6,903,660	-	-	6,903,660
6853	San Mateo 101	95,000,000	8,797	-	94,991,203
	Express Lanes Total	\$227,536,007	\$227,327	\$1,406,932	\$225,901,748

The BATA Express Lanes (EL) Capital Fund is closed out on 6/30/2019, the remaining balance of the \$345 million budget funded by BATA/SAFE are rebudgeted in BAIFA EL Capital Fund in FY 2019-20. The LTD capital budget in both BATA and BAIFA will be amended after the FY 2018-19 Yearend audit is completed.

PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR
\$2,500-\$200,000

		August'19
AT&T		\$147,475
	<i>Data Transferring Service</i>	
Digital 365 Main LLC		\$77,953
	<i>Data Transferring Service</i>	
PG&E		\$44,000
	<i>Utility Service</i>	

Legislation Details (With Text)

File #: 19-1102 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 9/17/2019 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 10/23/2019 **Final action:**

Title: Contract Amendment - I-880 Express Lanes Construction - On-Call Construction Management
Services: Zoon Engineering, Inc. (\$900,000)

Sponsors:

Indexes:

Code sections:

Attachments: [2c Contract Amendment Zoon 880 EL Construction..pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment - I-880 Express Lanes Construction - On-Call Construction Management
Services: Zoon Engineering, Inc. (\$900,000)

Presenter:
Angela Louie

Recommended Action:
Authority Approval

Bay Area Infrastructure Financing Authority (BAIFA)

October 23, 2019

Agenda Item 2c

Contract Amendment – I-880 Express Lanes Construction – On-Call Construction Management Services: Zoon Engineering, Inc. (\$900,000)

Subject: This item requests Committee approval to enter into a contract amendment with Zoon Engineering, Inc. (Zoon) in an amount not to exceed \$900,000 for on-call construction management services to provide continuing construction management services for the I-880 Express Lanes Project (Project).

Background: The I-880 Express Lanes Project (Project) will convert the existing I-880 high-occupancy vehicle lanes to express lanes in Alameda County from Hegenberger Road to Dixon Landing Road in the southbound direction and from Dixon Landing Road to Lewelling Boulevard in the northbound direction. Civil work includes construction of new foundations for overhead signs, structures and lighting standards, installation of conduit and subsurface vaults, reconstruction of median barriers, restriping freeway lanes and paving. The Project also includes installation of fiber optics and establishing connections to partner agency fiber optics and leased-line services for the backhaul communications network.

The I-880 express lanes are currently projected to open in summer 2020, following completion of construction and toll system installation and testing. Civil and backhaul construction is substantially complete. The main remaining civil work involves paving and restriping. In addition, work is beginning on a \$3,000,000 contract change order (approved by BAIFA in June 2018) to install fiber lateral connections to connect Caltrans' freeway management equipment (closed circuit television cameras and changeable message signs) at up to 31 locations to the backhaul communications network. The toll system integrator has completed approximately 60% of its installation of roadside cabinets, toll system equipment in the median, variable toll message signs, CCTVs and connections of electrical and fiber conduits. Toll system testing is scheduled to begin in spring 2020.

The summer 2020 opening date represents a delay of a little more than one year. The delay is due primarily to delays in toll system installation resulting from challenges coordinating with civil construction and other construction projects on the corridor, weather, delays in equipment and materials and difficulty hiring qualified staff.

Contractor Selection Process: In February 2016, BAIFA authorized a contract with Zoon to provide construction management services for the Project and provide support staff to Caltrans for administration of the Caltrans median barrier contract, which installed certain express lanes civil infrastructure, and support for the BAIFA Express Lanes contract prior to advertisement. Zoon was selected on the basis of a competitive procurement from a bench of eight construction management firms pre-qualified for work

by BATA or other agencies including BAIFA. On March 22, 2017, BAIFA authorized an amendment for Zoon to act as the resident engineer for the civil construction and backhaul communications network projects and to also manage schedule coordination of the toll system integrator with the civil construction and backhaul communications network contractors for the Project.

Summary: This amendment would allow Zoon to continue providing construction management services to complete the Project in light of the added construction of laterals to Caltrans equipment and the extended implementation schedule.

The extended implementation schedule impacts other construction-related agreements including cooperative agreements with Caltrans for oversight during construction and with California Highway Patrol for Construction Zone Enhanced Enforcement Program (COZEEP) services. Staff is reviewing those agreements and will return to BAIFA to request budget increases as needed.

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

Issues: As noted in the most recent Express Lanes Program Quarterly Report (August 2019), there is continued risk of delay in toll system installation and testing. The most persistent risks are equipment delays, particularly LED lights for the variable message signs and difficulty hiring qualified staff due to the tight labor market. In addition, there remains a potential for delays from coordinating with the Caltrans paving contractor and from weather.

Recommendation: Staff recommends that the Committee authorize the Executive Director or designee to negotiate and enter into a contract amendment with Zoon in an amount not to exceed \$900,000 to provide construction management services for the Project.

Attachments: Attachment A – Small Business and Disadvantaged Business Enterprise Status; and
Request for Committee Approval – Summary of Proposed Contract Amendment



Therese W. McMillan

Attachment A

Small Business and Disadvantaged Business Enterprise Status

			DBE* Firm			SBE** Firm		
	Firm Name	Role on Project	Yes	If Yes, List #	No	Yes	If Yes, List #	No
Prime Contractor	Zoon Engineering, Inc.	Construction/Project Management			X	X	58549	
Subcontractor	WRECO	Biological Monitoring Services	X	30066		X	60800	
Subcontractor	Park Engineering, Inc.	Construction Inspection	X	41711		X	1757722	
Subcontractor	MNS Engineers, Inc. (formerly S&C Engineers, Inc.)	Construction Management Services			X			X
Subcontractor	Alta Vista	Construction Staking & Materials Testing			X			X

