



Bay Area Infrastructure Financing Authority  
 Bay Area Metro Center  
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## *Memorandum*

TO: BAIFA

DATE: July 11, 2018

FR: Executive Director

W. I. 6840

RE: BAIFA Resolution No. 9, Revised – Express Lane Program Expenditure Plan

The Express Lane Program Expenditure Plan (Expenditure Plan) is the mechanism by which BAIFA allocates Express Lanes Capital Program funds in the BATA Capital Budget to projects in the BAIFA network. Staff recommends the Authority approve BAIFA Resolution No. 9, Revised, which updates the Expenditure Plan to reflect (1) new funding to connect Caltrans freeway management equipment on I-880 to the backhaul fiber communications network (Backhaul) and (2) updated costs for certain corridors. Further explanation of these updates follows below.

- (1) The Express Lanes Capital Program funds in the FY 2018-19 BATA Capital Budget has increased by \$3 million due to funds transferred from MTC Service Authority for Freeways and Expressways (SAFE) to install fiber lateral connections to connect Caltrans freeway management equipment, including closed circuit television cameras and changeable message signs, to the Backhaul within the I-880 Express Lane project limits. Staff proposes to add this work to the existing express lanes civil contract in order to minimize contractor mobilization costs, construction duration and impacts to the public (see Agenda Item 2c) and revise the Expenditure Plan line item for ALA-880 Express Lanes accordingly (Line 1).
- (2) The revised Expenditure Plan reflects updated cost estimates for several corridors that are not fully funded:
  - The updated cost for the I-80 Express Lanes in Solano County (\$228 million) reflects final design. This project is now shelf-ready. (Line 4)
  - The updated cost for express lanes on I-80 in Alameda and Contra Costa counties (\$193 million) and the approaches to the San Mateo Bridge (\$10 million) and Dumbarton Bridge (\$9 million) reflect actual costs on recent express lane projects on I-880 and I-680. (Lines 9 – 11)
  - The updated cost of the I-680 Northbound Express Lane Completion in Contra Costa County (\$390 million) reflects the middle range of the alternatives under consideration in the Design Alternative Assessment and Project Initiation Document being undertaken jointly by MTC and the Contra Costa County Transportation Authority (CCTA). This line in the Expenditure Plan has also been updated to show funds MTC and CCTA have secured for the environmental phase of work. (Line 13)

These updates increase the unmet funding need to nearly \$800 million for near and mid-term projects in BAIFA's network, alone. Staff estimates the total unmet funding need for all mid-term regional express lanes, including those operated by other agencies, to be roughly \$3 billion. While Regional Measure 3, which includes \$300 million for express lanes, will make a significant dent in the funding need, it will take a combination of state, regional, local and federal funding to complete the express lane network.

Staff anticipates further revisions to the Expenditure Plan this fall to reflect updated toll system costs for the I-880 and I-680 Northern Segment, Southbound projects (Lines 1 and 3), for which staff is currently negotiating change orders with the toll system integrator Transcore, LP. Staff expects costs to increase to account for some expansion of contract scope and for the extended duration of the contract through the opening of these two projects in 2019 and 2021, respectively. In addition, staff expects some savings once we close out the contracts for the I-680 Southern Segment Express Lanes in Contra Costa County (Line 2), which opened in October 2017. The remaining work on this project includes: toll system acceptance, site investigations related to Backhaul construction; and the analysis comparing conditions before and after the project.



