

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, September 23, 2020

9:05 AM

Board Room - 1st Floor (REMOTE)

The Bay Area Infrastructure Financing Authority is scheduled to meet on Wednesday, September 23, 2020 at 9:05 a.m., in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations.

A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

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.

Attendee Link: <https://bayareametro.zoom.us/j/98665548899>

Join by Telephone: (for higher quality, dial a number based on your current location):

US: +1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or +1 253 215 8782

or +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592

or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 986 6554 8899

Detailed instructions on participating via Zoom are available at:
<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*"9". In order to get the full Zoom experience, please make sure your application is up to date.

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 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.

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance

3. Compensation Announcement (Secretary)

4. Consent Calendar

- 4a. [20-1159](#) Minutes of the July 22, 2020 meeting

Action: Authority Approval

Attachments: [4a - 20-1159 July 22 BAIFA Draft Minutes.pdf](#)

- 4b. [20-1251](#) BAIFA Unaudited Financial Statements for Q4 FY 2019-20

Action: Information

Presenter: Raymond Woo

Attachments: [4b - 20-1251 BAIFA-4th Qtr Financials.pdf](#)

5a. Public Hearing & Adoption: Proposed BAIFA Toll Facility Ordinance Amendment

[20-1417](#)

Attachments: [5a - 20-1417 BAIFA Toll Facility Ordinance Amendment.pdf](#)

- 5a.i. [20-1245](#) A public hearing on proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for the I-680 Contra Costa Express Lanes to the extension of the express lane on I-680 southbound from Martinez to Walnut Creek. With this change, the I-680 Express Lanes tolling rules would apply to the entire express lane between Martinez and San Ramon.

Action: Public Hearing

Presenter: Pierce Gould

- 5a.ii. [20-1247](#) A recommendation to adopt the proposed tolling rules for the extension of the I-680 Contra Costa Express Lanes southbound from Martinez to Walnut Creek.

Action: Authority Approval

Presenter: Pierce Gould

6. Information

6a. [20-1258](#) MTC Express Lanes Quarterly Report: Second Quarter (April - June 2020)

An overview of capital project delivery progress for MTC Express Lanes including an update on the opening of the I-880 Express Lanes.

Action: Information

Presenter: Lisa Klein

Attachments: [6a - 20-1258 MTC EL Quarterly Report Q2 2020.pdf](#)

7. Public Comment / Other Business

8. Adjournment / Next Meeting:

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, October 28, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).

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 #: 20-1159 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 7/23/2020 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 9/23/2020 **Final action:**

Title: Minutes of the July 22, 2020 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [4a - 20-1159 July 22 BAIFA Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
Minutes of the July 22, 2020 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, July 22, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Chair Haggerty, Commissioner Spering and Vice Chair Worth

Non-Voting Member Absent: Commissioner Tavares

2. Consent Calendar

Upon the motion by Commissioner Spering and the second by Commissioner Dutra-Vernaci, the Authority unanimously approved the Consent Calendar by the following vote:

Aye: 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Chair Haggerty, Commissioner Spering and Vice Chair Worth

2a. [20-0979](#) Minutes of the June 24, 2020 meeting

Action: Authority Approval

3. Authority Approval

3a. [20-0829](#) Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP (\$25,687,686)

A request for approval to enter into a contract change order with TransCore, LP to add the San Mateo US 101 Express Lane from the Santa Clara County line to I-380 in an amount not to exceed \$25,687,686.

Action: Authority Approval

Presenter: Ken Hoang

Upon the motion by Vice Chair Worth and the second by Commissioner Dutra-Vernaci, the Authority unanimously approved the contract change order with TransCore, LP. The motion carried by the following vote:

Aye: 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Chair Haggerty, Commissioner Sperring and Vice Chair Worth

4. Information

4a. [20-1012](#) I-680 Express Lanes Extension and Proposed BAIFA Toll Facility Ordinance Amendment

Update on the I-680 Express Lanes southbound extension including proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for I-680 Contra Costa Express Lanes to the I-680 extension, and the public education process for the opening of the lane.

Action: Information

Presenter: Pierce Gould

5. Public Comment / Other Business

Ken Bukowski was called to speak.

Jamie Gardner was called to speak.

6. Adjournment / Next Meeting:

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, August 26, 2020 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1251 **Version:** 1 **Name:**
Type: Report **Status:** Informational
File created: 8/10/2020 **In control:** Bay Area Infrastructure Financing Authority
On agenda: 9/23/2020 **Final action:**
Title: BAIFA Unaudited Financial Statements for Q4 FY 2019-20
Sponsors:
Indexes:
Code sections:
Attachments: [4b - 20-1251 BAIFA-4th Qtr Financials.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:
BAIFA Unaudited Financial Statements for Q4 FY 2019-20

Presenter:
Raymond Woo

Recommended Action:
Information

Bay Area Infrastructure Financing Authority (BAIFA)

September 23, 2020

Agenda Item 4b - 20-1251

BAIFA Unaudited Financial Statements for Q4 FY 2019-20

Background: Attached are the BAIFA unaudited financial statements for the fiscal year ending on June 30, 2020. The June 2020 financials are preliminary, unaudited and subject to change upon completion of the annual audit process.

Given the nature of the pandemic and the shut down of the economy that resulted in a suspension in toll collection on the I-680 Express Lanes, BAIFA had its most challenging years since the original start up. Through all the problems, I-680 ended the year with a net positive balance, even after allowance for depreciation. Major financial highlights include:

- (1) Operating:** Total operating revenue was \$11.2 million, \$3.1 million below the adopted budget. Toll collection reached \$9.7 million in the abbreviated operating year. In response to the shelter-in-place induced drop of traffic, the Express Lanes operation was suspended for about 10 weeks from March 20 to June 1.

At the time this report was prepared, total expense for the year was \$6.9 million but increases to \$12.4 million (95%) if all \$5.5 million in contract encumbrances are included. Because we are in the process of closing off final expenses, we do not know the final expense amount. However, at the maximum \$12.4 million, expenses would exceed revenue by \$1.2 million.

Excluding final encumbrance numbers, operating revenue exceeded operating expense, including depreciation, by \$626,000. We will know more when the year-end close process is complete.

FasTrak® Operations and Maintenance –With lower traffic numbers and operation suspended for more than two months, total expense for the year is \$1.4 million or 51% of the adopted budget.

Express Lanes & Backhaul Operations and Maintenance –Total expense in this category was \$3.4 million, 44% of the adopted budget. The savings are mainly the result of certain consultant contracts being deferred to future years due to the COVID pandemic.

- (2) **Capital Programs:** The approved life-to-date (LTD) budget for the Capital Program is \$440 million. At the end of the fourth quarter of Fiscal Year 2019-20, the programs maintain a budget balance of \$126 million for future expenses in the existing capital program.
- (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 Unaudited Financial Statements for fourth quarter ending June 30, 2020



Therese W. McMillan

BAIFA Operating Budget
As of June 2020

	FY 2019-20	Actual	Curent Budget	% of Budget	Year		YTD Total
	Budget	YTD	Balance	(col 2/1)	Expired	Encumbrances	(Enc+YTD)
			Over/(Under)				
Revenue:							
1 General Toll Revenue	12,000,000	9,691,302	(2,308,698)	80.8%	100.0%	0	9,691,302
2 Violation Revenue	1,900,000	1,053,897	(846,103)	55.5%	100.0%	0	1,053,897
3 Interest Revenue	360,000	248,458	(111,542)	69.0%	100.0%	0	248,458
4 Insurance Proceed	0	161,089	161,089	N/A	100.0%	0	161,089
Total Revenue	14,260,000	11,154,746	(3,105,254)	78.2%	100.0%	0	11,154,746
Expense:							
FasTrak Operations and Maintenance							
1 RCSC Operations	1,620,000	895,114	(724,886)	55.3%	100.0%	724,886	1,620,000
2 Banking/Credit Card Fees	420,000	297,501	(122,499)	70.8%	100.0%	122,499	420,000
3 BATA Financial Services	270,000	224,880	(45,120)	83.3%	100.0%	45,120	270,000
4 Collections/DMV Expenses	520,000	30,132	(489,868)	5.8%	100.0%	96,000	126,132
FasTrak O&M Subtotal	2,830,000	1,447,627	(1,382,373)	51.2%	100.0%	988,505	2,436,132
Express Lanes & Backhaul Operations and Maintenance							
5 Operating Center	650,000	535,990	(114,010)	82.5%	100.0%	169,460	705,450
6 California Highway Patrol Enforcement	818,915	384,014	(434,901)	46.9%	100.0%	432,524	816,538
7 Roadway Maintenance	3,309,215	604,767	(2,704,448)	18.3%	100.0%	2,558,421	3,163,188
8 Toll System Operations & Maintenance	2,852,000	1,832,885	(1,019,115)	64.3%	100.0%	1,017,711	2,850,596
9 Utility Service	44,000	34,906	(9,094)	79.3%	100.0%	9,094	44,000
Express Lanes and Backhaul O&M Subtotal	7,674,130	3,392,562	(4,281,568)	44.2%	100.0%	4,187,210	7,579,772
Express Lanes Administration							
10 Salaries, Benefits & Overhead	1,956,550	1,772,786	(183,764)	90.6%	100.0%		1,772,786
11 Professional/Consultant Service	330,000	194,981	(135,019)	59.1%	100.0%	356,680	551,661
12 Audit/Accounting	174,447	69,240	(105,207)	39.7%	100.0%		69,240
13 Insurance	74,000	18,252	(55,748)	24.7%	100.0%		18,252
14 Other	50,000	7,346	(42,654)	14.7%	100.0%	1,434	8,780
Express Lanes Admin Subtotal	2,584,997	2,062,605	(522,392)	79.8%	100.0%	358,114	2,420,719
Total Expense	13,089,127	6,902,794	(6,186,333)	52.7%	100.0%	5,533,829	12,436,623
Other/Transfer							
15 Transfer (from)/to Reserve	(2,579,127)	0	2,579,127	0.0%	100.0%	0	0
16 Depreciation	3,750,000	3,626,432	123,568	96.7%	100.0%	0	3,626,432
Total Transfer In (out)	1,170,873	3,626,432	(2,455,559)	309.7%	100.0%	0	3,626,432
Total Expense & Transfer	14,260,000	10,529,226	(8,641,892)	73.8%	100.0%	5,533,829	16,063,055
Operating Surplus (Shortfall)	0	625,520					

BAIFA EL Capital Projects

As of 6/30/2020 - Life to Date

	Project Title	Total Express Lane Budget	Exp Recorded in BATA 849	LTD BAIFA Capital Budget	Actual	Encumbrance	Balance Remaining
6840	Program Costs: Planning, Coordination & Management	28,437,000	20,254,980	8,182,020	2,529,424	1,364,048	4,288,548
6841	Centralized Toll System	32,367,000	20,980,474	11,386,526	2,633,871	5,309,830	3,442,825
6842	CC-680 Southern Segment Conversion	54,043,000	52,420,459	1,622,541	116,824	1,495,783	9,934
6843	Capitalized Start-up O&M	16,000,000	4,852,589	11,147,411	72,212	1,845,936	9,229,263
6844	ALA-880 Conversion	139,098,000	104,122,301	34,975,699	12,593,381	13,952,528	8,429,790
6845	CC-680 Northern Segment - Southbound Conversion	53,623,000	16,955,242	36,667,758	16,868,662	17,737,214	2,061,882
6847	Program Contingency	2,847,677	-	2,847,677	-	-	2,847,677
6849	SOL-80 Express Lane Conversion	18,078,000	11,634,064	6,443,936	85,648	4,018,964	2,339,324
6851	84/Dumbarton Bridge	323,140	323,140	-	-	-	-
6852	92/San Mateo Bridge	369,303	369,303	-	-	-	-
6853	San Mateo 101	95,000,000	-	95,000,000	185,762	1,883,109	92,931,129
	Express Lanes Total	440,186,120	231,912,552	208,273,568	35,085,784	47,607,412	125,580,372

Note: Audited EL Capital expense recorded in BATA Fund 849 as of 6/30/19 was \$231,912,552

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

		Apr - Jun'20
Iteris	<i>Express Lane Operations Support</i>	\$63,945



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1417 **Version:** 1 **Name:**
Type: Report **Status:** Agenda Ready
File created: 9/16/2020 **In control:** Bay Area Infrastructure Financing Authority
On agenda: 9/23/2020 **Final action:**

Title:

Sponsors:

Indexes:

Code sections:

Attachments: [5a - 20-1417 BAIFA Toll Facility Ordinance Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Attachments: Attachment for Agenda items 5a.i. and 5a.ii.

Bay Area Infrastructure Financing Authority (BAIFA)

September 23, 2020

Agenda Item 5a - 20-1245

Public Hearing & Adoption: Proposed BAIFA Toll Facility Ordinance Amendment

Subject:

- i. A public hearing on proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for the I-680 Contra Costa Express Lanes to the extension of the express lane on I-680 southbound from Martinez to Walnut Creek. With this change, the I-680 Express Lanes tolling rules would apply to the entire express lane between Martinez and San Ramon.
- ii. A recommendation to adopt the proposed tolling rules for the extension of the I-680 Contra Costa Express Lanes southbound from Martinez to Walnut Creek.

Background: In July, staff gave BAIFA an update on the I-680 Express Lanes southbound extension from Martinez to Walnut Creek, including proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for the I-680 Contra Costa Express Lanes to the I-680 extension, and the public education process for opening the lanes (see Attachment A). At its September 23, 2020 meeting, BAIFA will hold a public hearing (Part i of this item). Immediately following (Part ii of this item), staff will present a summary of public comment received during the public comment period and will ask BAIFA to consider adopting the proposed amended and restated Toll Facility Ordinance (see Attachment B).

The toll ordinance is required by statute to enforce toll violations. It specifies BAIFA's tolling rules in the context of Caltrans-approved operational policy so all rules are transparent for the public.

Operational policies approved by Caltrans for the I-680 Express Lanes extension are consistent with the existing policies on BAIFA's I-680 Express Lanes as well as the I-580 and I-680 express lanes in Alameda County. They include:

- **Hours of operation:** 5 am to 8 pm; and
- **High Occupancy Vehicle (HOV) eligibility:** 2 or more persons.

These operational policies took effect when the I-680 extension opened to traffic as an HOV lane on August 24.

Proposed tolling policies for the I-680 extension are consistent with those in the approved BAIFA Toll Facilities Ordinance for the existing I-680 Express Lanes as well as those for the I-580 and I-680 express lanes in Alameda County. They include:

- **FasTrak® required:** All vehicles would be required to use FasTrak®, including vehicles eligible for reduced tolls as on all other Bay Area Express Lanes.
- **Tolls:** Solo drivers would pay the full toll. Clean air vehicles would pay a half-price toll. Eligible HOVs with 2 or more persons would pay no toll. A minimum toll of \$0.50 per toll zone would apply.
- **Enforcement and Toll Violation Penalties:** Toll enforcement would be automated using license plate cameras. 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 set 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.

BAIFA's proposed amended and restated Toll Facility Ordinance has been posted on MTC's website since August 7 at <https://mtc.ca.gov/whats-happening/events/public-hearings> and www.mtc.ca.gov/express-lanes. The public comment period began on August 9 per the Notice of Public Hearing published in newspapers and an MTC press release. Staff also alerted the public to the opportunity to provide comments through social media and provided materials on MTC's website to inform the public. The written public comment period ended September 9, and staff is summarizing comments received and will present them to BAIFA prior to the adoption vote.

The public information process for the toll ordinance provides an opportunity to hear from the public about the tolling rules which, given BAIFA's emphasis on regional consistency, are ultimately about the express lane system as a whole. Public comment provides important direction to staff on which toll policies need to be monitored and analyzed to make sure they perform as planned, or reviewed in context of the regional network.

Issues: The public comment period ended on September 9. Staff will present a summary of the comments and responses at the September 23 BAIFA meeting. A record of every comment submitted will also be posted on MTC's website at www.mtc.ca.gov/express-lanes (under 'Policies').

As noted in the July information item, recent discussion on tolling policies has sparked interest in the following topics, which staff proposed to address as described below:

- **Equity:** Concerns about the affordability of tolls are warranted, especially for low-income drivers for whom commute alternatives are not a viable option. In response, staff is beginning initial work to pilot a means-based toll discount on BAIFA's express lanes.
- **Clean Air Vehicles:** In January 2020, BAIFA approved half-price tolls for clean air vehicles on its existing 680 Express Lanes, which are set to take effect when the I-880 Oakland to Milpitas Toll Facility opens to paying traffic in October. Key reasons were: consistency with state-owned bridges and other express lane operators; simple public messaging; and balancing operational and emissions reductions goals. Some of the public may not support half-price tolls for clean air vehicles on the I-680 Express Lane southbound extension. At the same time, some Commissioners may support different tolls for clean air vehicles. Staff plans to collect clean air vehicle usage data to inform BAIFA's toll policy in the long term.

Recommendation:

- i. Item 5a.i is for information only in anticipation of the public hearing on the proposed amended and restated Toll Facility Ordinance.
- ii. Subject to consideration of public comment, staff recommends that the Authority approve the proposed amended and restated Toll Facility Ordinance.

Attachments: Attachment A: July 22, 2020 BAIFA Memorandum and Presentation
Attachment B: Proposed BAIFA Amended and Restated Toll Facility Ordinance
Attachment C: Comment Summary and Staff Response to be posted by September 21, 2020
Attachment D: BAIFA Presentation to be posted by September 21, 2020



Therese W. McMillan

Bay Area Infrastructure Financing Authority (BAIFA)

July 22, 2020

Agenda Item 4a - 20-1012

I-680 Express Lanes Extension and Proposed BAIFA Toll Facility Ordinance Amendment

Subject: Update on the I-680 Express Lanes southbound extension including proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for I-680 Contra Costa Express Lanes to the I-680 extension, and the public education process for the opening of the lane.

Overview: BAIFA has partnered with the Contra Costa Transportation Authority (CCTA) to complete the high occupancy vehicle (HOV) lane on I-680 southbound from Marina Vista Avenue in Martinez to Rudgear Road in southern Walnut Creek, by closing the gap through Walnut Creek, and to convert the entire length from Martinez to Walnut Creek to an express lane. BAIFA planned to begin tolling on this extension in fall 2021, but the project is well ahead of schedule due to the collaborative efforts of CCTA, BAIFA, Caltrans and our contractors. CCTA delivered the civil construction faster than expected, and the lane will be ready for traffic by early September 2020. BAIFA's toll system integrator will complete toll system installation and testing before tolling can begin in winter 2021. BAIFA, CCTA, Caltrans and the California Highway Patrol have agreed to operate the extension as an HOV lane until tolling begins.