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

** Denotes certification by the State of California.

REQUEST FOR COMMITTEE APPROVAL

Summary of Proposed Contract Amendment

Work Item No.:	6844
Consultant:	Zoon Engineering, Inc. Emeryville, CA
Work Project Title:	On-Call Construction Management Services: I-880 Express Lanes Project Construction Management and Administration
Purpose of Project:	To complete construction management and construction administration services for the I-880 Express Lanes Project in Alameda County.
Brief Scope of Work:	Consultant shall perform construction management and construction administration in accordance with BAIFA and Caltrans standard guidelines for the I-880 Express Lanes Project in Alameda County.
Project Cost Not to Exceed:	\$900,000 this amendment Total contract amount before this amendment: \$5,980,000 Total approved contract amount with this amendment: \$6,880,000
Funding Source:	BAIFA Capital Project
Fiscal Impact:	Funding is included in the Capital Project Budget as adopted in the FY 2019-20 BAIFA Operating and Capital Budget (BAIFA Resolution No. 18)
Motion by Committee:	That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with Zoon Engineering, Inc. to perform construction management services for the I-880 Express Lanes Project in Alameda County, as described above and in the Bay Area Infrastructure Financing Authority Summary Sheet dated, October 23, 2019, and the Chief Financial Officer is authorized to set aside \$900,000 for such contract amendment.
Bay Area Infrastructure Financing Authority:	<hr/> Scott Haggerty, Chair
Approval:	Date: October 23, 2019

Legislation Details (With Text)

File #:	19-1103	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	9/17/2019	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	10/23/2019	Final action:			
Title:	Proposed BAIFA Toll Facility Ordinance Amendment				

Overview of proposed changes to the Toll Facility Ordinance to prepare for tolling on BAIFA's I-880 Express Lanes, as well as the public hearing and outreach processes staff will follow prior to considering it for adoption.

Sponsors:**Indexes:****Code sections:****Attachments:** [3a BAIFA 880 Toll Facility Ordinance.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

Proposed BAIFA Toll Facility Ordinance Amendment

Overview of proposed changes to the Toll Facility Ordinance to prepare for tolling on BAIFA's I-880 Express Lanes, as well as the public hearing and outreach processes staff will follow prior to considering it for adoption.

Presenter:

Pierce Gould

Recommended Action:

Information

Bay Area Infrastructure Financing Authority (BAIFA)

October 23, 2019

Agenda Item 3a

Proposed BAIFA Toll Facility Ordinance Amendment

Subject: Overview of proposed changes to BAIFA's existing Toll Facility Ordinance to prepare for tolling on BAIFA's I-880 Express Lanes, as well as the public hearing and outreach processes staff will follow prior to BAIFA considering it for adoption.

Overview: In July 2016, BAIFA adopted a toll ordinance, as required by statute, so that it could enforce toll violations on its I-680 Express Lanes in Contra Costa County. Now BAIFA needs to amend its toll ordinance to include the I-880 Express Lanes in Alameda County prior to opening in summer 2020 as well as to update the I-680 Express Lanes toll policies for consistency.

BAIFA is converting existing HOV lanes on I-880 to express lanes in Alameda County from Hegenberger Road to Dixon Landing Road in the southbound direction and from Dixon Landing Road to Lewelling Boulevard in the northbound direction. Caltrans retains its authority to set freeway operations policy, but BAIFA has the authority to establish tolling policy. BAIFA's toll ordinance specifies its tolling policies in the context of Caltrans-approved operational policy so that tolling 'rules of the road' are transparent for the public. It also documents BAIFA's toll violation penalties and procedures.

The plans to convert the I-880 HOV lanes to express lanes was shared with the public as part of the project's approval process in 2015. Since then, MTC, working closely with Caltrans, has sought to understand the causes behind HOV lane degradation, which is a major challenge on I-880 and certain other regional corridors. This work resulted in consensus among MTC, Caltrans and other express lanes operator staff to pursue toll policy consistency as HOV lanes are converted to express lanes in similarly challenged corridors in the 'ring around the bay' from Oakland to Santa Clara (I-880 and State Route 237) and up the peninsula to San Francisco (U.S. 101). Given this timeline, some proposed I-880 toll policies are different than what was originally planned at the start of the project in 2013. Caltrans has considered and approved these changes.

Operational policies that Caltrans has approved for the I-880 Express Lanes include:

- Hours of operation - 5 am to 8 pm (change from existing HOV lane hours from 5-9 am and 3-7 pm); and
- HOV eligibility - 3 or more persons (change from existing HOV lane eligibility of 2 or more persons).

Tolling policies that BAIFA will be asked to consider adopting for the I-880 Express Lanes include:

- Scaled tolls - Solo drivers would pay the full toll. Vehicles with 2 persons and clean air vehicles (CAVs) would pay 50% of the full toll. Eligible

HOVs with 3 or more persons would pay no toll. In addition, a minimum toll of \$0.50 per toll zone would apply.

- FasTrak[®] required - All vehicles would be required to use FasTrak[®], including vehicles eligible for reduced tolls as on BAIFA's I-680 Express Lanes and most other Bay Area Express Lanes.
- Enforcement and Toll Violation Penalties - Toll enforcement would be automated using license plate cameras as on BAIFA's I-680 lanes and most others. If a vehicle does not have a FasTrak[®] account, a violation notice would be issued by the toll system. Toll violation penalties would be set equal to those charged by BATA, currently \$25 for the first notice and \$70 for the second notice. CHP would enforce vehicle occupancy requirements, illegal crossing of double white lines and other rules.

In addition, BAIFA will be asked to update the I-680 Express Lanes tolling policies to:

- Increase the existing minimum toll from \$0.30 to \$0.50; and
- Set toll rates for CAVs to 50% of the full toll.

Adoption of the toll ordinance amendment involves a public process. Staff plans the following approach and schedule, subject to feedback from BAIFA:

- 30-day public comment period to start upon newspaper publication of BAIFA's intent to amend its toll ordinance;
- Virtual open house to allow the public to give feedback;
- Two open houses in the I-880 corridor for information-sharing and public feedback, and invitations to community-based organizations;
- Public hearing at December 18 BAIFA meeting;
- Adoption vote at January 22 BAIFA meeting; and
- Toll ordinance amendment would take effect 30 days after adoption.

After adoption, staff plans an outreach campaign to educate the public on how to use the I-880 Express Lanes starting about three months before opening. Staff will return to BAIFA in spring 2020 with more details.

Operationally, a lot will change in the I-880 corridor when the express lanes open. There will be a learning curve for the public to understand new tolling rules. The Express Lanes team will closely monitor lane performance and the public experience, making adjustments as needed.