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Steve Heminger

SH:lk  
Attachment

## Attachment A

### Recommended Revisions to Express Lanes Program Expenditure Plan

Escalated dollars (rounded to 000s)

Costs include project capital and support as well as program policy, management and coordination

Line No.	Conversions and Gap Closure Opportunity Projects (1)	Revised Expenditure Plan, June 2017				Revised Expenditure Plan, July 2018 changes highlighted in yellow					Proposed Adjustment to BATA Express Lane Funds
		Cost	Regional Measure 2 (allocated)	BATA Express Lane Funds	Unmet Funding Need	Cost	Regional Measure 2 (allocated)	Other Funding (allocated)	BATA Express Lane Funds	Unmet Funding Need	
	<b>Near-Term</b>										
1	ALA-880: San Leandro - Milpitas	132,466		132,466	0	135,466			135,466	0	3,000
2	CC-680 Southern Segment: Walnut Creek - San Ramon	55,649		55,649	0	55,649			55,649	0	
3	CC-680 Northern Segment, Southbound (HOV Completion and HOV Conversion): Martinez - Walnut Creek (2)	55,099	3,812	51,288	0	123,906	19,425	53,194	51,288	0	
4	SOL-80: Fairfield - Vacaville (3)	179,425	15,200	18,966	145,259	228,160	15,200		18,966	193,994	
5	Centralized Toll System Costs	33,574		33,574	0	33,574			33,574	0	
6	Program Costs: Planning, Coordination & Management	28,437		28,437	0	28,437			28,437	0	
7	Program Contingency	18,100		5,128	12,972	18,100			5,128	12,972	
8	Capitalized Start-up O&M (4)	16,000		16,000	0	16,000			16,000	0	
	<b>Mid-Term</b>										
9	ALA/CC-80 and Westbound Approaches to the Bay Bridge (80, 580, 880, West Grand): Crockett - Bay Bridge	98,315	5,000		93,315	193,000	5,000			188,000	
10	Dumbarton Bridge Westbound Approach (SR-84)	5,959		323	5,636	9,000			323	8,677	
11	San Mateo Bridge Westbound Approach (SR-92)	6,610		369	6,241	10,000			369	9,631	
13	CC-680 Northbound Express Lane Completion: Walnut Creek - Benicia (5)	71,862	1,511		70,351	390,000	1,511	20,000		368,489	
14	Centralized & Program Costs& Start Up O&M - Gap Closures & Future Conversions	TBD			0	TBD				0	
	<b>TOTAL</b>	<b>701,496</b>	<b>25,523</b>	<b>342,200</b>	<b>333,773</b>	<b>1,241,293</b>	<b>41,136</b>	<b>73,194</b>	<b>345,200</b>	<b>781,763</b>	<b>3,000</b>

Notes (1) Other Future 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

(2) Cost represents the total for HOV Completion and Conversion to Express Lanes. Other funds committed to the HOV Completion portion include Measure J (\$37M) and STIP (\$16M)

July 2018 revisions to the table: inclusion of total cost and funding for HOV Completion (the prior table included only the express lane program contribution) and technical corrections to the total cost and RM2 funding amounts

(3) Represents the total for the West and East segments, listed previously as two separate projects. The project is funded through the design phase.

(4) A portion of the BAIFA funds was transferred to the FY 2017-18 BAIFA Operating Budget for I-680 start up operations. Any unused funds will be returned at the close of FY 2017-18.

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

Date: June 24, 2015  
W.I.: 6840  
Referred by: BAIFA  
Revised: 12/16/15-BAIFA  
06/28/17-BAIFA  
07/25/18-BAIFA

### ABSTRACT

#### BAIFA Resolution No. 9, Revised

This resolution establishes an expenditure plan for the Express Lane Program funds in the BATA Capital Budget.

This resolution was revised on December 16, 2015 to shift funds from line items for Program Contingency and Centralized Toll System Costs to the line item for CC-680 Southern Segment in order to fully fund the Backhaul for the CC-680 Southern Segment express lane.

This resolution was revised on June 28, 2017 to add funds to the Expenditure Plan and shift funds from the line item for Program Contingency to the line item for the ALA-880 Express Lanes.

This resolution was revised on July 25, 2018 to: reflect additional funding to connect Caltrans freeway management equipment to the Backhaul within the I-880 Express Lane project limits and to reflect updated costs for certain corridors.