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, which presently run between Walnut Creek and Dublin. In January 2020, BAIFA amended this toll ordinance to include the I-880 Express Lanes in Alameda County as well as to update the I-680 Express Lanes toll policies for consistency. Now, BAIFA needs to amend its toll ordinance again to enable tolling on the I-680 Express Lanes southbound extension from Martinez to Walnut Creek since it is likely to be ready for tolling six to nine months earlier than expected.

Operational policies approved by Caltrans for this I-680 Express Lanes extension are consistent with the existing policies on BAIFA's I-680 Express Lane as well as the I-580 and I-680 express lanes in Alameda County. They include:

- Hours of operation - 5 am to 8 pm (change from existing HOV lane hours of 5-9 am and 3-7 pm); and
 - HOV eligibility - 2 or more persons (no change from existing HOV lane eligibility).
- These policies will be in effect when the extension opens to traffic early as an HOV lane.

Proposed tolling policies for the extension are consistent with those in the approved BAIFA Toll Facilities Ordinance for the existing I-680 Express Lanes as well as those planned for the I-580 and I-680 express lanes in Alameda County. They include:

- FasTrak® required - All vehicles would be required to use FasTrak®, including vehicles eligible for reduced tolls as on all other Bay Area Express Lanes.
- Tolls – Solo drivers would pay the full toll. Clean air vehicles (CAVs) would pay a half-price toll. Eligible HOVs with 2 or more persons would pay no toll. A minimum toll of \$0.50 per toll zone would apply. [In January 2020, BAIFA

approved half-price tolls for CAVs on its 680 Express Lanes beginning when the I-880 Express Lanes open in September 2020.]

- Enforcement and Toll Violation Penalties - Toll enforcement would be automated using license plate cameras as on BAIFA's existing express lanes and all 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.

Staff recommends the following approach and schedule for public comment on the toll ordinance amendment, based on statutory requirements and MTC's Public Participation Plan:

- 30-day public comment period to start upon newspaper publication of BAIFA's intent to amend its toll ordinance;
- Website information about the approach to opening the lane and the intent to extend existing rules, plus the option to email comments;
- Public hearing at September 23 BAIFA meeting, followed by an adoption vote; and
- Toll ordinance amendment effective 30 days after adoption.

The public information process for the toll ordinance is the initial step to educate potential customers about how the new I-680 Express Lane extension will work. It provides an opportunity to hear from the public about the tolling rules which, given our emphasis on regional consistency, are ultimately about the express lane system as a whole. Public comment provides important direction to staff on which toll policies need to be monitored and analyzed, to make sure they perform as planned, or reviewed in context of the regional network. As a result of public comments in fall 2019 about tolling rules on the I-880 Express Lanes and half-price tolls for CAVs on the I-680 Express Lanes, staff will pilot a means-based toll for low-income individuals on BAIFA's express lanes. In addition, Commissioners requested early and more frequent performance reporting; staff will report to BAIFA within four to six months of the start of tolling on the I-680 Express Lane extension, just as it will for I-880.

Customer education will continue through the start of tolling on the extension. Since the 680 Express Lane southbound extension will open as an HOV lane before tolling begins, BAIFA and CCTA will partner on two public information campaigns. The first campaign, beginning in July 2020, will focus on the new lane capacity and lane striping; the second will focus on how to use the express lanes, and will begin about two months before tolling.

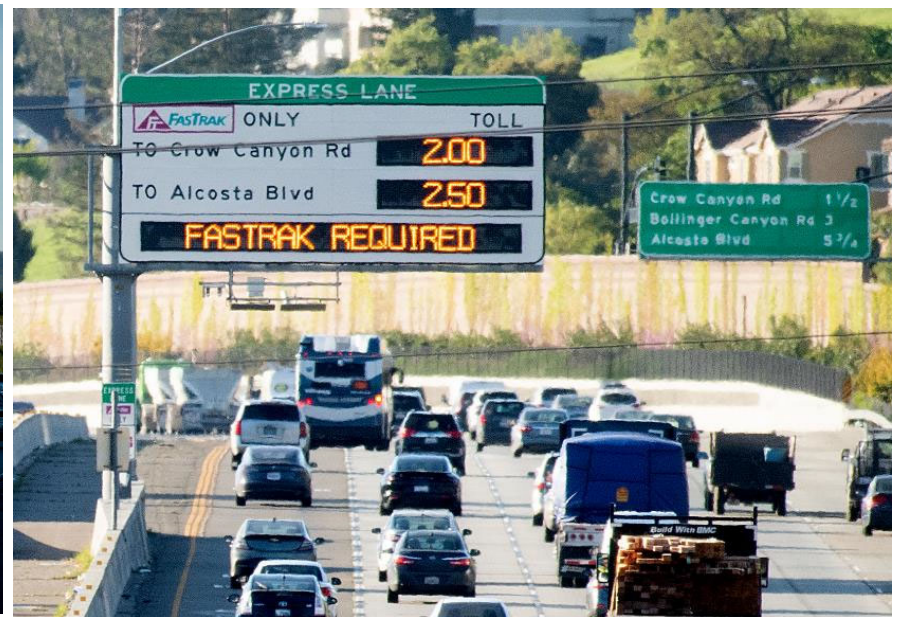
Attachments: Presentation Slides



Therese W. McMillan

I-680 Contra Costa Express Lane Southbound Extension: Update and Toll Ordinance Amendment

Bay Area Infrastructure Financing Authority
July 22, 2020



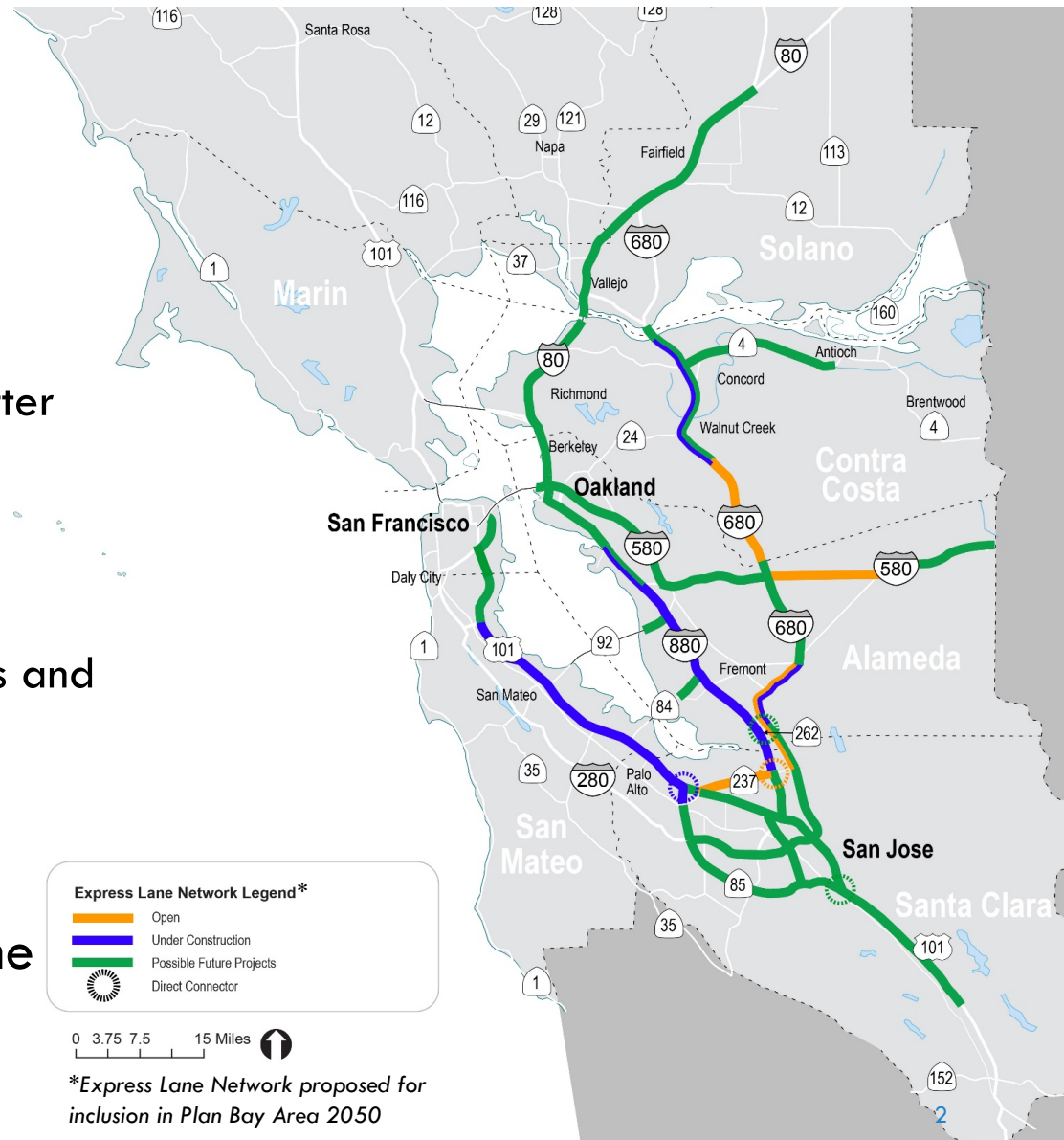
BAY AREA **EXPRESS LANES**

Why Express Lanes?

69% of Bay Area HOV lane miles degraded (2017)

- Improve HOV lane performance to offer better service to carpools and buses
- Offer a reliable trip when it really matters
- Move more people with existing capacity
- Expand and fill gaps in network for carpools and buses
- Provide a consistent customer experience

Express Lanes Strategic Plan will define network priorities and policies

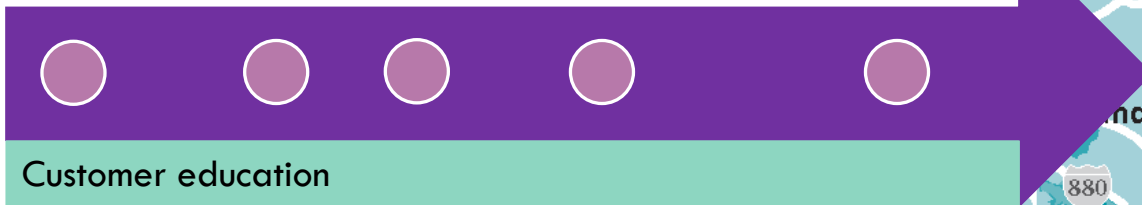


I-680 Corridor Activities

With the I-680 Extension, BAIFA's express lanes will extend 23 continuous miles southbound

Extension

Amend Toll Ordinance (July-Sept)	Open as HOV2+ (By Sept)	Toll system testing (Fall-Winter 2021)	Tolling begins (Early 2021)
----------------------------------	-------------------------	--	-----------------------------



Existing Express Lanes

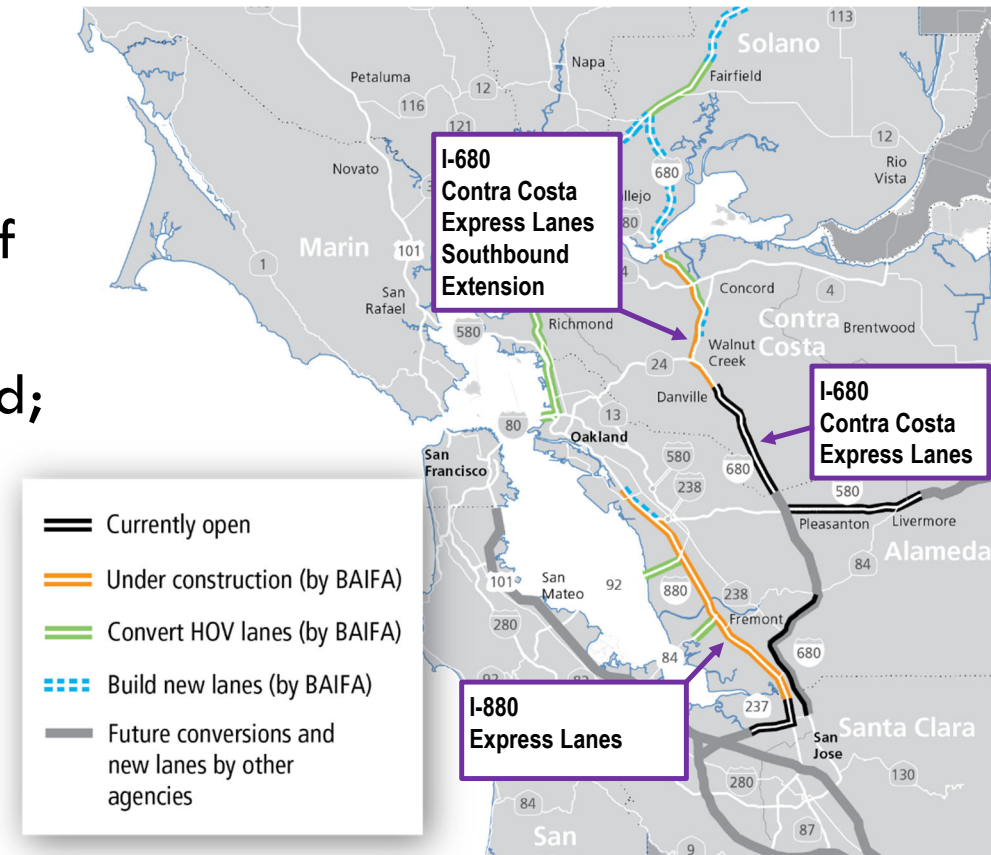
Clean air vehicle tolls begin (Fall 2020)

BAY AREA **EXPRESS LANES**



BAIFA Toll Ordinance Overview

- Allows BAIFA to enforce toll violations
- Documents BAIFA's toll policy in context of Caltrans HOV policy, for transparency
- Adopted July 2016 before I-680 opened; amended January 2020 to add I-880 and clean air vehicle tolling
- Proposed action:
 - Amend in September 2020 to add I-680 Extension



Opportunity to Listen

- I-880 toll ordinance amendment (Jan 2020)
 - Equity must be addressed
 - Concern about scaled tolls, including for CAVs
- Power of public comment:
 - BAIFA will pilot a means-based toll discount
 - Monitor and evaluate tolling rules effectiveness



Proposed I-680 Extension Tolling Rules

- ▶ Apply existing I-680 Express Lanes tolling rules for consistency

Rule	I-680 Today	I-680 Extension When Open	Regional Consistency
Operating Hours*	5 AM – 8 PM	Same	✓
HOV Eligibility*	HOV 2+	Same	✓ For I-580 & I-680
FasTrak Required	Yes	Same	✓
Tolls	Zone toll: \$0.50 min; no max Solo Driver: full toll HOV 2+: no toll Clean air vehicles: 50% toll**	Same	✓
Enforcement	CHP and toll system Toll system vios. match BATA: \$25 1 st notice; \$70 2 nd notice	Same	✓

* Caltrans approved; **Per adopted toll ordinance, 50% toll for CAVs begins when I-880 Express Lanes open (est. September 2020)

FasTrak[®] Required



- ▶ FasTrak account required
- ▶ Legacy FasTrak toll tag OK for solo driver
- ▶ FasTrak Flex[®] toll tag required for toll-exempt trips
- ▶ Clean air vehicles (CAVs) with red, purple, orange stickers required to register for a new FasTrak CAV toll tag
- ▶ No FasTrak account? Toll violation (penalties match BATA bridges)
- ▶ Consistent with other express lanes, including 680 today

Enforcement: Violations, Penalties & Procedures

- ▶ License plate cameras for automated toll violation enforcement
- ▶ Penalties and procedures:
 - \$25 first notice; \$70 second notice
 - Waive \$25 penalty for first-time violators who open an account
- ▶ Enable use of occupancy verification technology in future
 - Smartphone app pilot
- ▶ Consistent with other express lanes, including 680 today



I-680 Extension Opening Plan

- ▶ Amend toll ordinance to include Extension
- ▶ Phase 1: Open HOV 2+ lane (5am-8pm) by early September 2020, after new lane striping is complete
- ▶ Phase 2: Begin tolling express lane in early 2021, after toll system testing



Toll Ordinance Adoption Schedule

- ▶ Initial step in customer education about I-680 Extension operations
- ▶ Public comment period (Aug 9 – Sep 9)
 - Notices in 4 major county newspapers, plus Spanish and Chinese newspapers
 - Website information and option to email comments
- ▶ Public hearing & adoption (Sep 23)
- ▶ Effective (Oct 23)



Continuing Customer Education

Phase 1: HOV 2+ lane

- ▶ Begins July 2020
- ▶ Messages: New lane and lane striping; CAV half-price tolls (existing 680 express lanes only)

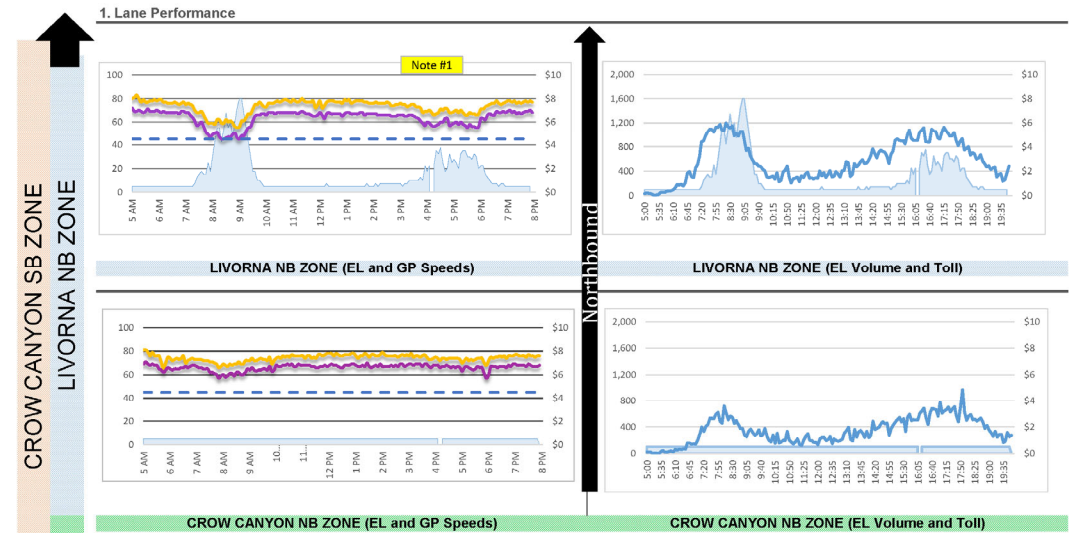
Phase 2: Express lane

- ▶ Begins 2 months before tolling
- ▶ Messages: Get FasTrak® and 'rules of the road'



Performance Monitoring

- ▶ Monitor tolls and incidents in real time through the Regional Operations Center
- ▶ Regular operations analysis by staff
- ▶ Initial performance report to BAIFA within 4-6 months, followed by regular, comprehensive reporting



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

**BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
TOLL FACILITY ORDINANCE**

July 27, 2016

(as amended and restated January 22, 2020 and September 23, 2020)

**BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
TOLL FACILITY ORDINANCE**

The Bay Area Infrastructure Financing Authority ordains as follows:

Section 1. Purpose.