Attachments: Presentation Slides



Therese W. McMillan

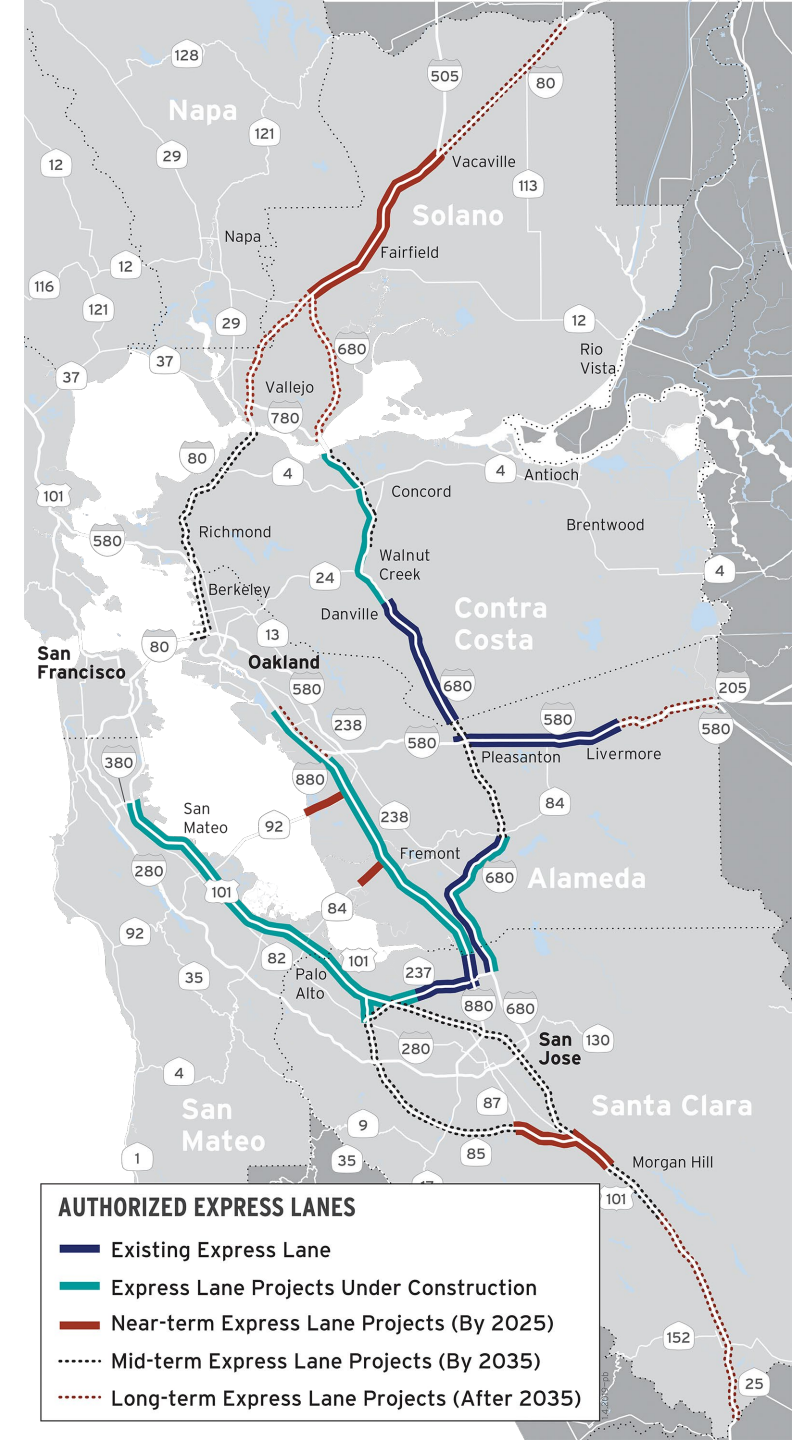
Toll Facility Ordinance Amendment: I-880 Express Lanes

Bay Area Infrastructure Financing Authority
October 23, 2019



Why Express Lanes?

- Improve HOV lane performance to offer better service to carpools and buses
- Offer a more reliable trip for everyone
- Move more people with existing capacity
- Expand network for carpools and buses

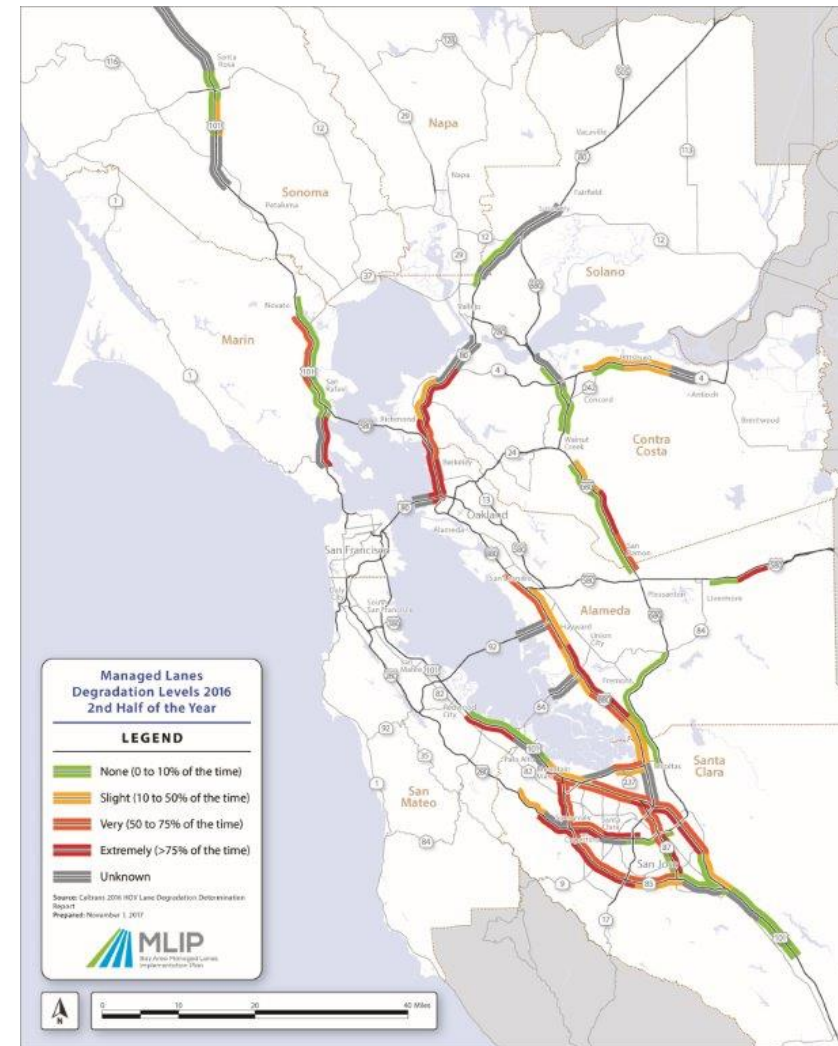


HOV Lanes are Stressed

- 69% of Bay Area HOV lane miles degraded (2017)
- Explored in Managed Lanes Implementation Plan (2015-2017)