Discussion of this item can be found in the Executive Director's Memoranda to the Authority dated June 17, 2015, December 9, 2015, June 21, 2017 and July 11, 2018.

Date: June 24, 2015  
W.I.: 6840  
Referred by: BAIFA

RE: Express Lane Program Expenditure Plan

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY  
RESOLUTION NO. 9

WHEREAS, the Metropolitan Transportation Commission ("MTC") and the Bay Area Toll Authority ("BATA") have executed a joint exercise of powers agreement dated as of August 1, 2006, as amended, which creates and establishes the Bay Area Infrastructure Financing Authority ("BAIFA"); and


WHEREAS, the Metropolitan Transportation Commission ("MTC") has requested that the Bay Area Infrastructure Financing Authority ("BAIFA") assist MTC in the development, financing, and operation of high-occupancy toll lanes in MTC's jurisdiction; and

WHEREAS, the BATA Capital Budget and Long-Range Plan includes funding for Express Lanes projects; and

WHEREAS, BAIFA wishes to establish an Express Lane Program Expenditure Plan to direct such funding to Express Lanes projects on the I-80, I-680 and I-80 corridors in Alameda, Contra Costa, and Solano Counties, now; therefore, be it

RESOLVED, that BAIFA directs the available funding as shown in the Express Lane Program Expenditure Plan in Attachment A to implement express lanes on the I-80, I-680 and I-880 corridors in Alameda County, Contra Costa County and Solano County.

BAY AREA INFRASTRUCTURE FINANCING  
AUTHORITY



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Dave Cortese, Chair

The above resolution was entered into by  
the Bay Area Infrastructure Financing Authority  
at a regular meeting of the Authority held in  
Oakland, June 24, 2015.

Date: June 24, 2015  
W.I.: 6840  
Referred by: BAIFA  
Revised: 12/16/15-BAIFA  
06/28/17-BAIFA  
07/25/18-BAIFA

Attachment A  
BAIFA Resolution No. 9  
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## Express Lane Program Expenditure Plan

Escalated dollars (rounded to 000s)

Costs include project capital and support as well as program policy, management and coordination

Line No.	Conversions and Gap Closure Opportunity Projects (1)	Cost	Regional Measure 2 (allocated)	Other Funding (allocated)	BATA Express Lane Funds	Unmet Funding Need
	<b>Near-Term</b>					
1	ALA-880: San Leandro - Milpitas	135,466			135,466	0
2	CC-680 Southern Segment: Walnut Creek - San Ramon	55,649			55,649	0
3	CC-680 Northern Segment, Southbound (HOV Completion and HOV Conversion): Martinez - Walnut Creek (2)	123,906	19,425	53,194	51,288	0
4	SOL-80: Fairfield - Vacaville (3)	228,160	15,200		18,966	193,994
5	Centralized Toll System Costs	33,574			33,574	0
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8	Capitalized Start-up O&M (4)	16,000			16,000	0
	<b>Mid-Term</b>					
9	ALA/CC-80 and Westbound Approaches to the Bay Bridge (80, 580, 880, West Grand): Crockett - Bay Bridge	193,000	5,000			188,000
10	Dumbarton Bridge Westbound Approach (SR-84)	9,000			323	8,677
11	San Mateo Bridge Westbound Approach (SR-92)	10,000			369	9,631
13	CC-680 Northbound Express Lane Completion: Walnut Creek - Benicia (5)	390,000	1,511	20,000		368,489
14	Centralized & Program Costs & Start Up O&M - Gap Closures & Future Conversions	TBD				0
	<b>TOTAL</b>	<b>1,241,293</b>	<b>41,136</b>	<b>73,194</b>	<b>345,200</b>	<b>781,763</b>

Notes (1) Other Future 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.

(2) Cost represents the total for HOV Completion and Conversion to Express Lanes. Other funds committed to the HOV Completion portion include Measure J (\$37M) and STIP (\$16M).

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