The purpose of this ordinance is to establish tolls and a toll collection process for the BAIFA toll facilities, to establish civil penalties for the evasion of those tolls or noncompliance with other policies set forth in this ordinance, and to establish a program that addresses how motorists can enroll and participate in BAIFA's toll facility program.

Section 2. Scope.

Every motorist entering a BAIFA toll facility shall be subject to and must abide by this ordinance.

Section 3. Definitions.

These definitions apply to this ordinance. Unless specifically defined below, the words and phrases used in this ordinance shall have the same meaning as they have in common usage. When not inconsistent with the context, words used in the present tense include the future tense, words in the plural number include the singular number, and words in the singular number include the plural number. The words "shall" and "must" are always mandatory and not merely directive.

"Applicable toll" means the toll for a vehicle entering a BAIFA toll facility established by this ordinance as determined from information collected by the FasTrak® system.

“Attachment A to this ordinance” means Attachment A to this ordinance as amended from time to time pursuant to Section 10.

“Authorized emergency vehicle” means a vehicle satisfying all of the conditions specified in Vehicle Code section 21655.5 or section 23301.5 for an exemption from paying a toll on a BAIFA toll facility.

“BAIFA” means the Bay Area Infrastructure Financing Authority, a joint exercise of powers agency formed under the California Joint Exercise of Powers Act with jurisdiction over the operation of the BAIFA toll facilities.

“BAIFA toll facility” means each high occupancy vehicle lane within the geographic jurisdiction of MTC that is operated by BAIFA as a toll lane and that is listed in Attachment A to this ordinance.

“BAIFA toll facility website” means the website at <http://mtc.ca.gov/express-lanes>.

“BATA” means the Bay Area Toll Authority.

“Caltrans” means the State of California Department of Transportation.

“Clean air vehicle” means a motor vehicle described in Section (b)(5) of Section 166 of Title 23 of the United States Code that displays a valid decal, label or other identifier issued pursuant to Vehicle Code Section 5205.5(a) or any other California law that enables toll-free or reduced-rate passage on the BAIFA toll facilities.

“CTOC” means the California Toll Operators Committee.

“Discount” means a reduced-rate toll expressed as a percent of the full toll.

“FasTrak®” or “FasTrak® system” means the electronic toll collection system administered by BATA for the BAIFA toll facilities, as well as the electronic toll collection systems administered by other members of CTOC.

“FasTrak® Account” means an account by that name established with BATA or any other CTOC member.

“FasTrak Flex® toll tag” means a FasTrak® toll tag featuring a switch for indicating the number of occupants in the vehicle.

“FasTrak® toll tag” means a FasTrak® electronic toll payment device issued by BATA (or any other member of CTOC) that meets the specifications of California Code of Regulations Title 21. “FasTrak® toll tag” includes non-revenue FasTrak® toll tags and FasTrak Flex® toll tags.

“High occupancy vehicle” means a vehicle with the minimum number of occupants specified by BAIFA for entering a BAIFA toll facility zone as a high occupancy vehicle as set forth in Attachment A to this ordinance and as displayed on BAIFA signs and other official signs or traffic control devices.

“Hours of operation” of a BAIFA toll facility zone means the hours when BAIFA is operating the BAIFA toll facility on any day within the maximum hours of operation set forth in Attachment A to this ordinance and as displayed on BAIFA signs and other official signs or traffic control devices. The hours of operation of a BAIFA toll facility zone shall not extend beyond the hours when the zone is otherwise restricted to use by high occupancy vehicles.

“HOV 3+” means a high occupancy vehicle requirement of three or more occupants.

“HOV 2+” means a high occupancy vehicle requirement of two or more occupants.

“Motorist” means the registered owner, rentee, lessee, or driver of a vehicle.

“MTC” means the Metropolitan Transportation Commission.

“Non-revenue FasTrak® toll tag” means a FasTrak® toll tag that does not result in a toll being charged.

“Over-the-road bus serving the public” means a bus that is characterized by an elevated passenger deck located over a baggage compartment and that serves the public.

“Pay-by-plate” means use of on-road vehicle license plate identification recognition technology to accept payment of tolls in accordance with BATA or CTOC policies.

“Penalty” means the monetary amounts assessed as civil penalties for each Violation, including the unpaid tolls and the toll evasion penalty, and shall constitute a toll evasion penalty under Vehicle Code Section 40252.

“Public transportation vehicle” means a public transportation vehicle as defined in Section 166 of Title 23 of the United States Code that meets BAIFA’s requirements for identifying public transportation vehicles specified at the BAIFA toll facility website.

“Segment” means two or more zones of a BAIFA toll facility that are designated as a BAIFA toll facility segment by the executive director of BAIFA.

“Vehicle Code” means the California Vehicle Code.

“Violation” has the meaning assigned in Section 8.2.

“Zone” means the portion of each BAIFA toll facility listed in Attachment A to this ordinance as a zone.

Section 4. Timing.

The tolls and Penalties for Violations imposed by this ordinance shall apply to motorists entering a BAIFA toll facility zone from and after the date and time when BAIFA opens the BAIFA toll facility zone for use by the public as a toll facility, unless explicitly stated otherwise in Attachment A to this ordinance.

Section 5. Toll Tag or Pay-by-Plate Account Required.

5.1 Every motorist traveling in a BAIFA toll facility during its hours of operation is required to be in a vehicle with either (1) a properly-mounted and properly-functioning FasTrak® toll tag on board, or (2) valid vehicle license plates properly attached pursuant to Vehicle Code Section 4850.5 or 5200, and, in either case, being associated with a valid FasTrak® account having a balance sufficient to pay the applicable toll. Every motorist traveling in a BAIFA toll facility during its hours of operation is required to pay the applicable toll using that FasTrak® account.

5.2 To be “properly-mounted” means that, except as specified in Section 5.3, the FasTrak® toll tag shall be located in or on the vehicle in a location so as to be accurately read by the FasTrak® system and be visible for the purposes of enforcement at all times while the vehicle is located in the BAIFA toll facility.

5.3 A motorcyclist shall use any one of the methods specified in Vehicle Code Section 23302(a)(3) to comply with the requirement to have a properly-mounted FasTrak Flex® toll tag, as long as the FasTrak Flex® toll tag is able to be read by BAIFA’s detection equipment.

5.4 Every motorist entering a BAIFA toll facility during its hours of operation and having a FasTrak Flex® toll tag must use the toll tag to accurately declare the number of occupants in the vehicle or, if permitted under Section 7, accurately indicate toll-exempt or Discount status.

5.5 A license plate account surcharge as specified in Attachment A to this ordinance shall apply to pay-by-plate toll payments.

Section 6. Tolls.

6.1 Each motorist entering a BAIFA toll facility during its hours of operation who is not entitled to an exemption from tolls under Sections 7.1(B) through (F), inclusive, or Sections 7.4 or 7.5, shall be charged the then-applicable toll. The tolls charged by BAIFA are intended to manage the demand to use BAIFA toll facilities by varying the toll amount that is charged as established from time to time by the executive director of BAIFA. The amount charged may be determined pursuant to a methodology approved by the executive director of BAIFA, but the resulting tolls shall not be less than the minimum tolls set forth in Attachment A to this ordinance; provided, however, that the executive director of BAIFA may elect to reduce the minimum toll per zone during off-peak hours if the executive director determines, in consultation with Caltrans, that such reduction is necessary to alleviate traffic congestion in the non-tolled lanes. The current tolls upon entering a BAIFA toll facility zone or segment shall be displayed on BAIFA signs. BAIFA reserves the right to adjust tolls dynamically and in real-time. As such, the toll applicable to a motorist entering a BAIFA toll facility zone or segment is the toll displayed on the last BAIFA pricing sign before such motorist enters the zone or segment. Further, the total toll charged is determined based on the zones or segments of the BAIFA toll facility in which such motorist is detected. General information about tolls for BAIFA toll facilities is available online at the BAIFA toll facility website.

Section 7. Exemptions from Tolls; Discount Tolls.

7.1 The following vehicles are exempt from paying tolls imposed by this ordinance.

- (A) vehicles entering a BAIFA toll facility outside the hours of operation of that facility.
- (B) high occupancy vehicles.
- (C) motorcycles.

- (D) public transportation vehicles and over-the-road buses that serve the public.
- (E) California Highway Patrol vehicles policing a BAIFA toll facility.
- (F) authorized emergency vehicles.

7.2 To enjoy the exemption from tolls afforded under Section 7.1(B), (C), (D), (E) or (F), every motorist entering a BAIFA toll facility during its hours of operation who is entitled to that exemption must use a properly-mounted FasTrak Flex® toll tag to accurately indicate a toll-exempt status or follow such other methods for indicating eligibility for exemption as shall be specified by BAIFA at the BAIFA toll facility website. Otherwise, such motorist entering a BAIFA toll facility during its hours of operation shall be charged the applicable toll.

7.3 Motorists having a properly-mounted, non-revenue FasTrak® toll tag are exempt from paying tolls and Penalties for Violations imposed by this ordinance.

7.4 Two-occupant vehicles traveling in a HOV 3+ BAIFA toll facility shall pay the applicable discounted toll, if any, specified for vehicles with two persons in Attachment A to this ordinance. To be eligible for the discounted toll, two-occupant vehicles must use a properly-mounted FasTrak Flex® toll tag to accurately indicate their occupancy status (by switching the tag to the '2' setting) or follow such other methods for indicating eligibility for the discount as shall be specified by BAIFA online at the BAIFA toll facility website. An exception is for class I vehicles designed by the manufacturer to be occupied by not more than two persons, including the driver; in this case, if the vehicle is occupied by two persons, the vehicle qualifies as toll-exempt, but must use a properly-mounted FasTrak Flex® toll tag switched to the '3+' setting or follow such other methods for indicating eligibility for exemption as shall be specified by BAIFA at the BAIFA toll facility website.

7.5 Motorists driving clean air vehicles shall be eligible to claim the discounted toll, if any, specified for clean air vehicles in Attachment A to this ordinance. Prior to the opening of BAIFA's I-880 Oakland to Milpitas toll facilities to paying traffic, clean air vehicles must: (i) use a properly-mounted FasTrak Flex® toll tag to accurately indicate clean air vehicle status (by switching the tag to the '2' or '3+' setting), (ii) use a properly mounted FasTrak® CAV toll tag accurately declaring the number of occupants in the vehicle (by switching the tag to the '1', '2' or '3+' setting), or (iii) follow such other methods for indicating eligibility for the discount as shall be specified by BAIFA online at the BAIFA toll facility website. Upon the opening of BAIFA's I-880 Oakland to Milpitas toll facilities to paying traffic, clean air vehicles on all BAIFA toll facilities must (i) use a properly mounted FasTrak® CAV toll tag accurately declaring the number of occupants in the vehicle (by switching the tag to the '1', '2' or '3+' setting), or (ii) follow such other methods for indicating eligibility for the discount as shall be specified by BAIFA online at the BAIFA toll facility website.

Section 8. Enforcement and Penalties.

8.1 This ordinance adopts and incorporates by this reference, as though fully set forth herein, the administrative procedures and penalties in Article 4, Chapter 1 of Division 17 of the Vehicle Code as amended from time to time hereafter. The processing of notices of toll evasion violations and notices of delinquent toll evasion violations shall be conducted in accordance with those procedures and penalties by BATA, as the processing agency for BAIFA within the meaning of Section 40253 of the Vehicle Code. The FasTrak® Regional Customer Service Center Policies set forth in Attachment A to BATA Resolution No. 52, Revised, as amended from time to time, shall be applicable to the BAIFA toll facilities and this ordinance (except to the extent they conflict

with the provisions of this ordinance) and are hereby adopted and incorporated by reference into this ordinance as though fully set forth herein.

8.2 It shall be a Violation to:

- (A) fail to comply with Section 5.1;
- (B) fail to comply with Section 5.2;
- (C) fail to comply with Section 5.3; or
- (D) fail to comply with Section 5.4.

8.3. The Penalties for Violations under this ordinance shall be the penalties set forth in Attachment A to this ordinance.

8.4 Vehicle occupancy violations while in the BAIFA toll facilities, including using a FasTrak Flex® toll tag to declare an occupancy status for toll exempt or discounted tolls when such declaration is not permitted hereunder, and other moving violations while in the BAIFA toll facilities, including entry into a BAIFA toll facility by a vehicle that is not authorized by the laws of the State of California to travel in such facility, are subject to citation by the California Highway Patrol.

8.5 BAIFA may use any lawful method to verify compliance with requirements for Discount and toll-exempt trips in the BAIFA toll facilities. Toll violations, including using a FasTrak Flex® toll tag to declare an occupancy status for toll exempt or discounted tolls when such declaration is not permitted hereunder, are subject to enforcement by BAIFA, as detailed in Sections 8.1 and 8.2 or as specified by BAIFA online at the BAIFA toll facility website, with Penalties as provided in Section 8.3.

8.6 BAIFA or BATA may access data saved electronically by the toll system in order to investigate Violations under this ordinance. Such data may include, but is not limited to, the vehicle license plate number, FasTrak Flex® toll tag setting, and FasTrak® toll tag account number, as permitted by law.

Section 9. Severability.

The provisions of this ordinance are severable, and if any provisions of this ordinance, or application of any provision of this ordinance to any circumstance is held invalid, the application of such provision to other circumstances, and the remainder of this ordinance, shall not be affected thereby.

Section 10. Amendment.

The provisions of this ordinance, including Attachment A to this ordinance, may be amended from time to time in accordance with the procedures set forth in Section 50020 and following of the California Government Code. The concurrence in or consent to any such amendment by any federal or State of California entity with jurisdiction over highways shall be obtained before that amendment is adopted, but only to the extent expressly required by federal or California law.

Section 11. Delegated Authority.

Any action permitted to be taken or decision permitted to be made by the executive director of BAIFA hereunder may be taken or made by a designee of the executive director.

Section 12. Effective Date.

This amended and restated ordinance will take effect and be in force 30 days after its adoption; and the existing Toll Facilities Ordinance shall remain in full force and effect at all times until this amended and restated ordinance becomes effective. Upon adoption, this amended and restated ordinance shall be signed by the Chair of the governing board of BAIFA and shall be published by the Secretary of BAIFA once, within 15 days of its adoption, in a newspaper of general circulation printed and published in the City and County of San Francisco, California, and in a newspaper of general circulation in each of Alameda County, Contra Costa County, and Solano County, California.

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Scott Haggerty, Chair

The above ordinance was first adopted by the Bay Area Infrastructure Financing Authority at a regularly-scheduled meeting of BAIFA held in San Francisco, California, on July 27, 2016, and amended and restated by the Authority at a regularly-scheduled meeting of BAIFA held in San Francisco, California, on January 22, 2020, and further amended and restated by the Authority at a regularly-scheduled meeting of BAIFA held in San Francisco, California and at other remote locations, on September 23, 2020.

ATTACHMENT A TO
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY TOLL FACILITY ORDINANCE

Facilities and Tolls

Under the Bay Area Infrastructure Financing Authority Toll Facility Ordinance, the minimum toll per zone, the hours of operation, and Discounts available for high occupancy vehicles (HOVs) and clean air vehicles for each BAIFA toll facility listed below shall be as set forth in this table:

BAIFA Toll Facilities and Zones	Minimum Toll per Zone	Maximum Hours of Operation	HOV Requirement and Occupancy Discount*	Clean Air Vehicle Discount*
I-680 San Ramon to Martinez Five zones southbound**: <ol style="list-style-type: none"> 1. Monument Zone: Marina Vista Avenue to Monument Boulevard 2. South Main Zone: Monument Boulevard to South Main Street 3. El Cerro Zone: South Main Street to El Cerro Boulevard 4. Crow Canyon Zone: El Cerro Boulevard to Crow Canyon Road 5. Alcosta Zone: Crow Canyon Road to Alcosta Boulevard Two zones northbound: <ol style="list-style-type: none"> 6. Crow Canyon Zone: Alcosta Boulevard to Crow Canyon Road 7. Livorna Zone: Crow Canyon Road to Livorna Road 	\$0.50	Monday to Friday from 5AM to 8PM	100% for two or more persons (HOV 2+)	100% until the I-880 Oakland to Milpitas Toll Facility opens to paying traffic, at which time the CAV Discount shall be 50%
I-880 Oakland to Milpitas Six zones southbound: <ol style="list-style-type: none"> 1. Washington/238 Zone: Hegenberger Road to Washington Avenue/238 2. Tennyson Zone: Washington Avenue/238 to Tennyson Road 3. Alvarado-Niles Zone: Tennyson Road to Alvarado-Niles Road 4. Thornton Zone: Alvarado-Niles Road to Thornton Avenue 5. Auto Mall Zone: Thornton Avenue to Auto Mall Parkway 6. Dixon Landing Zone: Auto Mall Parkway to Dixon Landing Road Five zones northbound: <ol style="list-style-type: none"> 7. Auto Mall Zone: Dixon Landing Road to Auto Mall Parkway 8. Mowry Zone: Auto Mall Parkway to Mowry Avenue 9. Decoto/84 Zone: Mowry Avenue to Decoto Road/84 10. Whipple Zone: Decoto Road/84 to Whipple Road 11. Hesperian/238 Zone: Whipple Road to Hesperian Boulevard/238 	\$0.50	Monday to Friday from 5AM to 8PM	100% for three or more persons (HOV 3+) 50% for two persons, with the exception of 100% for two persons in a class 1 vehicle designed by the manufacturer to be occupied by no more than two persons, including the driver.	50%

**Discounts cannot be combined across discount categories; for example, a two-person clean air vehicle on I-880 cannot receive a 100% discount (50% for two persons plus 50% for clean air vehicle).*

***Under this September 23, 2020 amended and restated ordinance, the I-680 Express Lane is being extended from Martinez to Walnut Creek in the southbound direction, adding three new toll zones: Monument, South Main and El Cerro. Once the three new zones open to toll-paying traffic, the El Cerro Zone will be from South Main Street to El Cerro Boulevard and the Crow Canyon Zone will be from El Cerro Boulevard to Crow Canyon Road. Until the three new zones open to toll-paying traffic, the southbound Crow Canyon Zone is from Rudgear Road to Crow Canyon Road and the Minimum Toll per Zone, Maximum Hours of Operation, HOV Requirement and Occupancy Discount and Clean Air Vehicle Discount in the southbound direction apply only from Rudgear Road to Alcosta Boulevard.*

For all BAIFA toll facilities, the surcharge for “pay-by-plate” transactions shall be \$0.