Factors:

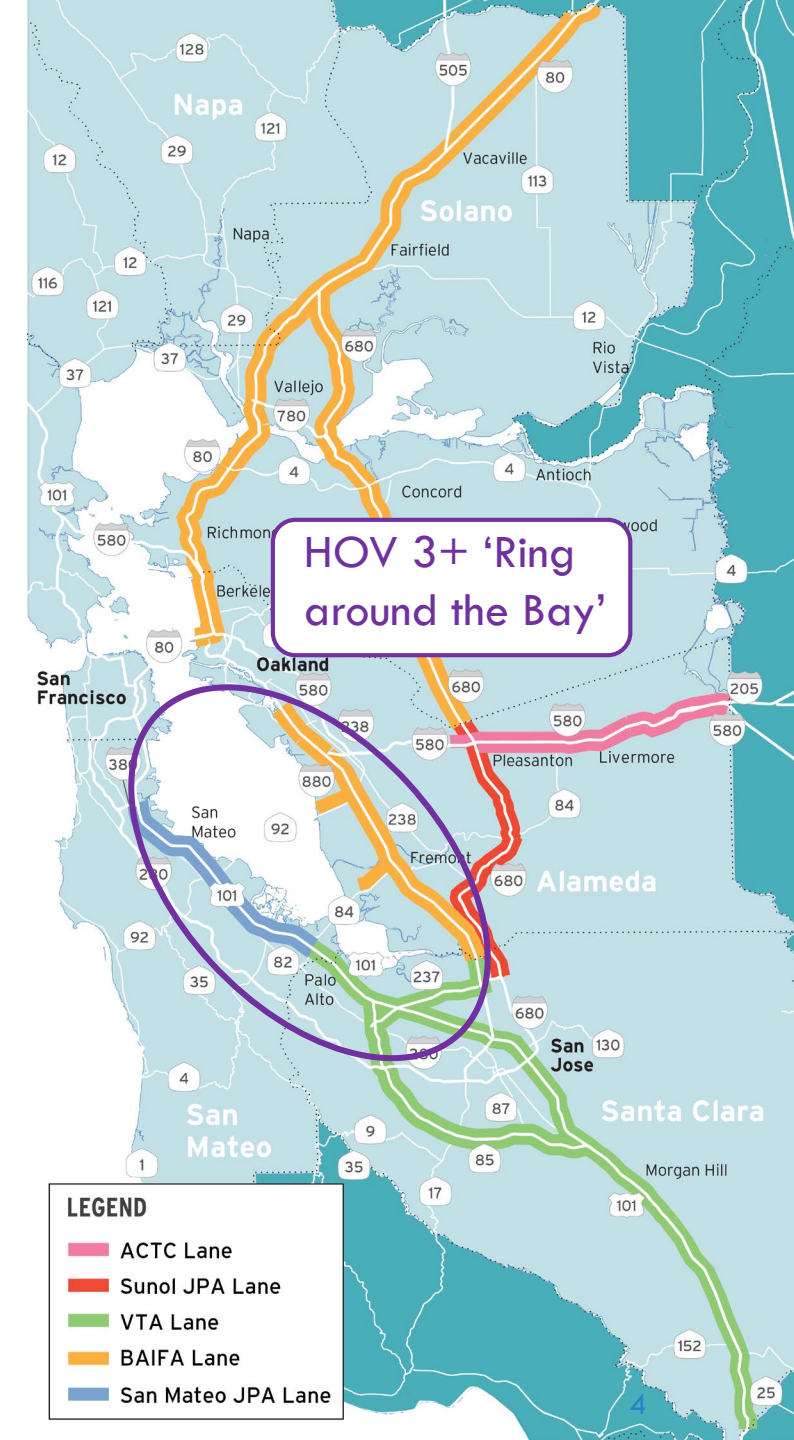
- More traffic, including carpools
- Limited enforcement options leads to HOV violators: 24% average (AM Peak)
- Clean air vehicle (CAV) growth continues: About 90,000 decals issued in Bay Area in 2019
- Hours of operation and HOV eligibility do not always align with traffic



Ring around the Bay: Congested, Connected, Consistent

- Conversions of degraded HOV lanes on I-880, SR-237 and US-101 in 2020 and 2021 represent opportunity and necessity
- Connected lanes should have consistent policies
- Agencies must work together
 - Caltrans: freeway HOV policy
 - BATA: bridge HOV policy
 - Express lanes operators: toll policy

Policy Alignment	Toll Facility
Summer 2020	   Dumbarton & San Mateo-Hayward Bridge Approaches
Fall 2021	



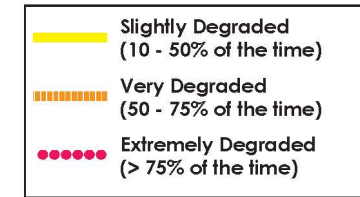
I-880 HOV Lanes Today

- HOV 2+
- 90% of corridor is very or extremely degraded
- 20% of vehicles are HOV violators (e.g. solo drivers)
- 20% of vehicles are Clean Air Vehicles