Penalties for Violations

All Violations

1st Notice
Toll + \$25 penalty

2nd Notice
Toll + \$70 penalty

Exceptions:

1. If the violation is determined to be the fault of the toll agency.
2. For 1st time offense, a non-customer can open a FasTrak® account and the \$25 penalty will be waived.
3. For FasTrak® account holders in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the opening balance amount prior to posting the violation toll amount.

A processing fee will be applied to violations sent to the Department of Motor Vehicles (DMV) for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code Section 4773 (currently \$3, as said amount may subsequently be revised by the DMV).

Legislation Details (With Text)

File #:	20-1245	Version:	1	Name:	
Type:	Report	Status:		Public Hearing	
File created:	8/7/2020	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	9/23/2020	Final action:			
Title:	A public hearing on proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for the I-680 Contra Costa Express Lanes to the extension of the express lane on I-680 southbound from Martinez to Walnut Creek. With this change, the I-680 Express Lanes tolling rules would apply to the entire express lane between Martinez and San Ramon.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:					

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

A public hearing on proposed changes to BAIFA's existing Toll Facility Ordinance to apply existing tolling rules for the I-680 Contra Costa Express Lanes to the extension of the express lane on I-680 southbound from Martinez to Walnut Creek. With this change, the I-680 Express Lanes tolling rules would apply to the entire express lane between Martinez and San Ramon.

Presenter:

Pierce Gould

Recommended Action:

Public Hearing



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 20-1247 **Version:** 1 **Name:**

Type: Resolution **Status:** Authority Approval

File created: 8/7/2020 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 9/23/2020 **Final action:**

Title: A recommendation to adopt the proposed tolling rules for the extension of the I-680 Contra Costa Express Lanes southbound from Martinez to Walnut Creek.

Sponsors:

Indexes:

Code sections:

Attachments:

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

A recommendation to adopt the proposed tolling rules for the extension of the I-680 Contra Costa Express Lanes southbound from Martinez to Walnut Creek.

Presenter:

Pierce Gould

Recommended Action:

Authority Approval

Legislation Details (With Text)

File #:	20-1258	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	8/13/2020	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	9/23/2020	Final action:			
Title:	MTC Express Lanes Quarterly Report: Second Quarter (April - June 2020)				

An overview of capital project delivery progress for MTC Express Lanes including an update on the opening of the I-880 Express Lanes.

Sponsors:

Indexes:

Code sections:

Attachments: [6a - 20-1258 MTC EL Quarterly Report Q2 2020.pdf](#)

Date	Ver.	Action By	Action	Result
------	------	-----------	--------	--------

Subject:

MTC Express Lanes Quarterly Report: Second Quarter (April - June 2020)

An overview of capital project delivery progress for MTC Express Lanes including an update on the opening of the I-880 Express Lanes.

Presenter:

Lisa Klein

Recommended Action:

Information

Bay Area Infrastructure Financing Authority (BAIFA)

September 23, 2020

Agenda Item 6a - 20-1258

MTC Express Lanes Quarterly Report: Second Quarter (April - June 2020)

Subject: An overview of capital project delivery progress for MTC Express Lanes including an update on the opening of the I-880 Express Lanes.

Background: MTC issues Express Lanes Program reports quarterly. The report summarizes major developments, project schedules and risks, and compares forecast costs with BAIFA's Express Lanes Program Expenditure Plan as well as the operational performance of BAIFA's open express lanes.

Express Lanes Capital Delivery – Project activity is highlighted below (see *Section I. Program Highlights* and *Section III. Capital Delivery* of the attached report for more detail).

- **I-880 Alameda:** The lanes are expected to start express lane operations in October. In mid-August, staff launched a public information campaign to prepare drivers for the start of tolling. In preparation for the start of tolling, the field work began in August to transition signage and pavement markings from an HOV lane to an express lane. The toll system integrator completed toll system, electrical and fiber installation, and has been conducting toll system testing since August.
- **I-680 Contra Costa Northern Segment Southbound:** Highway widening is complete, and new lane capacity opened for use by carpools on August 24. The toll system integrator began to install roadside tolling equipment. COVID-19 may affect the availability of materials and manufactured items for pricing signs in the corridor; staff is tracking the impacts. Still, the start of tolling is anticipated in early 2021, ahead of the most recent forecast of fall 2021. The express lanes team continues to try to advance the toll system work to begin tolling as soon as possible.
- **I-80 Solano:** The project remains shelf-ready in the event construction funds become available. Staff anticipates learning whether the California Transportation Commission recommends the project for Senate Bill 1 funds in late fall 2020. If awarded, and Regional Measure 3 withstands legal challenge, the project's funding plan will be complete and construction could begin in summer 2021.

During the COVID-19 public health emergency, BAIFA determined that construction of its express lanes on both I-880 and I-680 are "Essential Critical Infrastructure" based on Governor Newsom's identification of critical infrastructure sectors. This allowed construction to continue in compliance with applicable public health directives and construction

crews maintained project delivery schedules. Staff continues to track the risks of COVID-19 on project schedules.

I-680 Contra Costa Southern Segment Operations – Bay Area Express Lanes operators jointly ceased tolling on all express lanes March 20, 2020 following the COVID-19 shelter-in-place orders. The agencies made this decision based on a precipitous decline in traffic (50 to 60 percent) and to allow the California Highway Patrol to focus on the public health emergency. It also reduced demands on the FasTrak® Customer Service Center, easing operational adjustments needed to meet social distancing requirements, staffing availability, and elimination of cash toll collection on the BATA bridges.

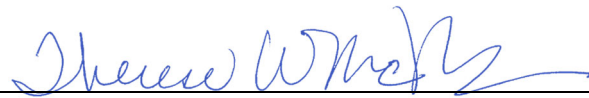
Express lane agencies resumed tolling on all Bay Area Express Lanes on June 1, 2020, after recording steady growth in traffic. This action was to help proactively manage traffic before it reaches critical levels and ensure reliable travel times as express buses begin to resume service.

As a result, there was no tolling in April and May of the second quarter of 2020. Despite the uptick from March to June 2020, express lanes trips and tolls remained significantly below 2019 levels in June with tolls typically less than \$2.00 even during peak periods. More detail will be included in the next quarterly report.

Issues: None

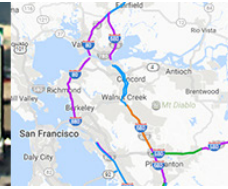
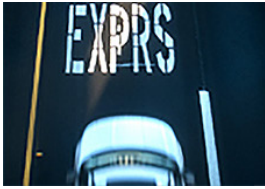
Recommendation: This item is presented for information only.

Attachments: MTC Express Lanes Quarterly Report: Second Quarter, April - June 2020


Therese W. McMillan



BAY AREA EXPRESS LANES



MTC Express Lanes Quarterly Report 2nd Quarter, April - June, 2020

Submitted: September 2020

TABLE OF CONTENTS

I.	Program Highlights	1
II.	Program Overview	4
	A. Program Description	4
	B. Operating Authority	5
	C. MTC Express Lane Project Funding	6
III.	Capital Delivery	7
	A. Schedule	7
	B. Capital Costs	8
	C. Change Management	9
	D. Risk Management Plan	9
	E. Active Capital Project Summaries	12
IV.	Operations	23
	Appendices	A-1
	A. Express Lanes Overview	A-2
	B. Completed Capital Project Summaries	A-5
	C. I-680 Contra Costa Express Lanes Operations Report	A-7

I. PROGRAM HIGHLIGHTS

The purpose of this report is to summarize the progress of delivering Metropolitan Transportation Commission (MTC) Express Lanes. The report covers the second quarter of 2020, April 1 to June 30.

The California Transportation Commission (CTC) approved MTC's application to implement and operate its 270-mile express lane network on October 27, 2011. Soon thereafter, work began to environmentally clear the first phase of express lane conversion projects and produce a Concept of Operations describing how the Express Lanes will operate. The first of MTC's express lanes opened in October 2017 on I-680 in Contra Costa County. Several additional projects are at varying stages of development.

Project Development & Construction	2 nd Quarter 2020 Highlights	Current Activities
I-880 Alameda (ALA-880) San Leandro to Milpitas <i>Hegenberger Road/Lewelling Boulevard to Dixon Landing Road</i>	<ul style="list-style-type: none"> In June 2020, the civil contractor completed new restricted access striping on the corridor and installed some signage. A public information campaign explained the changes. 	<ul style="list-style-type: none"> Civil construction work is 98% complete as of June 2020. Remaining work includes installation of fiber laterals to connect Caltrans' freeway management equipment to the communications backhaul. Final signing and pavement marking civil work to transition the HOV lanes to express lanes will start in August. Until tolling begins, the lanes will function as HOV-2+ only lanes. The toll system integrator will finish installation and testing of roadside cabinets, toll system equipment in the median, variable toll message signs, CCTVs and connections of electrical and fiber. The toll system integrator will test the full integration of the field equipment with the Host system starting in August 2020. Staff is continuing 'go live' planning in order to be ready to open the I-880 Express Lanes. Staff has finalized customer education materials and messaging channels for a customer education campaign that will start about 6 weeks before tolling begins. Staff is finalizing a social media campaign to inform travelers of their carpooling options and how to carpool safely during the COVID-19 public health crisis. Monthly construction notices and ramp closure/ detour notices continue to be sent.
I-680 Contra Costa Southern Segment (CC-680 South) Walnut Creek to San Ramon <i>Livorna Road/Rudgear Road to Alcosta Boulevard</i>	<ul style="list-style-type: none"> Due to COVID-19 shelter-in-place restrictions, toll operations ceased in mid-March and resumed on June 1, 2020. These actions were coordinated with the other Bay Area Express Lanes. June 2020 express lanes trips and tolls were significantly below historical trends, and will be reported in the next quarterly report. 	<ul style="list-style-type: none"> Project complete; see Appendix B for archived summary.

Project Development & Construction	2 nd Quarter 2020 Highlights	Current Activities
<p>I-680 Contra Costa Northern Segment Southbound (CC-680 North SB)</p> <p>Martinez to Walnut Creek Marina Vista Boulevard to Rudgear Road/SR 242</p>	<ul style="list-style-type: none"> Caltrans issued the encroachment permit for toll system installation in April 2020. The project team developed a strategy to open the new lane capacity between North Main Street and Rudgear Road as an HOV-2+ lane prior to tolling. 	<ul style="list-style-type: none"> The civil contractor continues highway widening and sound wall activities at various locations on I-680 southbound. Highway widening activities are scheduled for completion in July, and the new lane will be open for use by carpools on August 24. The contractor will continue punch list work for all structures. Staff is coordinating with Contra Costa Transportation Authority staff on a public information campaign about the phased opening of the express lane extension. The toll system integrator is installing the roadside tolling equipment.
<p>I-80 Solano (SOL-80)</p> <p>Fairfield to Vacaville Red Top Road to I-505</p>	<ul style="list-style-type: none"> No highlights to report. 	<ul style="list-style-type: none"> The project is shelf-ready should construction funds become available. In May 2020, MTC programmed \$85 million of Regional Measure 3 Express Lane Program funds to the project, subject to the successful conclusion of litigation of Regional Measure 3. MTC also endorsed an application for \$123 million of Senate Bill 1 competitive funds for the project. Staff anticipates learning whether the California Transportation Commission recommends the project for funds in late fall 2020.
<p>Program Management</p>	<ul style="list-style-type: none"> In mid-March 2020, all Bay Area Express Lanes operators ceased tolling on express lanes in response to the COVID-19 public health crisis. Staff coordinated with Caltrans, CHP and BAIFA's civil and toll system contractors to continue progress delivering the I-880 and I-680 North Southbound express lanes. Operators resumed tolling in early June 2020. Staff coordinated with Caltrans, CHP and the Valley Transportation Authority, which operates the SR-237 Express Lanes, on public information strategies for opening the I-880 Express Lanes. BAIFA approved the FY 2020-21 operating and capital budgets. Initially, I-880 and I-680 North Southbound operating costs will be capitalized. Staff will amend operating costs and revenues into the operating budget based on tolling experience. 	<ul style="list-style-type: none"> In partnership with other express lane operators, staff is finalizing a strategic plan to help prioritize express lanes funding and delivery in the region. This work is coordinated with MTC's Planning Section to inform Plan Bay Area 2050. Staff is developing a team, scope of work, schedule and budget to pilot a means-based toll discount for low-income drivers on one of BAIFA's express lanes. Staff proposes that BAIFA amend its Toll Facility Ordinance to establish tolling rules for I-680 North Southbound. A public hearing and adoption vote is scheduled for September 2020. The MTC Operations Committee awarded contracts to two vendors for pilots to improve occupancy enforcement: a roadside camera system and a smartphone app system. The smartphone app award is being contested.

Project Development & Construction	2 nd Quarter 2020 Highlights	Current Activities
Toll System	<ul style="list-style-type: none"> In June 2020, the toll system integrator began manual image review for low-confidence license plate images to improve trip building. 	<ul style="list-style-type: none"> Staff continues negotiations with the toll system integrator to streamline work required to produce toll system performance monitoring reports. The toll system integrator set its goals to commence its new trip building component in July 2020. The integrator is also designing and building a lane-transaction filter to allow for I-880 testing in the live Host system while the I-680 corridor continues to process tolled trips.

II. PROGRAM OVERVIEW

A. Program Description

MTC and partner agencies are implementing a regional network of express lanes called Bay Area Express Lanes. Upon completion, Bay Area Express Lanes will comprise 600 miles of express lanes operated by MTC, the Valley Transportation Authority (VTA), the Alameda County Transportation Commission (Alameda CTC), the Sunol Smart Corridors Joint Powers Authority (Sunol JPA), and the San Mateo County Express Lanes Joint Powers Authority (San Mateo JPA).

Primary objectives for Bay Area Express Lanes include:

- Create a seamless network of HOV lanes to encourage carpools, vanpools and express buses;
- Make the best use of HOV lane capacity;
- Provide reliable travel times for solo drivers; and
- Better manage all lanes to keep traffic moving.

MTC's portion of the Bay Area Express Lanes, referred to as MTC Express Lanes, will include 270 miles of express lanes – 150 miles of converted high occupancy vehicle (HOV) lanes and 120 miles of new lanes – on I-80 in Alameda, Contra Costa and Solano Counties; I-880 in Alameda County; I-680 in Contra Costa and Solano counties; and the westbound approaches to the Bay Bridge, San Mateo Bridge and Dumbarton Bridge. In addition, MTC will operate 45 miles of new and converted lanes on US-101 in San Mateo County for the San Mateo JPA.

Appendix B includes an overview of how express lanes operate.

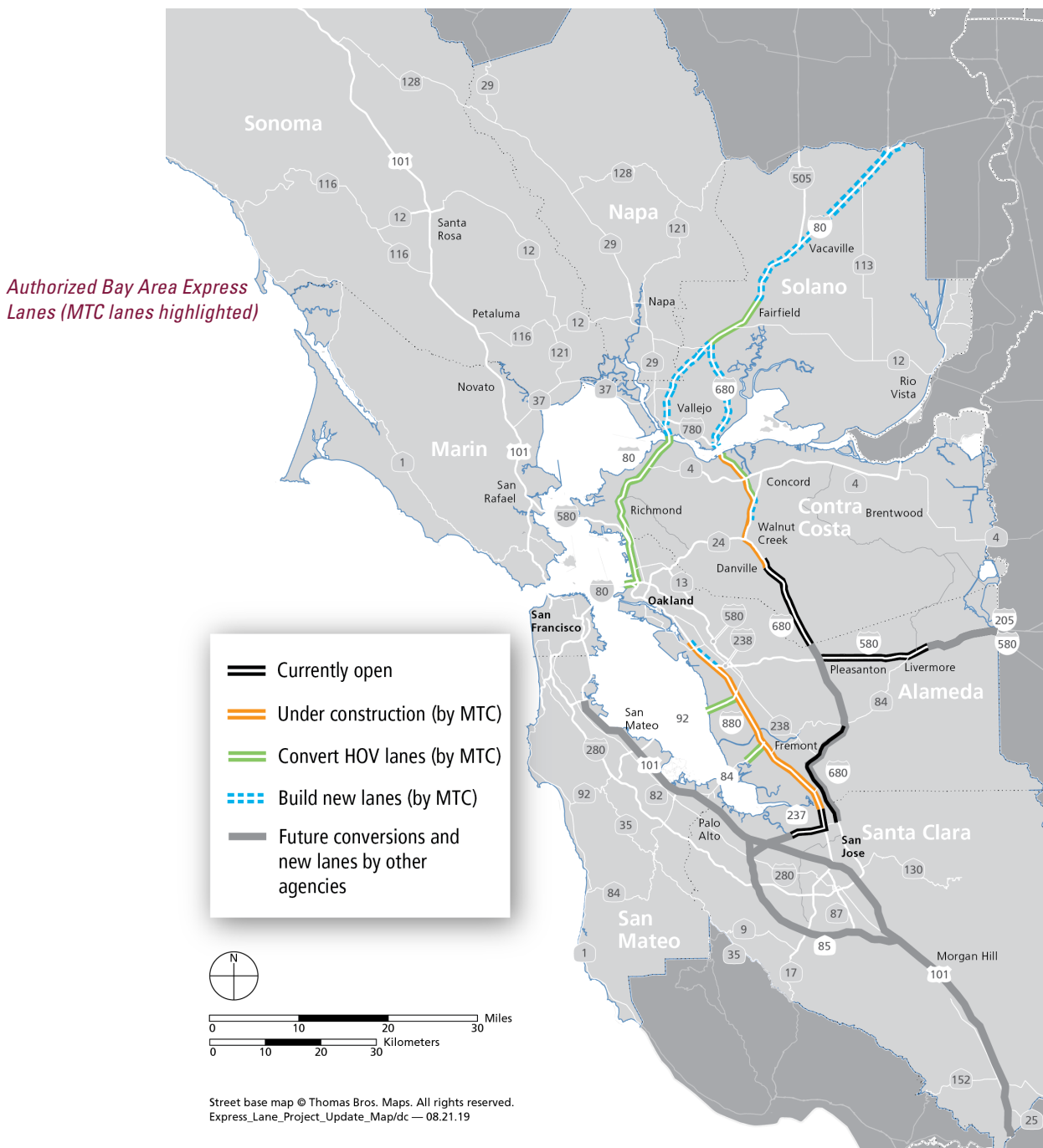


Map of Authorized Bay Area Express Lanes Network

B. Operating Authority

MTC and the Bay Area Toll Authority (BATA) have formed a joint powers authority to develop and operate MTC Express Lanes. The joint powers authority, known as the Bay Area Infrastructure Financing Authority (BAIFA), is composed primarily of representatives of the three counties where the express lanes are located: Alameda, Contra Costa and Solano. BAIFA is responsible for policy and operational decisions such as toll rates, project phasing and use of revenue. BAIFA will also operate the toll system on US-101 in San Mateo County under contract to San Mateo County transportation agencies, which are responsible for project delivery, operational policy and use of revenue.