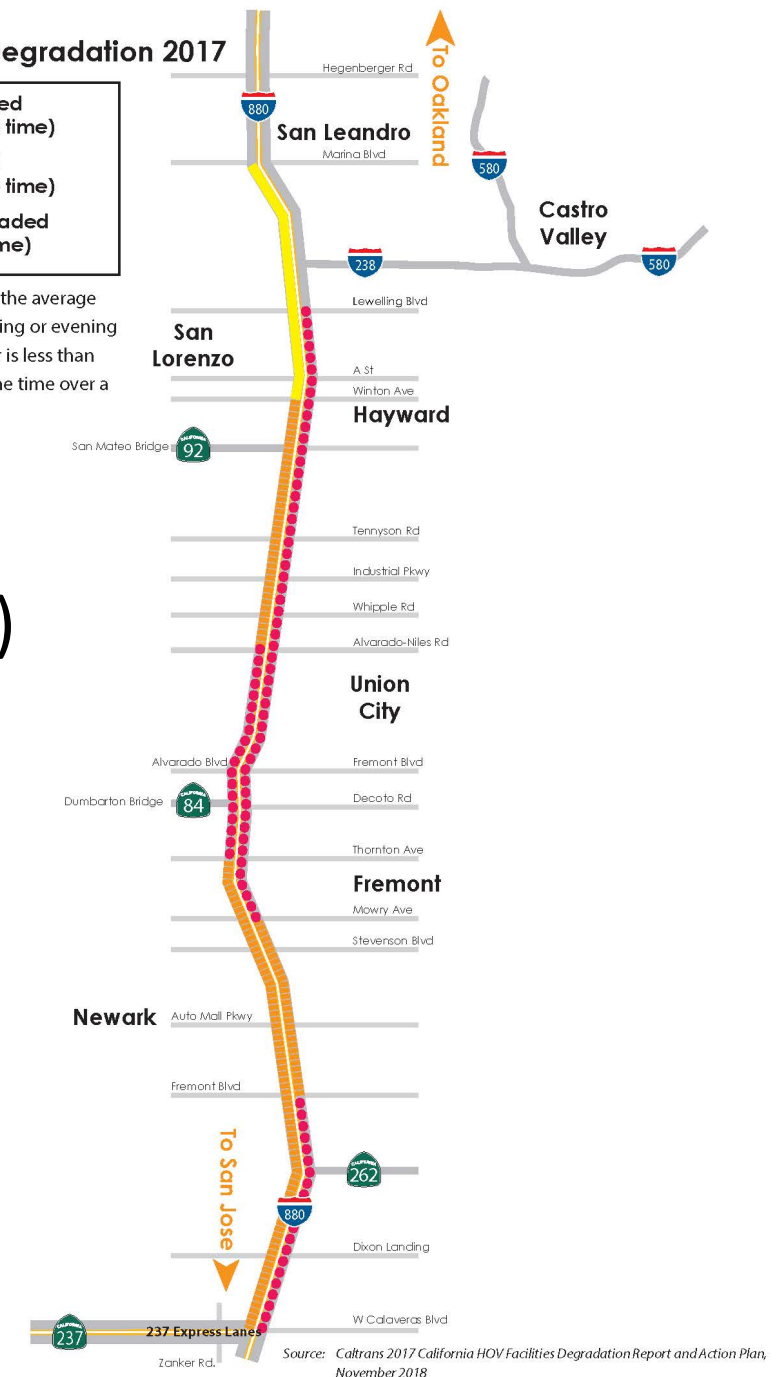
Unreliable, but opportunity for improvement

**Data collected on I-880 northbound in Fremont during PM peak in 2018;
consistent with MLIP data from 2015*

I-880 HOV Lane Degradation 2017



An HOV facility is degraded if the average traffic speed during the morning or evening weekday peak commute hour is less than 45 mph for ore than 10% of the time over a consecutive 180-day period.



I-880 Express Lanes: Project Status

Conversion of HOV lanes to tolled express lanes

Civil construction
largely complete
(Summer 2019)

Customer
Education
(Spring 2020)

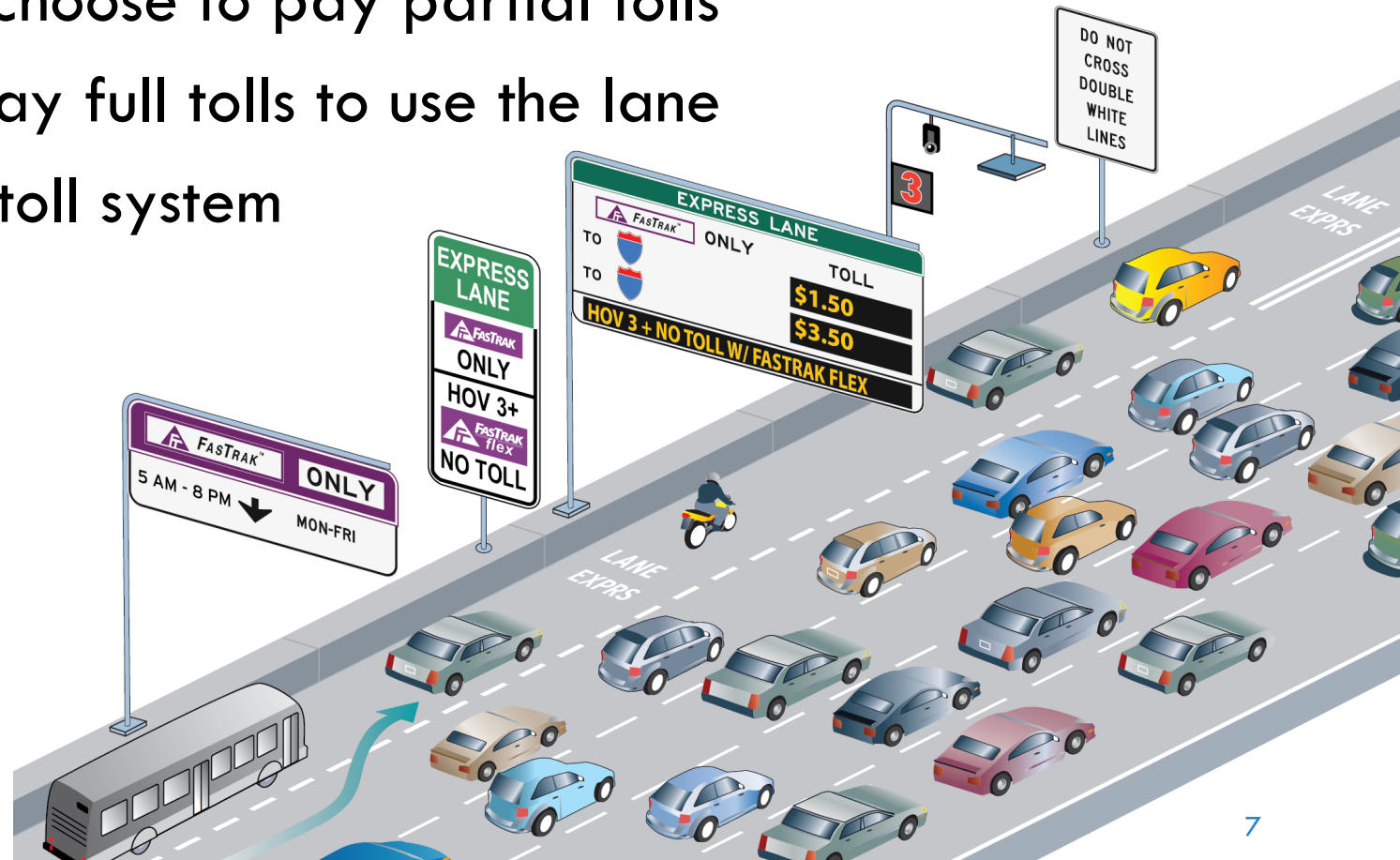
Toll system
installation &
testing; lane
striping
complete
(Spring 2020)

Tolling begins
(Summer 2020)