The map below highlights MTC's portion of state-authorized Bay Area Express Lanes and shows where lanes will be converted from HOV lanes and where new lanes will be added.



C. MTC Express Lane Project Funding

MTC is using existing funding to convert existing HOV lanes to express lanes and to conduct environmental studies and design on some gap closure projects, so they are “shelf-ready” should construction funding become available. This will allow MTC to open as much of its 270-mile network as quickly as possible.

The table below lists the projects that comprise MTC Express Lanes according to current funding status.

County	Route	Project	Geographical Limits	Miles	Environmental	Design	Construction
NEAR-TERM CONVERSIONS AND GAP CLOSURE OPPORTUNITY PROJECTS							
ALA	880	I-880 Alameda	Between San Leandro and Milpitas <i>Hegenberger Rd./Lewelling Blvd. to Dixon Landing Rd.</i>	51	●	●	●
CC	680	I-680 Contra Costa Southern Segment	Between Walnut Creek and San Ramon <i>Livorna Rd./Rudgear Rd. to Alcosta Blvd.</i>	23	●	●	●
CC	680	I-680 Contra Costa Northern Segment Southbound	Martinez to Walnut Creek <i>Marina Vista Blvd. to Rudgear Rd.</i>	11	●	●	●
SOL	80	I-80 Solano	Fairfield to Vacaville <i>Red Top Rd. to I-505</i>	36	●	●	○
MID-TERM CONVERSIONS AND GAP CLOSURE OPPORTUNITY PROJECTS							
ALA/ CC	80	I-80 and Westbound Approaches to the Bay Bridge	Between Crockett and Bay Bridge <i>Cummings Skyway to Bay Bridge; I-80, I-580, I-880 and West Grand approaches to Bay Bridge</i>	44	◐	○	○
ALA/ SM	84	Dumbarton Bridge Western Approach	Fremont/Newark <i>I-880 to Dumbarton Bridge</i>	3	●	○	○
ALA/ SM	92	San Mateo Bridge Westbound Approach	Hayward <i>I-880 to San Mateo Bridge</i>	3	●	○	○
CC	680	I-680 Contra Costa Northbound Express Lane Completion	Walnut Creek to Benicia <i>North Main St. to Marina Vista Blvd.</i>	9	●	○	○

KEY



Funded



Partially Funded



Unfunded

ALA = Alameda,

CC = Contra Costa,

SM = San Mateo,

SOL = Solano

III. CAPITAL DELIVERY

A. Schedule

The schedule summary below reflects the “open to traffic” dates of the original “baseline” schedule, and the current completion forecast for the projects that are fully funded.

Project	Baseline Opening	Forecast Opening	Confidence Level	Detail Page
I-880 Alameda (ALA-880) San Leandro and Milpitas <i>Hegenberger Rd./Lewelling Blvd. to Dixon Landing Rd.</i>	Spring 2019	Fall 2020	●	14
I-680 Contra Costa Southern Segment (CC-680 South) Walnut Creek and San Ramon <i>Livorna Rd./Rudgear Rd. to Alcosta Blvd.</i>	Fall 2016	Fall 2017 Actual	●	A-5
I-680 Contra Costa Northern Segment Southbound (CC-680 North SB) Martinez to Walnut Creek <i>Marina Vista Blvd. to Rudgear Rd.</i>	Fall 2018	Winter/ Spring 2021	●	18

KEY

- Within schedule shown.
- Identified potential risks that may significantly impact schedule if not mitigated. See *Section III.D Risk Management Plan* for further discussion of schedule risk.
- Known impact to schedule, changes forthcoming.

B. Capital Costs

The cost summary below shows: 1) the costs of each express lane [corridor or segment] including planning, design and construction of the civil infrastructure, and installation and integration of the backhaul communications and toll system, and 2) program-wide costs including planning and design, and implementation of centralized elements of the backhaul network and toll system. The total cost estimate includes the full estimated cost to complete MTC Express Lanes. The approved Expenditure Plan fully funds the first three projects listed below, the environmental and design phases for the I-80 projects in Solano County, and the environmental phase for the westbound approaches to the San Mateo and Dumbarton Bridges. MTC's Finance Section reports financial information to BAIFA about one quarter in arrears, which does not fit with the production timeline for the Quarterly Report. As a result, the expended-as-of amounts shown below represent the unaudited amount of BATA Express Lane funds expended through the previously reported quarter; percent complete amounts are reported through the previously reported quarter for consistency. The confidence level assessment reflects potential risks to each project budget; for more information, see Section III.D Risk Management Plan.

Project ⁽¹⁾	Total Cost Estimate ⁽²⁾	Cost Estimate, Funded Phases ⁽³⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BAIFA Express Lane Funds ⁽⁴⁾			Percent Complete as of 3/31/20 ⁽⁵⁾	Confidence Level ⁽⁶⁾
					July 2018 Amendment	Sept. 2018 Amendment	Expended as of 3/31/20		
NEAR-TERM CONVERSIONS AND GAP CLOSURE OPPORTUNITY PROJECTS									
Costs shown in millions of escalated dollars									
I-880 Alameda	139.1	139.1			135.5	139.1	111.2	90%	<div></div>
I-680 Contra Costa Southern Segment	54.0	54.0			55.6	54.0	52.5	99%	<div></div>
I-680 Contra Costa Northern Segment Southbound ⁽⁷⁾	127.4	127.4	19.4	54.3	51.3	53.6	26.2	50%	<div></div>
I-80 Solano	274.9	32.5	14.4		19.0	18.1	11.6	20%	<div></div>
Centralized Toll System	32.4	32.4			33.6	32.4	22.6	90%	<div></div>
Program Planning, Coordination & Management	28.4	28.4			28.4	28.4	22.0	80%	<div></div>
Program Contingency	6.1	6.1			5.1	2.9			<div></div>
Capitalized Start-up O&M	16.0	16.0			16.0	16.0	4.9		<div></div>
MID-TERM CONVERSIONS AND GAP CLOSURE OPPORTUNITY PROJECTS									
I-80 Alameda/Contra Costa and Westbound approaches to the Bay Bridge (I-80, I-580, I-880, West Grand)	193.0	5.0	5.0						
Dumbarton Bridge Westbound Approach (SR-84)	9.0	0.3			0.3	0.3	0.3	5%	
San Mateo Bridge Westbound Approach (SR-92)	10.0	0.4			0.4	0.4	0.4	5%	
I-680 Contra Costa Northbound Express Lane Completion ⁽⁸⁾	390.0	21.5	1.5	20.0				5%	
Centralized & Program Costs & Start-Up O&M - Gap Closures & Future Conversions	TBD								
TOTALS	1,280.3	463.1	40.3	74.3	345.2	345.2	251.8	76%	

⁽¹⁾ Other Gap Closure and Extension projects not shown: ALA-880 extension northbound from Lewelling to Hegenberger; SOL-80 gap closure from Carquinez Bridge to Red Top Road; SOL-80 extension east of I-505; SOL-680 gap closure from Benicia to Cordelia

⁽²⁾ Total Cost Estimate represents current estimated cost to complete each project.

⁽³⁾ Cost Estimate, Funded Phases represents current estimated cost to complete phases that are funded for each project.

⁽⁴⁾ BAIFA Express Lane Funds represent the funds that have been allocated from the BATA budget and transferred to the BAIFA budget.

⁽⁵⁾ Percent completes shown are based on the achievement of major milestones, whether those milestones were completed using BAIFA funds or other funds. Projects that have completed milestones using other funds include I-680 Contra Costa Northern Segment Southbound and I-80 Solano.

⁽⁶⁾ ● = Within budget, ● = identified potential risks that may significantly exceed budget if not mitigated, ● = Known impacts to budget - changes forthcoming.

⁽⁷⁾ Cost represents the total for HOV Completion and Conversion to Express Lanes. Other funds committed to the HOV Completion portion include Measure J (\$38.7M) and STIP (\$15.6M).

⁽⁸⁾ Represents completion of HOV lane through Walnut Creek to SR-242 and conversion of existing HOV lane north of SR-242, which were previously listed separately.

C. Change Management

The change management process captures the changes in the program that have an impact on the approved scope, schedule and budget baselines. In the second quarter of 2020, the forecast opening of the I-880 Alameda was changed from summer to fall 2020, with confidence level green, due to a few actualized risks. Also, a read point on I-880 southbound near SR-92 was removed due to a lack of vertical clearance for tolling equipment at the site. Analysis confirmed that removal would not compromise the ability of the toll system to operate as intended. There was no change to the MTC Express Lanes Program budget in this quarter.

D. Risk Management Plan

MTC manages risk at both the program and contract level by identifying risks that could negatively impact the program's cost and schedule, and assigning responsibility to the person best positioned to manage each risk. Risks managed at the contract level are associated with contingency funding authorized by BAIFA for specific contracts. Risks managed at the program level would draw upon the program contingency line item in the Express Lanes Expenditure Plan. Staff regularly review the risk exposure and mitigation plans at both the contract and program level.

Chart #1 shows the median risk exposure for the program-level risks using Monte Carlo analysis. As of June 30, 2020, the risk exposure stands at \$4.7 million, which is slightly lower than the \$4.8 million reported last quarter. Overall construction progress on the I-680 and I-880 corridors is still on track, and the COVID-19 impact has opened up an opportunity for construction, with Caltrans extending project timeframes due to reduced traffic operations. It should be noted, however, that the team is still tracking the potential for adverse impacts related to COVID 19, civil unrest related to the struggle for racial equality, and the approaching California wildfire season.

Chart #2 tracks the program's cost forecast and risk exposure as compared to the authorized program budget. Consistent with the amendment to the Expenditure Plan that was adopted on September 26, 2018, the amount of BATA Express Lane Funds

allocated to specific express lanes projects is \$342.3 million, plus program contingency, for a total authorized budget of \$345.2 million.

The current program contingency of \$2.9 million would fall short if the risk exposure of \$4.7 million were realized. While there are few individual risks with major cost impacts, there are many risks with minor cost impacts, resulting in an overall significant risk exposure. Staff remains diligent in managing cost and risk while seeking new funding opportunities.

The top contributors to the program-level risk exposure and the associated mitigation strategies are as follows:

I-880 Alameda

- Last quarter, BAIFA found project construction to be an essential government function based on Governor Newsom's identification of critical infrastructure sectors, allowing construction to continue in compliance with Alameda County public health directives. The team is still tracking potential impacts of the COVID-19 public health crisis on the completion of the I-880 corridor. The crisis has created an opportunity for work to progress faster, however, civil unrest related to protests caused about 2 weeks of delay for the toll system integrator. Given the unknowns, the risk will continue to be monitored closely

Chart #1: Median Risk Exposure (\$M)

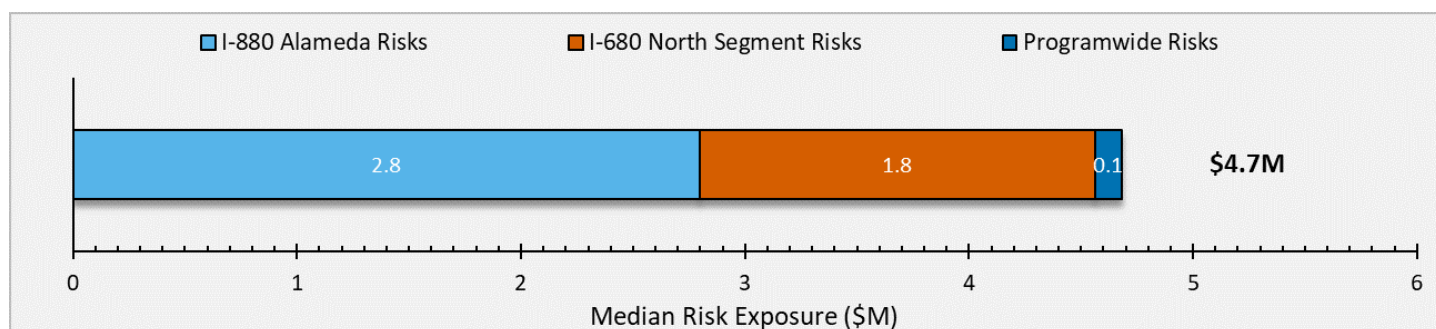


Chart #1 shows the contribution of each project's risks toward the total program risk exposure. Risk exposure is calculated using Monte Carlo simulation.

over the coming months, with slightly lowered probability, cost, and schedule impacts.

- The most significant risk affecting cost and schedule relates to toll system delays that impact the opening of I-880. In general, the toll system integrator has been delayed for reasons including challenges coordinating with civil construction, weather, equipment delays, tight labor market affecting hiring of qualified staff, and staff shared with competing projects. Collectively, these issues have impacted the baseline schedule, which now reflects an end of September opening date. MTC staff continues to work with the toll system integrator to mitigate cost and schedule delays as we near opening.
- MTC staff is working actively to mitigate risks relating to toll system and backhaul conflicts with previously undisclosed Caltrans projects under construction in the corridor. BAIFA has provided field marking services to locate facilities underground for Caltrans. BAIFA is also working with Caltrans to determine mitigation strategies, such as convening workshops to identify conflicts during project design, and providing maps of toll system and backhaul asset locations for future reference. Many of these mitigation strategies have proven successful in identifying project conflicts; however, the risk remains significant due to the large number of ongoing projects.
- Additionally, MTC staff is tracking risks regarding a delay in AT&T communication network connections. The project was delayed earlier in the quarter, with conduit installation to be completed by the end of July. The risk probability has been increased and is being monitored closely by MTC staff.
- A number of risks regarding Caltrans concurrence on the I-880 transition plan and the vendor's delivery of LED brick panels for pricing signs are due to be retired, pending future verification. This would reduce the calculated cost of risk exposure.

I-680 Contra Costa Northern Segment Southbound

- The team is tracking potential impacts of the public health crisis on the completion of the I-680 corridor. At this time, the project is ahead of schedule and work has progressed without significant impacts; however, there are still concerns about materials availability and staffing in the future. Given the unknowns, the risk will be monitored closely over the coming months.
- The most significant schedule risk at this time continues to be due to the toll system integrator working in tight sequence on I-880, I-680 North and US-101. Based on recent developments, the team is working to expedite the delivery of I-680 North, but in order to do so, timely delivery of the I-880 corridor as well as additional staff support will be needed. Construction crews began early mobilization on the I-680 cabinet set-ups and fiber installation. MTC has set up a meeting with the toll system integrator to get the staff resources it needs with the intent of beginning tolling in early 2021.
- PG&E delays in hook-ups remain a risk on I-680 North, however, the risk has been lowered based on recent developments. There are currently regular quarterly meetings with PG&E to discuss progress and issue resolution, and all but one site has been energized. The team will continue to track this risk as it nears retirement.
- A risk regarding the delivery and installation of LED panels for pricing signs is still being tracked. The order has been placed, however, there is still a potential for schedule impacts that may require a temporary panel for opening.

Programwide Risks

- As the program moves towards opening both the I-880 and I-680 North express lanes, MTC staff is supporting the FasTrak® customer service center's readiness in anticipation of increased workload. Staff is working in close collaboration with FasTrak® to ensure successful express lanes openings.

Chart #2: Program Cost Forecast and Risk Exposure vs. Authorized Budget (\$M)

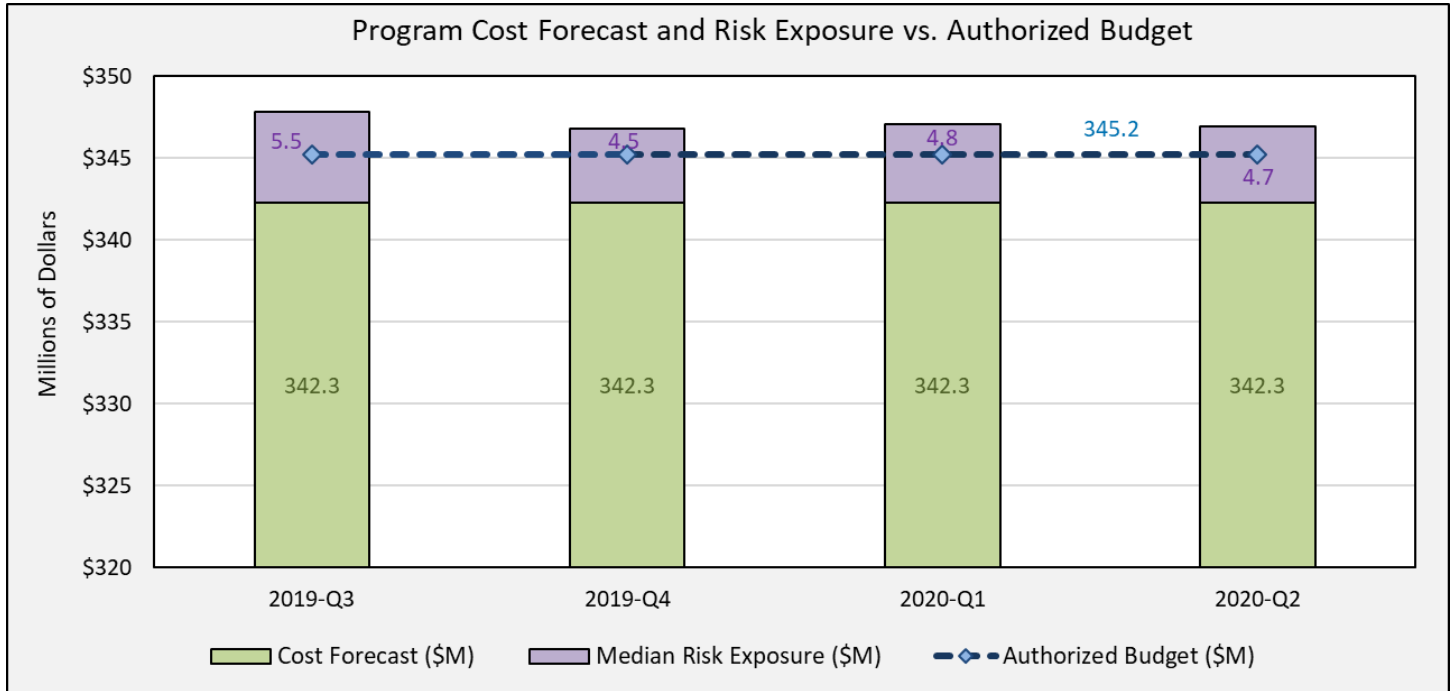


Chart #2 shows the program cost forecast and risk exposure as compared to the authorized program budget.

E. Active Capital Project Summaries

Centralized Functions

Toll System and Program Management, Planning and Regional Coordination

Total Estimated Cost

\$32.4 million for the Centralized Toll System

\$28.4 million for Program Planning, Coordination and Management

Schedule

Centralized Toll System was ready for the opening of the I-680 Contra Costa Southern Segment on October 9, 2017.

Program Planning, Coordination and Management is ongoing through the opening of the funded projects.

Project Description

The Centralized Toll System includes the elements of the toll system that are needed to toll all the express lanes, as well as the backhaul communications network components, such as fiber optic cable and leased line services, that transport toll data from MTC lanes to host and toll operations data centers. Centralized toll system work includes designing and implementing the hardware and software for dynamic toll setting and trip building, integration with the FasTrak[®] Customer Service Center, and acquiring spare parts.

Program management, planning and regional coordination tasks include managing the expenditure plan, cost, schedule and risk; developing the express lane business rules and toll ordinance; conducting customer education and outreach; building out the Regional Operations Center and developing operating procedures; planning for future express lanes; and coordinating with partner agencies to offer a seamless experience for drivers.

Program Management Highlights and Progress

- In mid-March 2020, all Bay Area Express Lanes operators ceased tolling on express lanes in response to the COVID-19 public health crisis. While operations of BAIFA's I-680 Contra Costa Express Lanes was affected, staff coordinated with Caltrans, CHP and BAIFA's civil and toll

system contractors to continue progress delivering the I-880 and I-680 North Southbound express lanes. All Bay Area Express Lanes operators resumed tolling in early June 2020 so drivers have a reliable trip option as shelter-in-place is lifted and traffic resumes.

- Staff coordinated with Caltrans, CHP and the Valley Transportation Authority, which operates the SR-237 Express Lanes, on public information strategies for opening the I-880 Express Lanes.
- Staff worked with the Contra Costa Transportation Authority and Caltrans to prepare an opening and public messaging strategy for new lane capacity on I-680 North Southbound.
- Staff developed, and BAIFA approved, the FY 2020-21 operating and capital budgets. Initially, I-880 and I-680 North Southbound operating costs will be capitalized; however, staff will amend operating costs and revenues into the operating budget based on tolling experience.

Current Program Management Activities

- In partnership with other express lane operators, staff is finalizing a strategic plan to help prioritize express lanes funding and delivery in the region. This work is coordinated with MTC's Planning Section to inform Plan Bay Area 2050.
- Staff is developing a team, scope of work, schedule and budget to pilot a means-based toll discount for low-income drivers on one of BAIFA's express lanes.
- Staff proposes that BAIFA amend its Toll Facility Ordinance to establish tolling rules for I-680 North Southbound. A public hearing and adoption vote is scheduled for September 2020.
- The MTC Operations Committee awarded contracts to two vendors for pilots to improve occupancy enforcement: a roadside camera system and a smartphone app system. The smartphone app award is being contested by the runner-up.

Toll System Highlights and Progress

- The toll system integrator contract was awarded in June 2014.
- Buildout of the Regional Operations Center was finished in March 2017.
- The toll system went live to the public on October 9, 2017.
- In December 2018, the toll system integrator contract was extended to June 2023 to include the I-680 Northern Segment. The change removed the I-80 Solano express lanes from the contract. It will be added back when construction funding is secured.
- The I-680 Southern Segment Operations Test concluded in April 2019. Operations testing is a system acceptance test. The Operations & Maintenance (O&M) phase, which includes a one-year warranty period, began in May 2019.
- The toll system integrator went live with lane-side equipment software to finalize the 6C enhancements. The system began tolling 6C tags on October 8, 2019.
- In March 2020, the express lane Host system began sharing toll rate information with MTC's 511 Traveler Information System.
- In June 2020, the toll system integrator began manual image review for low-confidence license plate images to improve trip building.

Current Toll System Activities

- Staff continues negotiations with the toll system integrator to streamline the work required to produce toll system performance monitoring reports. The current process is too manual. The goal is to reduce the future maintenance costs for new express lane corridor
- After the launch of the manual image review module in June 2020, the toll system integrator set its goals to commence its new trip building component in July 2020. The integrator is also designing and building a lane-transaction filter to allow for I-880 testing in the live Host system while the I-680 corridor continues to process tolled trips.



Close-up of toll system equipment under sign (enforcement beacons, reader antennae and laser trigger)

Photos courtesy of Noah Berger



Overhead hours of operation sign and toll system equipment on the I-680 Express Lanes



Overhead pricing sign on the I-680 Express Lanes

I-880 Alameda (ALA-880)

Oakland to Milpitas

Hegenberger Road/Lewelling Boulevard to Dixon Landing Road

Total Cost Estimate

\$139.1 million

Scheduled Open Date

Fall 2020

Project Description

The project converts the existing I-880 HOV lanes that run from Hegenberger Road to Dixon Landing Road in the southbound direction and from Dixon Landing Road to Lewelling Boulevard in the northbound direction to express lanes.

The conversion involves lane striping and installing sign structures, signs, FasTrak[®] toll tag readers, traffic monitoring video cameras, lighting, a data communications network and California Highway Patrol observation areas. The highway is also being widened in three locations to accommodate merge lanes into and out of the express lanes. It will result in 51 express lane miles between Oakland and Milpitas.

The express lanes conversion project was coordinated with a median barrier reconstruction project and a pavement resurfacing project, both led by Caltrans. The median barrier reconstruction project installed foundations and other infrastructure required for the express lanes for a large portion of the corridor.

Project Highlights and Progress

- Public open houses were held in March 2015.
- Preliminary engineering report and environmental document were completed in October 2016.
- The express lanes civil contractor began construction in September 2017.
- Caltrans approved the toll system design and issued the encroachment permit for the toll system integrator in March 2018.
- MTC's express lanes scope of work delivered through Caltrans' median barrier contract was completed in the second quarter of 2018, including barrier demolition, express lane sign structure foundations and light foundations.
- Caltrans completed its technical review to determine I-880 hours of operation (5am to 8pm, Monday through Friday) and high occupancy vehicle threshold (3 or more persons) in fall 2018.
- Caltrans finalized the design of fiber laterals to connect its freeway management equipment to the communications backhaul in December 2018. Construction work commenced on the Caltrans fiber laterals in October 2019.
- In March 2019, the civil contractor successfully removed two existing overhead sign bridge structures at the SR-92 interchange and installed two new ones.
- The backhaul contractor connected the backhaul corridor hubs to the toll system host and operations datacenters in Martinez, Oakland and San Francisco in October 2019. The toll system integrator approved the I-880 backhaul fiber in November 2019.

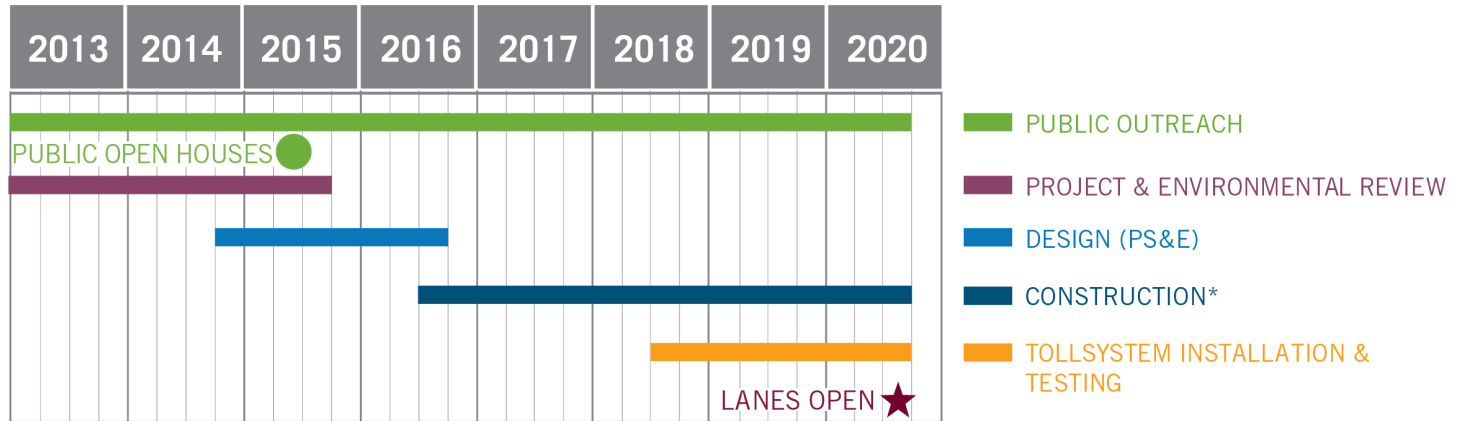


- All PG&E service connections are complete.
- In June 2020, the civil contractor completed new restricted access striping on the corridor and installed some signage. A public information campaign explained the changes.
- At strategic points in the project timeline, staff performed outreach and education about I-880 design, construction and proposed operations including with members of low-income communities (2012); corridor city staff (2015 & 2019); and corridor elected officials (2017, 2019 & 2020).

Current Project Activities

- Civil construction work is 98% complete as of June 2020. Remaining work includes installation of fiber laterals to connect Caltrans' freeway management equipment to the communications backhaul, which will continue through summer 2020.
- Final signing and pavement marking civil work to transition the HOV lanes to express lanes will start in August. Until tolling begins, the lanes will function as HOV-2+ only lanes.
- The toll system integrator will finish installation and testing of roadside cabinets, toll system equipment in the median, variable toll message signs, CCTVs and connections of electrical and fiber.
- The toll system integrator will test the full integration of the field equipment with the Host system starting in August 2020. Staff is incentivizing the toll system integrator to be ready to open by early October.
- Staff is coordinating with AT&T to establish a second communication path from the southern hub at Dixon Landing Road to host datacenters. The civil contractor started this work in June 2020.
- Staff is continuing 'go live' planning in order to be ready to open the I-880 Express Lanes.
- Staff has finalized customer education materials and messaging channels for a customer education campaign that will start about 6 weeks before tolling begins.
- Staff is finalizing a social media campaign to inform travelers of their carpooling options and how to carpool safely during the COVID-19 public health crisis.
- Monthly construction notices and ramp closure/ detour notices continue to be sent.

Project Schedule by Phase



*Includes I-880 median barrier improvements.

Project Cost

Total Cost Estimate ⁽¹⁾	Cost Estimate, Funded Phases ⁽²⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BAIFA Express Lane Funds ⁽³⁾			Percent Complete as of 3/31/20 ⁽⁴⁾
				July 2018 Amendment	Sept. 2018 Amendment	Expended as of 3/31/20	
139.1	139.1			135.5	139.1	111.2	90%

The cost estimate for this project includes planning, design, construction, utilities, backhaul communications and toll system integration.

Costs shown in millions of escalated dollars.

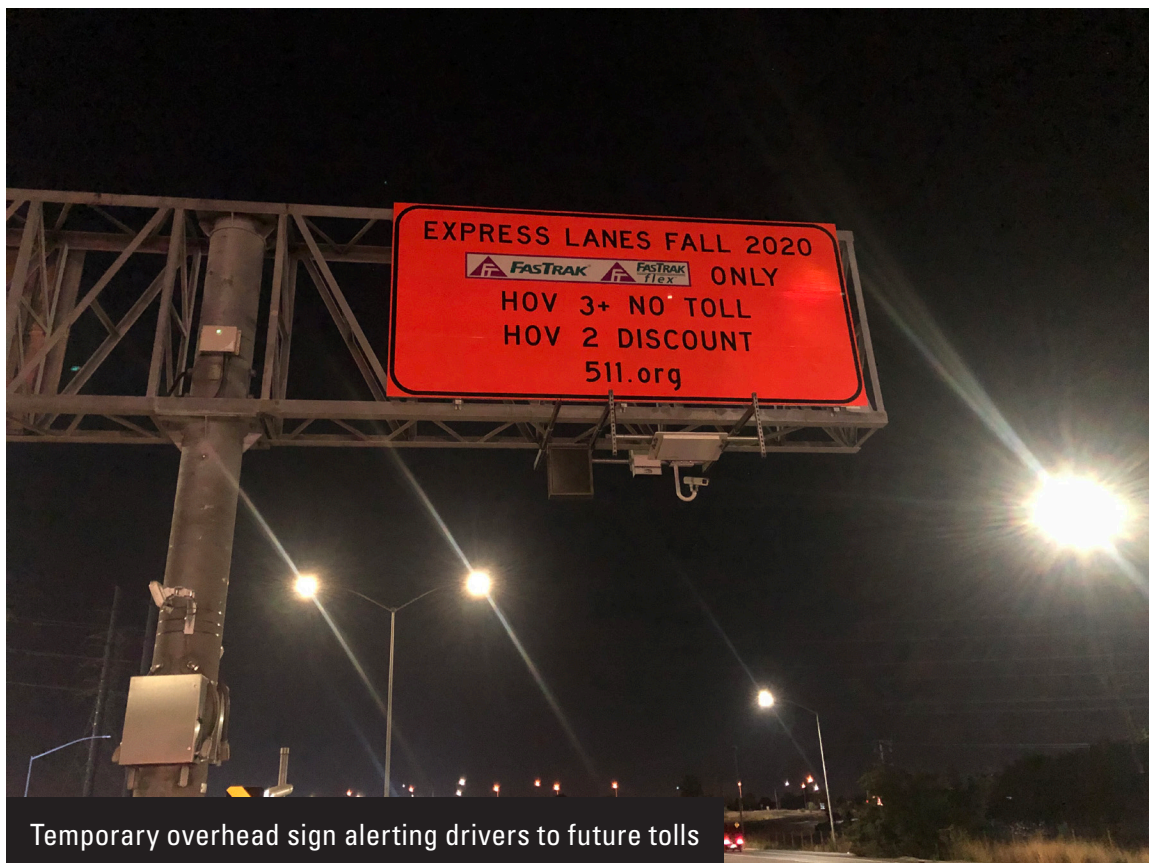
- (1) Total Cost Estimate represents current estimated cost to complete each project.
- (2) Cost Estimate, Funded Phases represents current estimated cost to complete phases that are funded for each project.
- (3) BAIFA Express Lane Funds represent the funds that have been allocated from the BAIFA budget.
- (4) Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.



Numeric enforcement beacon for CHP on I-880



New striping and temporary sign overlay at Whipple Avenue exit



Temporary overhead sign alerting drivers to future tolls

I-680 Northern Segment Southbound (CC-680 North SB)

Martinez to Walnut Creek

Benicia Bridge to Rudgear Road

Total Cost Estimate

\$127.4 million (\$53.6 million to be funded by BAIFA)

Scheduled Open Date

Winter/Spring 2021

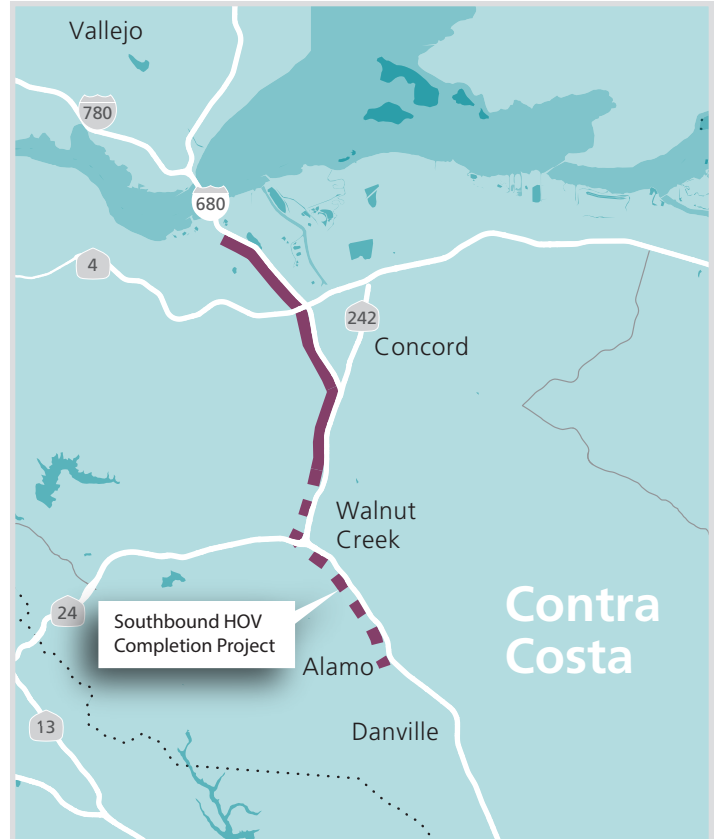
Project Description

The project will convert 11 miles of the existing HOV lane on southbound I-680 from just south of Marina Vista Avenue in Martinez to North Main Street in Walnut Creek into an express lane. It also includes express lane elements for the I-680 Southbound HOV Completion Project. Once complete, I-680 will have a continuous southbound express lane from Martinez to the Alameda County line.

Civil construction will be delivered by the Contra Costa Transportation Authority (CCTA). MTC will install toll and communications equipment and will operate the express lanes.