How Express Lanes Work

- Tolls can change every 5 minutes based on traffic
- Eligible carpools, vanpools, buses, motorcycles & CAVs can use the lane for free or choose to pay partial tolls
- Solo drivers can choose to pay full tolls to use the lane
- Enforcement is enhanced by toll system technology



Proposed I-880 Tolling ‘Road Map’

Rule	880 HOV Lane Today	880 Express Lane When Open	Why?
Operating Hours <i>(Caltrans approved)</i>	5am to 9am 3pm to 7pm	5am to 8pm	Manage non-recurrent traffic Regional consistency
★ HOV Eligibility <i>(Caltrans approved)</i>	HOV 2+	HOV 3+	Meet federal speed requirements Encourage higher person throughput
★ Scaled Tolls <i>(BAIFA adoption proposed)</i>	No	\$0.50 min per zone; no max Solo drivers: full toll 2 Persons & CAVs: 50% toll HOV 3+: no toll	Meet federal speed requirements ‘Ring around the Bay’ consistency Encourage higher person throughput
★ FasTrak Required <i>(BAIFA adoption proposed)</i>	No	Yes	Enable payment & improve enforcement Regional consistency
Enforcement <i>(BAIFA adoption proposed)</i>	Manual (CHP)	Manual (CHP) and Automated (toll system) Auto. toll violations match BATA: \$25 1 st notice; \$70 2 nd notice	Ensure drivers follow tolling rules Regional consistency

High-Occupancy Vehicle (HOV) Eligibility

- ▶ HOV 3+ when lanes open

Decision Factors:

- Severe degradation as HOV 2+ facility
- Meet federal speed requirements
- Part of 'Ring around the Bay' concept for toll policy consistency

HOV 3+ 'Ring
around the Bay'



HOV 3 +
IS 3
OR MORE
PERSONS
PER
VEHICLE

Scaled Tolls & Toll Zones

- ▶ Dynamic pricing
- ▶ Min. toll per zone: \$0.50; no max. toll
- ▶ Scaled tolls:
 - Full toll: Solo drivers
 - 50% toll: 2 persons & CAVs
 - No toll: HOV 3+, buses, motorcycles
- ▶ Specifies toll zones

Decision Factors:

- Consistency with other express lanes
- Meet federal speed requirements



Rules of the Road (Proposed for BAIFA adoption)

FasTrak[®] Required



- ▶ FasTrak account required
- ▶ Legacy FasTrak toll tag OK for solo driver
- ▶ FasTrak Flex[®] toll tag required for toll-exempt or reduced toll trips
- ▶ CAVs (red or purple stickers) required to register for a new CAV FasTrak Flex toll tag
- ▶ No FasTrak account? Toll violation (penalties match BATA bridges)

Decision Factors:

- Consistency with other express lanes and bridges
- Enable occupancy declaration and improve enforcement

Proposed I-680 Express Lanes Tolling Changes

- ▶ Increase minimum zone toll to \$0.50
- ▶ Require CAVs to register for a new CAV FasTrak Flex toll tag and pay 50% toll

Decision Factors:

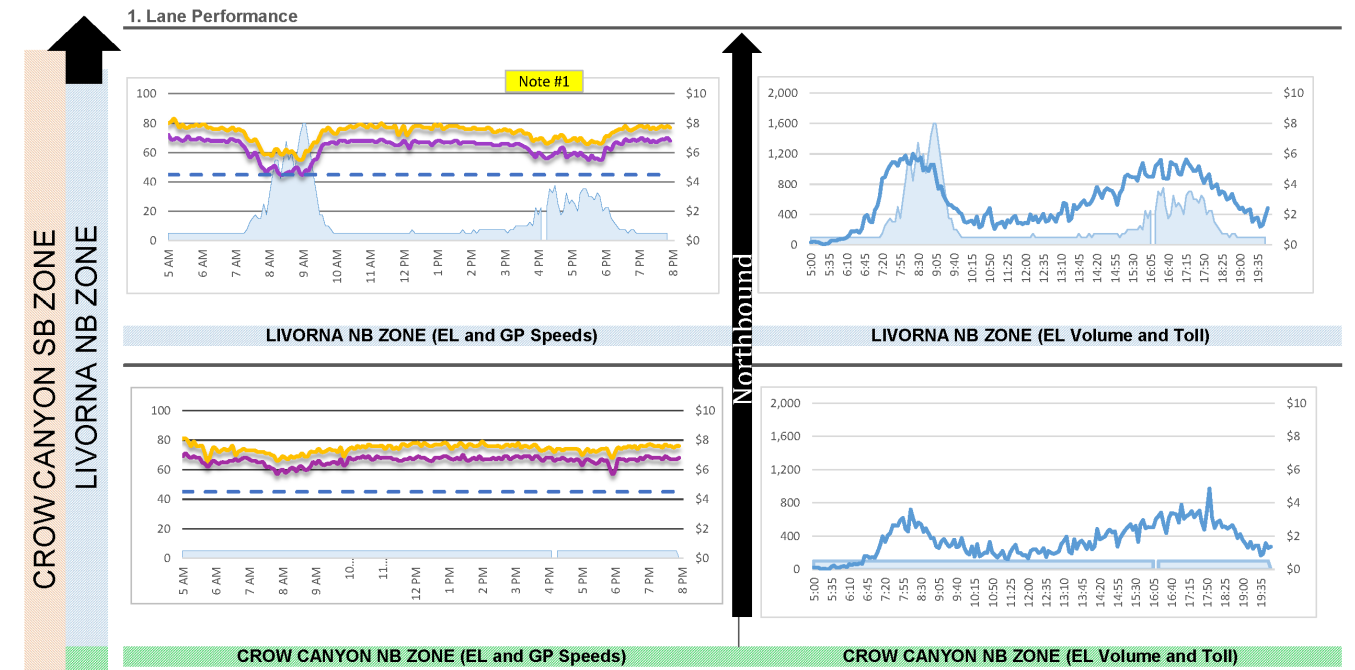
- Actual tolling practice (to cover cost)
- Consistency with other express lanes

Rule	I-680 Today	I-680 Proposed
Operating Hours*	5 AM – 8 PM	Same
HOV Eligibility*	HOV 2+	Same
FasTrak Required	Yes	Same
Scaled Tolls ★ (BAIFA adoption proposed)	Zone toll: \$0.30 min; no max Solo Driver: full toll HOV 2+: no toll CAV: no toll	Zone toll: \$0.50 min; no max Solo Driver: Same HOV 2+: Same CAV: 50% toll
Enforcement	Manual (CHP) and Automated (toll system) Auto. toll vios. match BATA: \$25 1 st notice; \$70 2 nd notice	Same

* Caltrans approved

What to expect when 880 opens?