Project Highlights and Progress

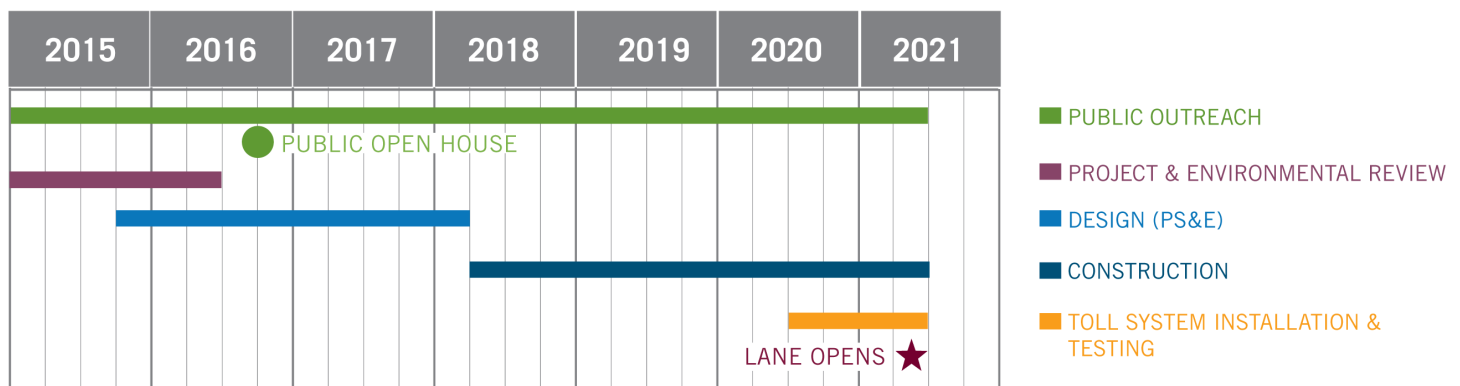
- Caltrans signed the environmental document in December 2016 and approved the Project Report in August 2017. Caltrans completed a revalidation in September 2017.
- A contract to remove trees along southbound I-680 in Walnut Creek between South Main Street and Livorna Road was awarded in October 2017, and work was completed in December 2017.
- All utility relocations were completed as of August 2018.
- Construction started October 1, 2018, and a ground-breaking event was held October 3, 2018.
- In December 2018, the toll system integrator contract was extended to June 2023 to include I-680 North SB.
- In May 2019, the backhaul contractor successfully rerouted the backhaul fiber between SR-24 and Livorna Road in Walnut Creek to allow for lane widening, and the toll system integrator participated in switching the live toll equipment from the old to the new fiber.
- In June 2019, CCTA and Caltrans executed an amendment to incorporate Caltrans oversight of landscape work and the first year of plant establishment into their cooperative agreement.
- In September 2019, BAIFA and Caltrans executed a cooperative agreement for Caltrans to review and approve the toll system design package, issue an encroachment permit and review site installation (as needed).
- Caltrans concurred with the replacement planting design in February 2020.
- Caltrans issued the encroachment permit for toll system installation in April 2020.
- In the second quarter of 2020, the project team developed a strategy to open the new lane capacity between North Main Street and Rudgear Road as an HOV-2+ lane prior to tolling.



Current Project Activities

- The civil contractor continues highway widening activities at various locations on I-680 southbound at the BART overcrossing and between Lilac Drive and South Main Street in Walnut Creek. Contractor completed construction of the masonry sound wall from the South Main Street undercrossing to Crest Avenue and also completed application of the stain at the retaining walls between Rudgear Road and Livorna Road and between the I-680 southbound on and off ramps at South Main Street.
- The civil contractor is supposed to complete highway widening activities at the BART overcrossing in July, and the new lane will be open for use by carpools on August 24. The contractor will continue punch list work for all structures.
- Staff is coordinating with Contra Costa Transportation Authority staff on a public information campaign about the phased opening of the express lane extension.
- The toll system integrator is installing the roadside tolling equipment.

Project Schedule by Phase



Project Cost

Total Cost Estimate ⁽¹⁾	Cost Estimate, Funded Phases ⁽²⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BAIFA Express Lane Funds ⁽³⁾			Percent Complete ⁽⁴⁾ as of 3/31/20 ⁽⁴⁾
				July 2018 Amendment	Sept. 2018 Amendment	Expended as of 3/31/20	
127.4	127.4	19.4	54.3	51.3	53.6	26.2	50%

Costs shown in millions of escalated dollars.

The cost estimate for this project includes planning, design, construction, utilities, backhaul communications and toll system integration.

⁽¹⁾ Total Cost Estimate represents current estimated cost to complete each project.

⁽²⁾ Cost Estimate, Funded Phases represents current estimated cost to complete phases that are funded for each project.

⁽³⁾ BAIFA Express Lane Funds represent the funds that have been allocated from the BAIFA budget.

⁽⁴⁾ Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.



Sound wall forming at retaining wall in Alamo



Concrete barrier removal from Walnut Creek to Alamo



Structure approach concrete pour in Walnut Creek

I-80 Solano (SOL-80)

Fairfield to Vacaville

Red Top Road to I-505

Total Cost Estimate

\$274.9 million

Scheduled Open Date

2024, subject to funding

Project Description

This project will convert the existing eastbound and westbound HOV lanes to express lanes between Red Top Road and Air Base Parkway in Fairfield. Conversion work includes striping lanes and installing sign gantries, signs, FasTrak® toll tag readers and traffic-monitoring video cameras.

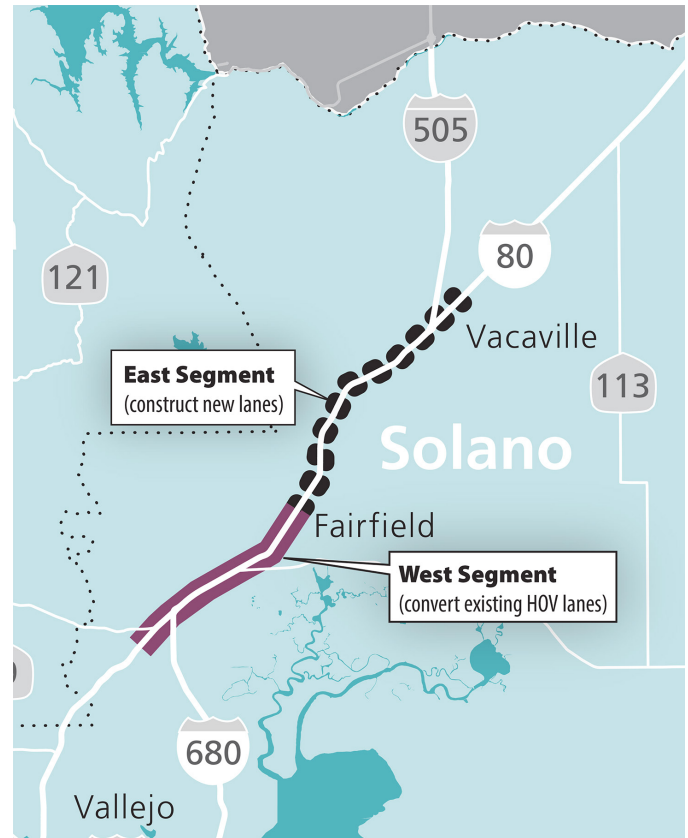
The project will also construct new eastbound and westbound lanes between Air Base Parkway and I-505 in Vacaville. In this section, the highway will be widened along with the installation of express lane striping, signage and equipment. The project will result in 36 miles of express lanes on I-80 in Solano County.

The Solano Transportation Authority (STA) is the lead agency for environmental clearance and civil design.

Caltrans will advertise and award the construction contract, and a blended Caltrans/STA team will administer construction. MTC will install toll and communications equipment and will operate the express lanes.

Project Highlights and Progress

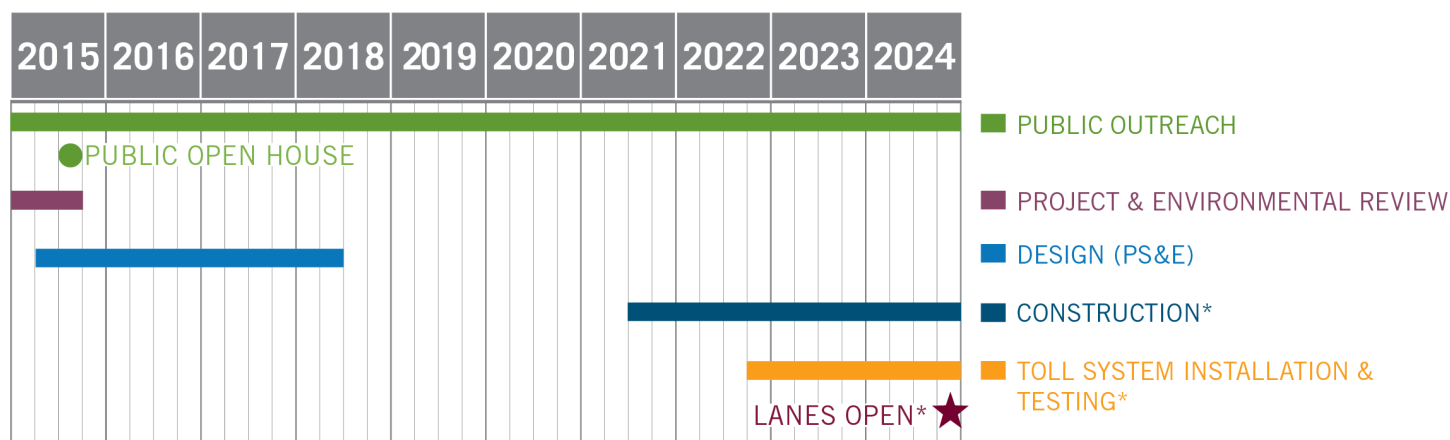
- A public open house was held in August 2015.
- The preliminary engineering report and environmental document were completed in December 2015.
- The final design document was approved by Caltrans in March 2018.
- The project reached the Ready-to-List milestone in April 2018.
- Caltrans submitted this project for a Federal INFRA grant in March 2019, but it was not selected by the US Department of Transportation.



Current Project Activities

- The project is shelf-ready should construction funds become available.
- In May 2020, MTC programmed \$85 million of Regional Measure 3 Express Lane Program funds to the project, subject to the successful conclusion of litigation of Regional Measure 3. MTC also endorsed an application for \$123 million of Senate Bill 1 competitive funds for the project. Staff anticipates learning whether the California Transportation Commission recommends the project for funds in late fall 2020.

Project Schedule by Phase



* Funding for these activities is not yet secured.

Project Cost

Total Cost Estimate ⁽¹⁾	Cost Estimate, Funded Phases ⁽²⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BAIFA Express Lane Funds ⁽³⁾			Percent Complete as of 3/31/20 ⁽⁴⁾
				July 2018 Amendment	Sept. 2018 Amendment	Expended as of 3/31/20	
274.9	32.5	14.4		19.0	18.1	11.6	20%

Costs shown in millions of escalated dollars.

The cost estimate for this project includes planning, design, construction, utilities, backhaul communications and toll system integration.

⁽¹⁾ Total Cost Estimate represents current estimated cost to complete each project.

⁽²⁾ Cost Estimate, Funded Phases represents current estimated cost to complete phases that are funded for each project.

⁽³⁾ BAIFA Express Lane Funds represent the funds that have been allocated from the BAIFA budget.

⁽⁴⁾ Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.

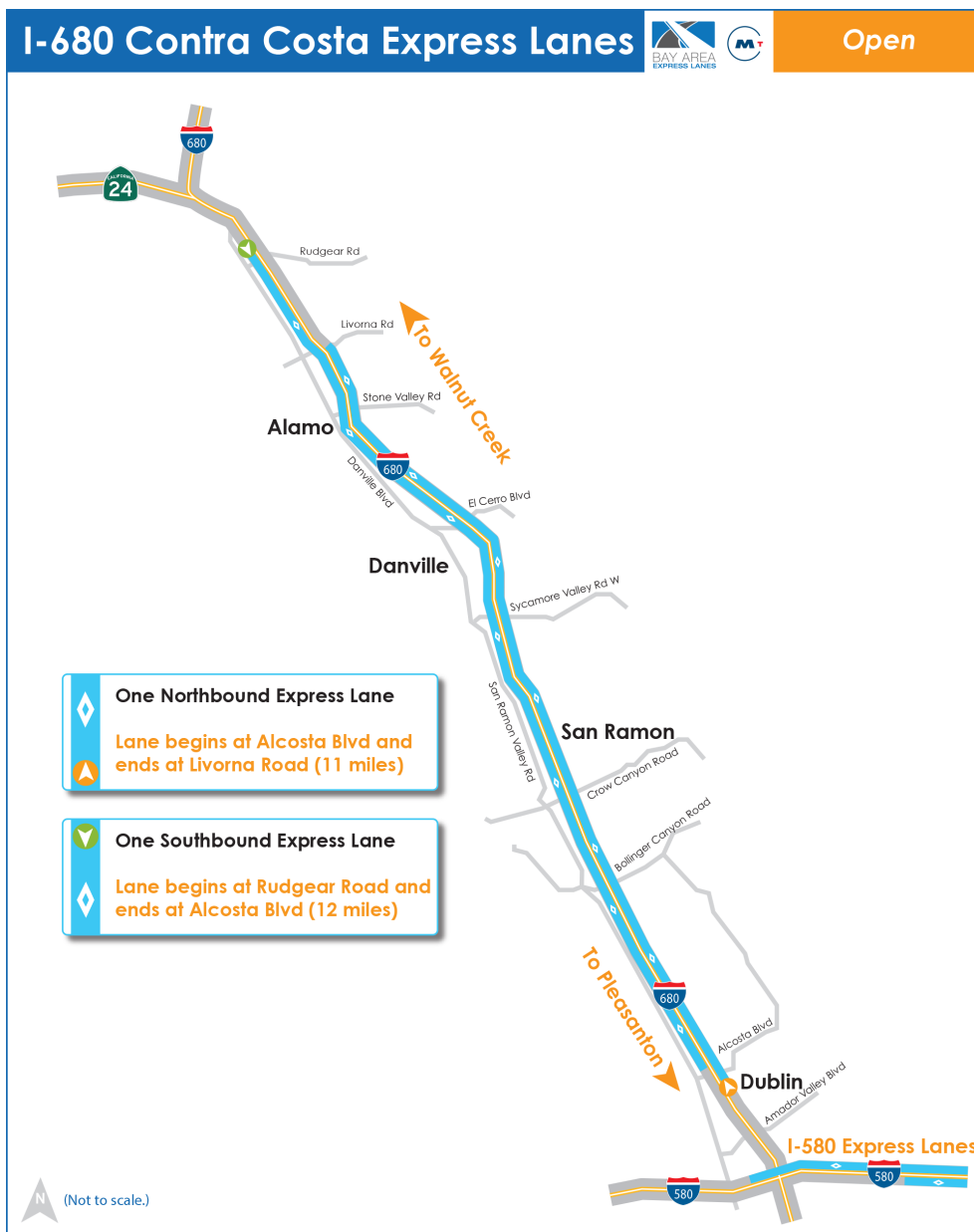
IV. OPERATIONS

I-680 Contra Costa Express Lanes

The I-680 Contra Costa Express Lanes opened October 9, 2017. The lanes run 11 miles northbound from Alcosta Boulevard to Livorna Road and 12 miles southbound from Rudgear Road to Alcosta Boulevard. Regional Operations Center staff monitor equipment and lane performance, make toll rate adjustments, and coordinate with the California Highway Patrol (CHP) and Caltrans on incident management. The FasTrak® Customer Service Center issues toll tags, handles toll invoicing and collections, and provides customer service. Toll tag and vehicle occupancy requirements are enforced automatically by the

toll system and manually by the CHP under contract to BAIFA. A 'backhaul' fiber network and supplemental leased-line services offer fast and secure transfer of tolling data. Roadway maintenance is also funded by the express lanes. Program and contractor staff perform public outreach and education, track and report on program performance and analyze traffic, and support operations in other ways as needed. Operating revenue and expenses are reported quarterly to BAIFA.

See **Appendix C** for a summary of this quarter's express lanes performance.



Rules of the Road

- Hours are Monday through Friday, 5 a.m. – 8 p.m.
- Tolls change based on traffic congestion; there is no maximum toll
- All vehicles in the express lane must use a FasTrak® or FasTrak Flex® toll tag
- Carpools of 2 or more people, eligible clean air vehicles, motorcycles and transit buses travel toll-free with a properly set FasTrak Flex® toll tag
- Learn more at expresslanes.511.org

APPENDICES

APPENDIX A

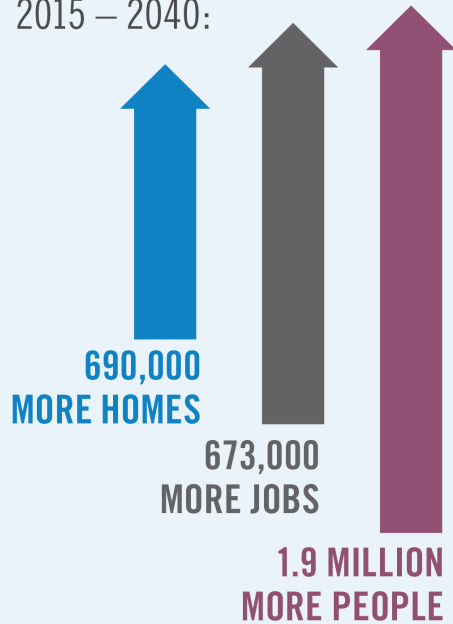
Express Lanes Overview

1. Why Express Lanes?

The Bay Area lacks the necessary transportation funding and land to build enough transportation capacity to keep up with regional growth. Bay Area Express Lanes maximize use of our highways by A) filling any empty space in existing HOV lanes,

B) improving operations in existing HOV lanes through better carpool enforcement and strategies to prevent lane slowdowns, and C) filling gaps in the HOV lane system to encourage more carpooling.

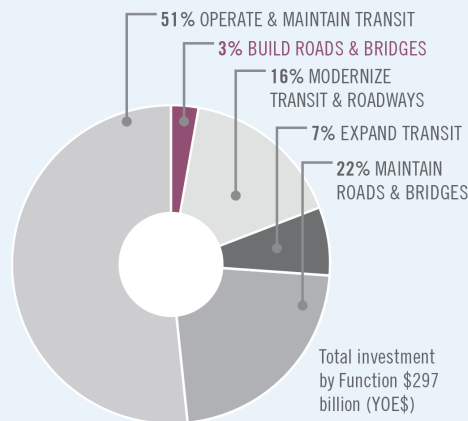
REGIONAL GROWTH 2015 – 2040:



Data Source: Plan Bay Area 2040 (2017).

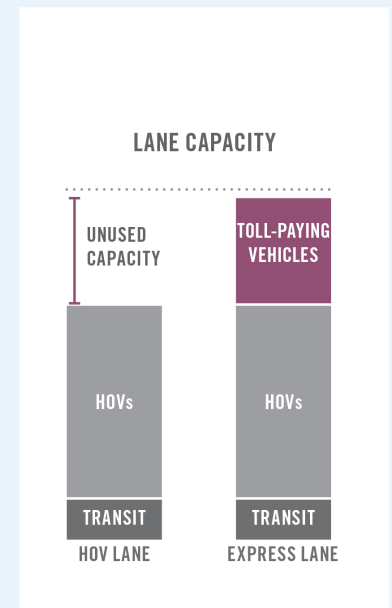
REGIONAL INVESTMENT BY 2040:

ONLY 3% OF THE REGION'S
TRANSPORTATION DOLLARS WILL BE
USED TO BUILD NEW ROADS.



Data Source: Plan Bay Area 2040 (2017).

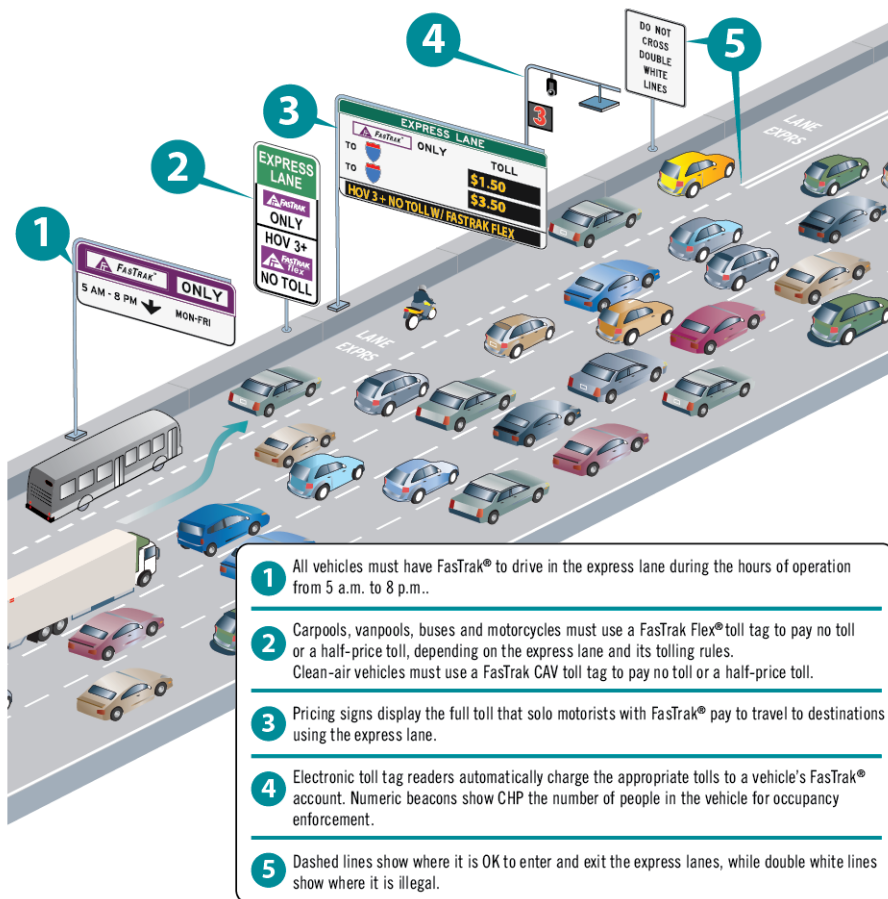
HOW EXPRESS LANES HELP:



2. How Express Lanes Work

MTC Express Lanes give everyone with FasTrak® the option for a more reliable and faster trip than regular highway lanes. Overhead electronic pricing signs display toll rates, which may change every few minutes with traffic. Tolls are collected electronically, the same as on Bay Area toll bridges.

Solo motorists pay tolls with either a standard FasTrak® toll tag or a FasTrak Flex® toll tag set to “1” person. Carpools, vanpools and buses must use a FasTrak Flex® toll tag set to “2” or “3+” people to pay no toll or a half-price toll, depending on the express lane and its tolling rules. Motorcycles must use a FasTrak Flex toll tag set to “3+” people to pay no toll. Effective when the I-880 Express Lanes open, qualifying clean air vehicles (CAV) must use a FasTrak CAV toll tag set to the number of people in the vehicle to pay no toll or a half-price toll. Drivers should always set the switch before driving.



The figure to the left explains how to use Bay Area Express Lanes. MTC Express Lanes will be “open” access to the extent possible, meaning drivers will enter and exit the express lanes similar to how they enter and exit HOV lanes today. Areas prone to excessive weaving or other safety concerns may have access restrictions to control entry and exit at these locations. Signage and lane striping will identify these entry and exit locations. Limiting access is a way to improve travel speeds in express lanes..

3. System Technology and Elements

MTC Express Lanes are implemented by overlaying communications equipment on new and existing freeway infrastructure. Express lanes implementation requires four discrete elements that are integrated through design, construction and operations, including:

Civil Infrastructure (Highway Modifications)

For lane conversions, the civil infrastructure consists of sign structures, sign panels, lane striping, and conduit work for power and communications. For gap closure and extension projects, the civil infrastructure includes highway widening to add lanes as well as the signage and communications equipment required for conversions.

The civil contractor will put in place the foundations and structures upon which the toll systems contractor will install the toll equipment. In addition, the civil contractor will construct the infrastructure necessary to provide power and communications to the toll system.

Toll System

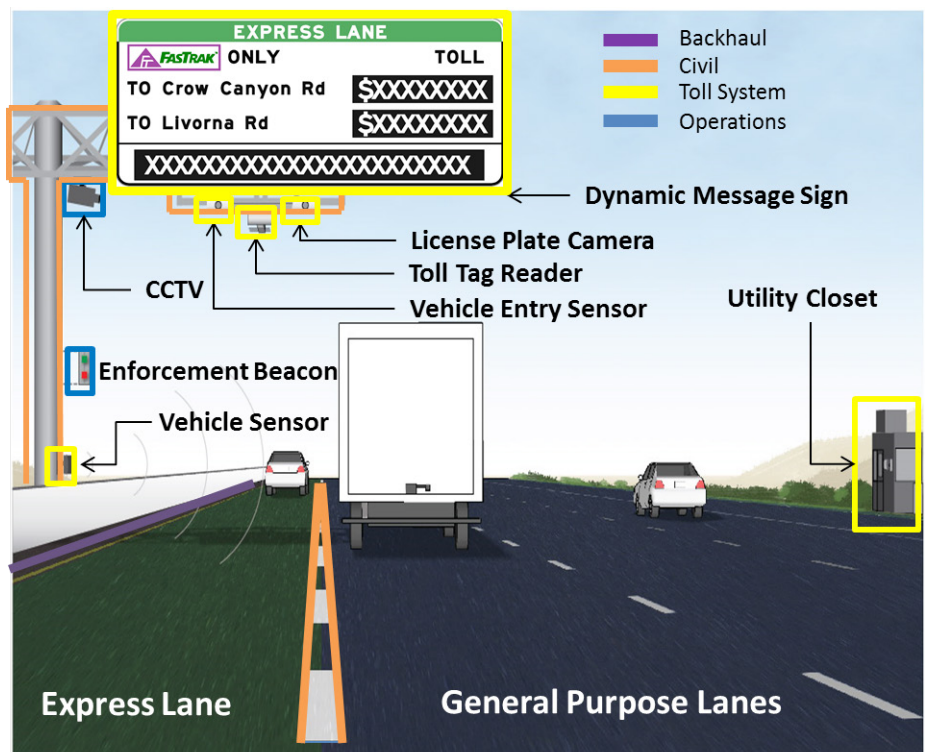
The toll system consists of two components, the in-lane system and the back-end “host” system. The lane system consists of all the equipment on the highway needed to operate the toll system including toll tag readers, cameras and vehicle detection. The host system serves as the brain of the toll system, which collects and processes all the data from the highway and sends it to the regional customer service center for billing.

Backhaul Communications Network

The backhaul network is the communication line along which data collected in the lanes is sent to the toll host system, operations center and regional customer service center. The backhaul contractor will install new conduit and communications fiber as well as utilize existing Caltrans, BART and other infrastructure to build the network. The backhaul network is being designed with the expectation that it will become part of a broader regional communications network.

Operations

The operations element consists of everything that is needed to successfully operate the express lanes including: an operations center, the regional customer service center, enforcement, public outreach, performance monitoring and ongoing maintenance. An express lanes Regional Operations Center has been established in the Bay Area Metrocenter building in San Francisco where operators actively monitor the condition of the lanes and coordinate with Caltrans and the California Highway Patrol to ensure that the lanes operate efficiently.



For illustrative purposes only

APPENDIX B

Completed Capital Project Summaries

I-680 Contra Costa Southern Segment (CC-680 South)

Walnut Creek to San Ramon

Livorna Road/Rudgear Road to Alcosta Boulevard

Total Program Estimate

\$55.6 million

Open Date

Fall 2017

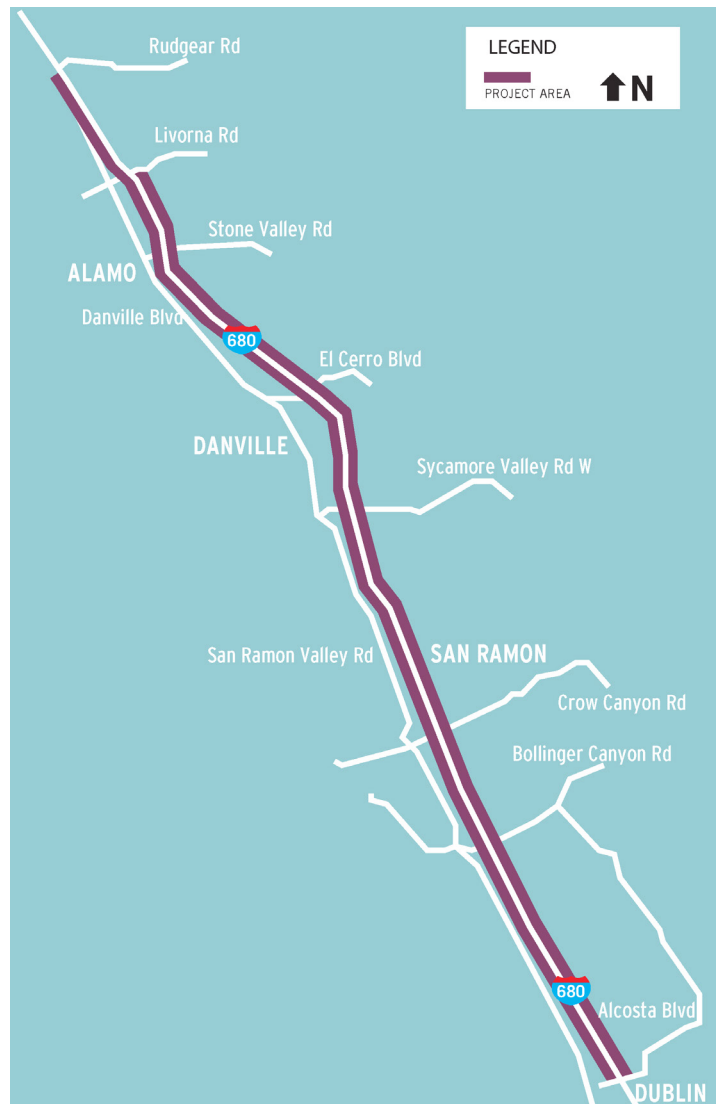
Project Description

The project converts existing HOV lanes to express lanes on I-680 from Rudgear Road to Alcosta Boulevard in the southbound direction and from Alcosta Boulevard to Livorna Road in the northbound direction. It will result in 23 express lane miles through San Ramon, Danville, Alamo and southern Walnut Creek. No widening or additional lanes will be added to the freeway.

This conversion project includes striping lanes and installing sign gantries, signs, FasTrak® toll tag readers, and traffic monitoring video cameras. In addition, the project installs equipment and observation areas to help the California Highway Patrol enforce proper use of the lanes.

Project Highlights and Progress

- Public open house was held in March 2014.
- Preliminary engineering report and environmental document were completed in August 2014.
- Final design for both the backhaul communication network and the toll system were completed in December 2015.
- Final roadway design was completed in April 2015. Civil construction was completed in May 2017.
- Backhaul contractor completed installation of 26 miles of fiber optic cable in June 2017.
- Corridor Testing was completed in August 2017.
- Toll system equipment and software was finalized and tested in September 2017.
- Backhaul operations and maintenance started in October 2017.
- The toll system went live to the public on October 9, 2017.



Current Project Activities

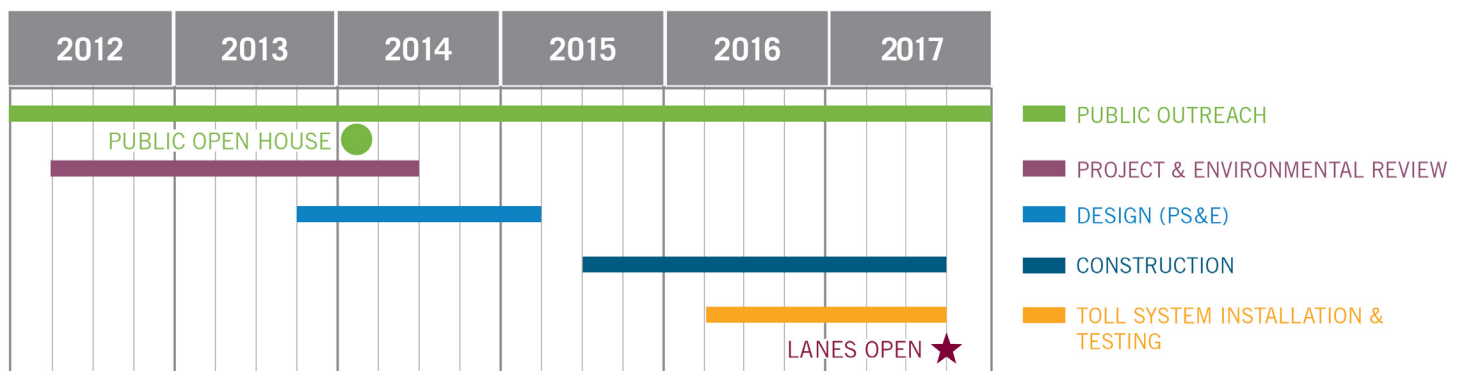
- The integrator is fine tuning field equipment and addressing punch list items in preparation for Operations Testing in summer of 2018. This test verifies the toll system meets all specifications and leads to the maintenance phase of operations.
- The Backhaul contractor completed project 'as-built' documentation and is performing ongoing operations of the communications network.
- Beginning in this Quarterly Report, since civil construction is complete and the express lanes are open, this capital project will be archived in Appendix B and no further updates will be made to the project summary.

I-680 Contra Costa Express Lanes regulatory sign.

Photos courtesy of Noah Berger.



Project Schedule by Phase



Project Cost

Program Estimate ⁽¹⁾	Cost Forecast ⁽²⁾	Regional Measure 2 Funds (allocated)	BAIFA Express Lane Funds ⁽³⁾			Physical % Complete ⁽⁴⁾
			Dec. 2015 Amendment	June 2017 Amendment	Expended through 3/31/18	
55.6	55.6		55.6	55.6	49.7	98%

Costs shown in millions of escalated dollars.

The program estimate for this project includes planning, design, construction, utilities, backhaul communications and toll system integration.

⁽¹⁾ Program estimate represents current estimated cost to complete each project.

⁽²⁾ Cost forecast represents current estimated cost to complete phases that are funded for each project.

⁽³⁾ BAIFA Express Lane Funds represent the funds that have been allocated from the BAIFA budget.

⁽⁴⁾ Physical percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.

APPENDIX C

I-680 Contra Costa Express Lanes Operations Report

Note: Due to COVID-19 shelter-in-place restrictions, toll operations ceased in mid-March and resumed on June 1, 2020. June 2020 express lanes trips and tolls were significantly below historical trends, and will be reported in the next quarterly report.

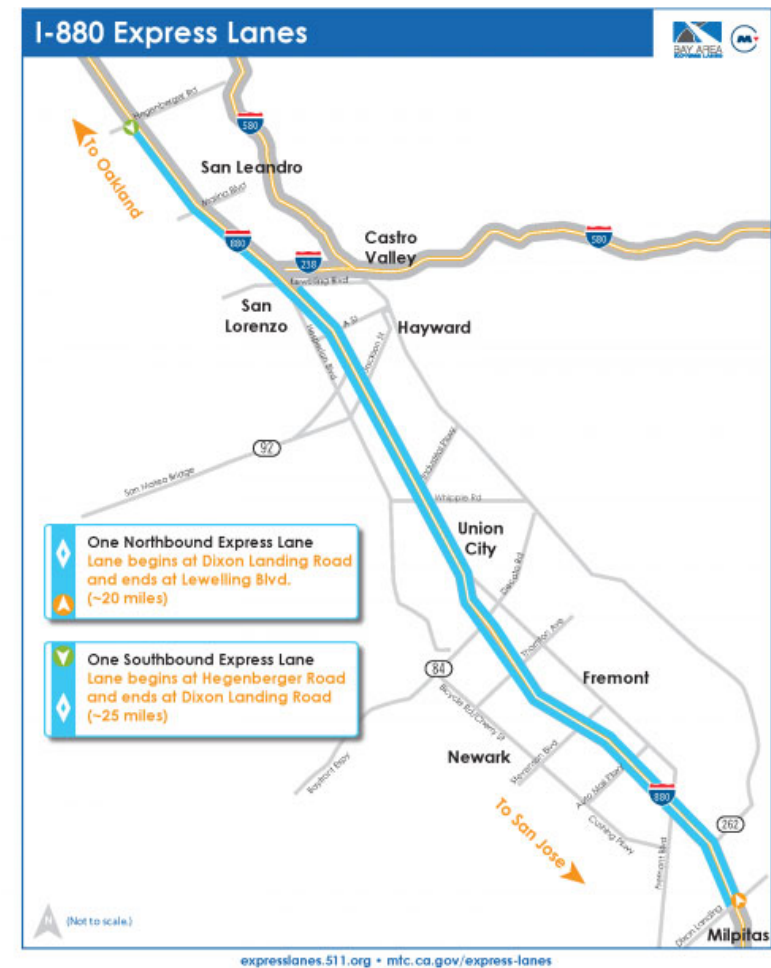
MTC Express Lanes Quarterly Report: 2nd Quarter (April-June 2020)

Bay Area Infrastructure Financing Authority: September 23, 2020

Lisa Klein, Director, Field Operations & Asset Management



I-880 Express Lanes: Opening October 2020



I-680 Contra Costa Express Lanes Extension: Gap Closure Opened for Carpools on August 24