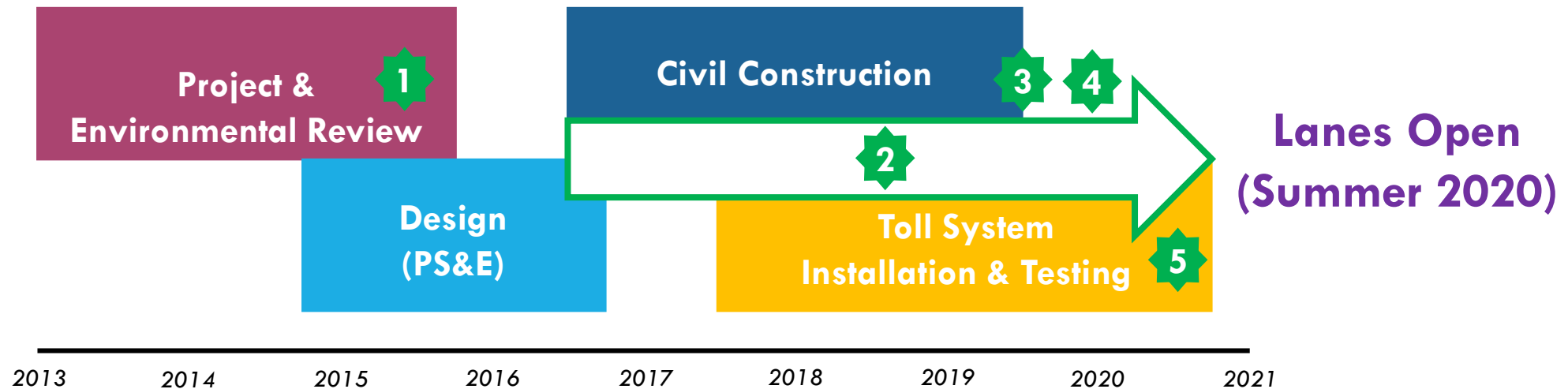
- Public learning curve
 - Tolling 'rules of the road'
 - Where to get in and out of the lanes given partial access restrictions
- Daily traffic monitoring and analysis
- Adjustments as needed after reasonable 'break-in' period



Example of daily monitoring of I-680 Contra Costa Express Lanes

I-880 Express Lanes Outreach Overview

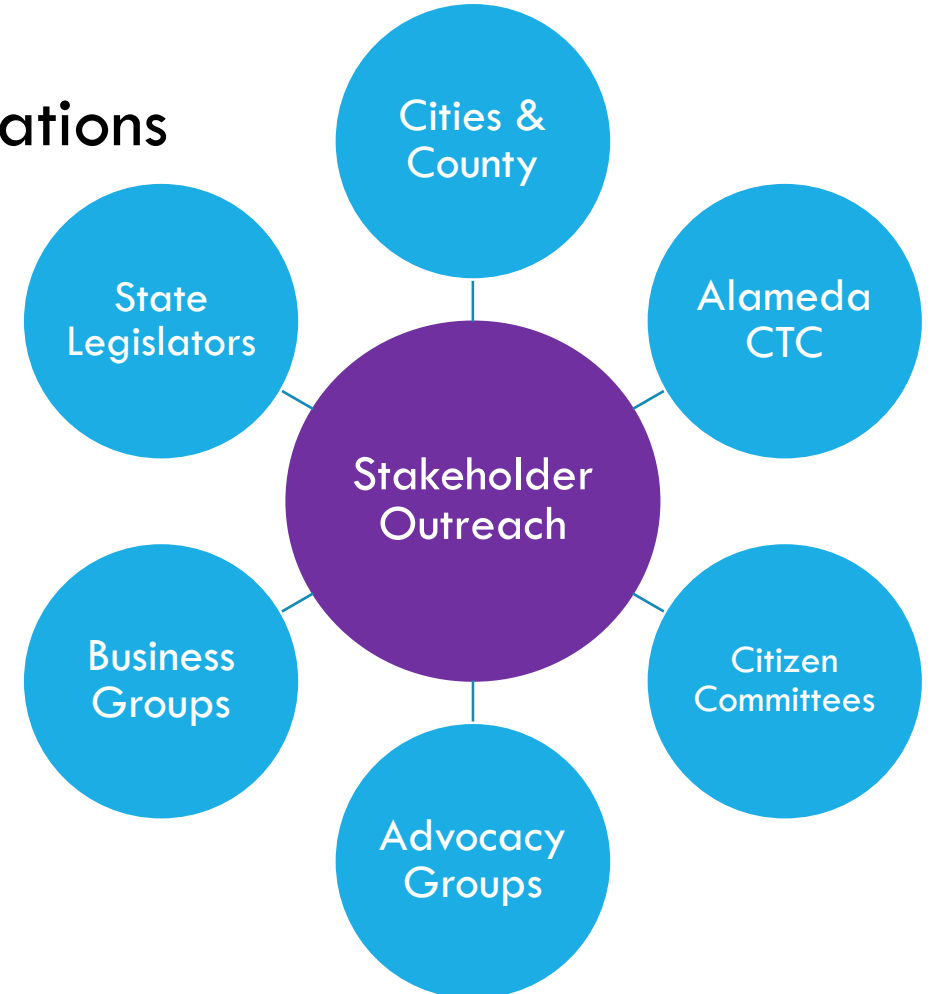
- 1** Stakeholder & Public Outreach (2015)
- 2** On-going Project Updates (2016 – 2020)
- 3** Stakeholder Outreach (Spring-Fall 2019)
- 4** Public Notice & Toll Ordinance (Fall-Winter 2019/20)
- 5** Customer Education Campaign (Spring-Summer 2020)



Stakeholder Outreach (Spring-Fall 2019)

Purpose:

- Update stakeholders on proposed operations
- Leverage local communication channels
- Offer additional public meetings



Customer Education (Spring-Fall 2020)

6 months before opening:

- ▶ Post educational information to web as available



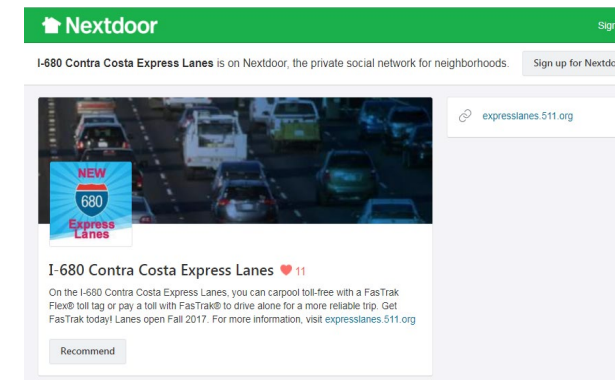
Print & Online



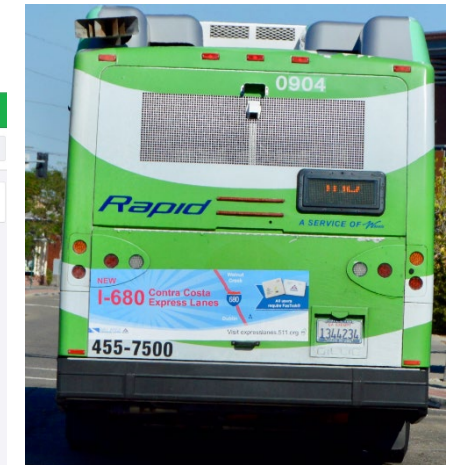
On-Corridor Banners

3 months before opening:

- ▶ I-880 Express Lanes: Explain 'rules of the road' and get FasTrak®



Social Media



Bus Tails

Examples of collateral from I-680 Express Lanes

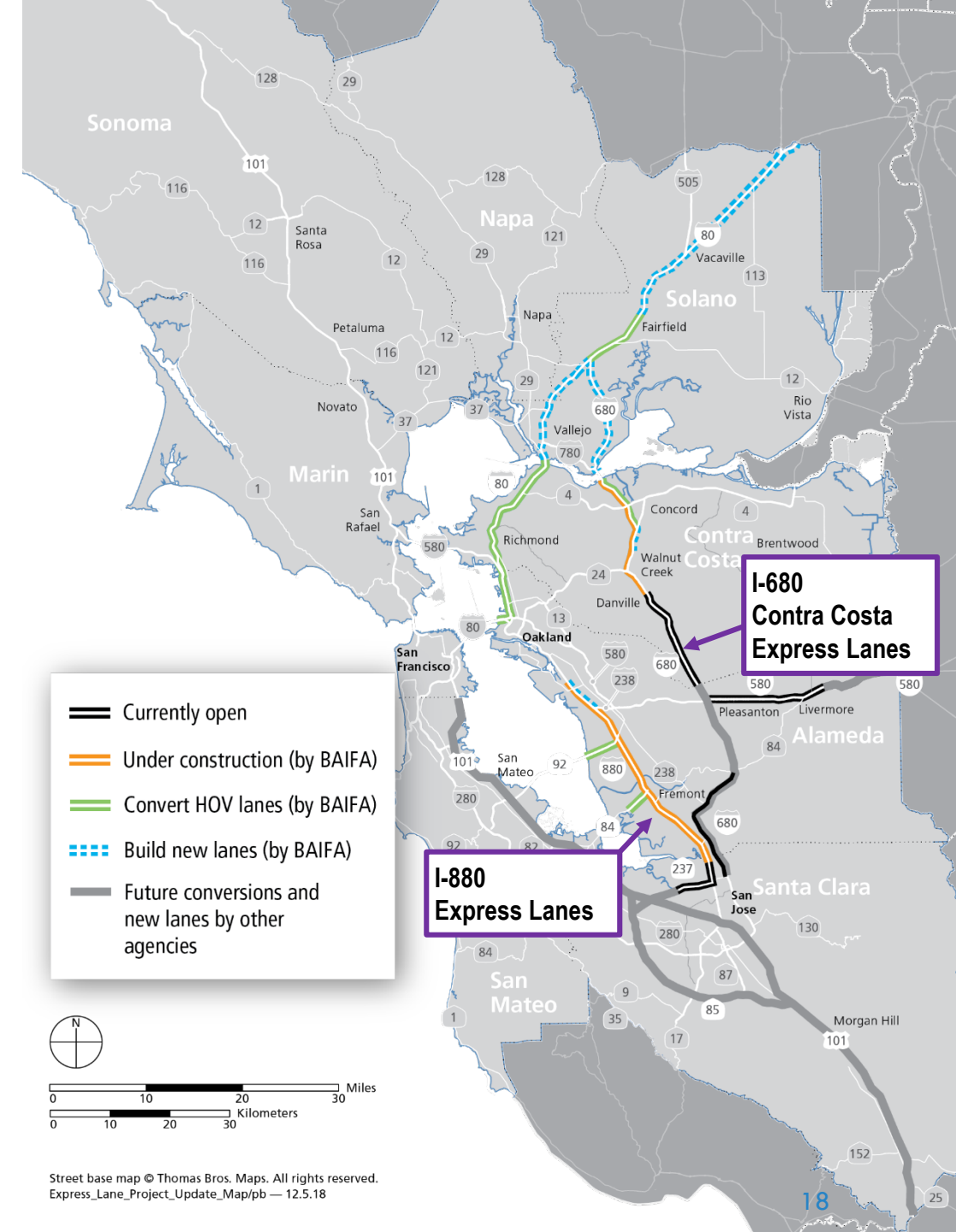
Carpool Support

- ▶ Advertising, employer outreach and community-based outreach
- ▶ “Be Three, Go Free” carpool rewards and incentive campaign
- ▶ New ridematching system and on-going carpool app partnerships
- ▶ Vanpool Subsidy Program
- ▶ Employer commute management tools and employer partnerships
- ▶ Promote commuter parking lots



BAIFA Toll Ordinance Overview

- Adopted July 2016 before I-680 opened
- Allows BAIFA to enforce toll violations
- Documents BAIFA's toll policy in context of Caltrans HOV policy, for transparency
- Proposed action: Amend before I-880 opens and for changes on I-680, for consistency



Proposed Schedule: Public Outreach & Toll Ordinance Adoption

2019			2020	
October	November	December	January	February
Information Item at BAIFA on Oct 23	Newspaper Publication no later than Nov 18 & 25	Public Hearing at BAIFA on Dec 18	Ordinance Adoption at BAIFA on Jan 22	Ordinance Effective on Feb 21
	Public comment starts Nov 18	2 Public Open Houses in I-880 Corridor: Dec 3 & 11		
		Public comment ends Dec 18		

- ▶ 3 BAIFA agenda items over 4 consecutive months
- ▶ 2 public open houses in I-880 corridor with extensive outreach to community-based organizations
- ▶ Online 'open house' from Nov. 18 to Dec. 18