



BAY AREA EXPRESS LANES



MTC Express Lanes Quarterly Report 2nd Quarter, April - June, 2018

Submitted: September 2018

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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 2018, 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 2018 Highlights	Current Activities
<p>I-880 Alameda (ALA-880) San Leandro to Milpitas <i>Hegenberger Road/Lewelling Boulevard to Dixon Landing Road</i></p>	<ul style="list-style-type: none"> • Civil Infrastructure installation from Dixon Landing Rd. to Fremont Blvd. was completed. • Backhaul fiber for the southern portion of the project was completed. • MTC’s express lanes scope of work to be delivered through Caltrans’ median barrier contract was completed, including barrier demolition, express lane sign structure foundations and light foundations. • Staff kept residents and stakeholders in the I-880 corridor informed about express lane construction. 	<ul style="list-style-type: none"> • The express lane civil contractor will continue work on infrastructure installation and PG&E service connections in the area from Fremont Blvd. to SR 92, which is 75% complete. • The express lanes civil contractor will continue to install a retaining wall in the freeway shoulder near Hacienda Ave. in Hayward. • Backhaul fiber work for the northern portion of the project is underway. • The toll system integrator will begin work. • In July, funds were added to the budget for installation of fiber laterals to connect Caltrans freeway management equipment to the communications backhaul within the I-880 Express Lanes project limits. Caltrans plans to complete design in August 2018. The work will be incorporated into the I-880 civil construction contract as a change order. • Monthly construction notices and ramp closure/detour notices continue to be sent.
<p>I-680 Contra Costa Southern Segment (CC-680 South) Walnut Creek to San Ramon <i>Livorna Road/Rudgear Road to Alcosta Boulevard</i></p>	<ul style="list-style-type: none"> • See Appendix C for second quarter performance data. 	<ul style="list-style-type: none"> • Project complete; see Appendix B for archived summary.
<p>I-680 Contra Costa Northern Segment Southbound (CC-680 North SB) Martinez to Walnut Creek <i>Marina Vista Boulevard to Rudgear Road/SR 242</i></p>	<ul style="list-style-type: none"> • CCTA opened civil construction bids in June 2018. • A public meeting to review replacement planting conceptual designs was held in June 2018. 	<ul style="list-style-type: none"> • The toll system integrator is working on the 100% design package for the toll system. • While PG&E utility relocation is complete, Wave Communication guy wire relocation for utility poles is ongoing. • CCTA will award a civil construction contract in July 2018. • The replacement planting design will be updated to incorporate public feedback. • Staff is preparing a contract change order for the backhaul contractor to reroute in-use backhaul fiber in Walnut Creek prior to lane widening. Reroute design is planned for completion in summer 2018.

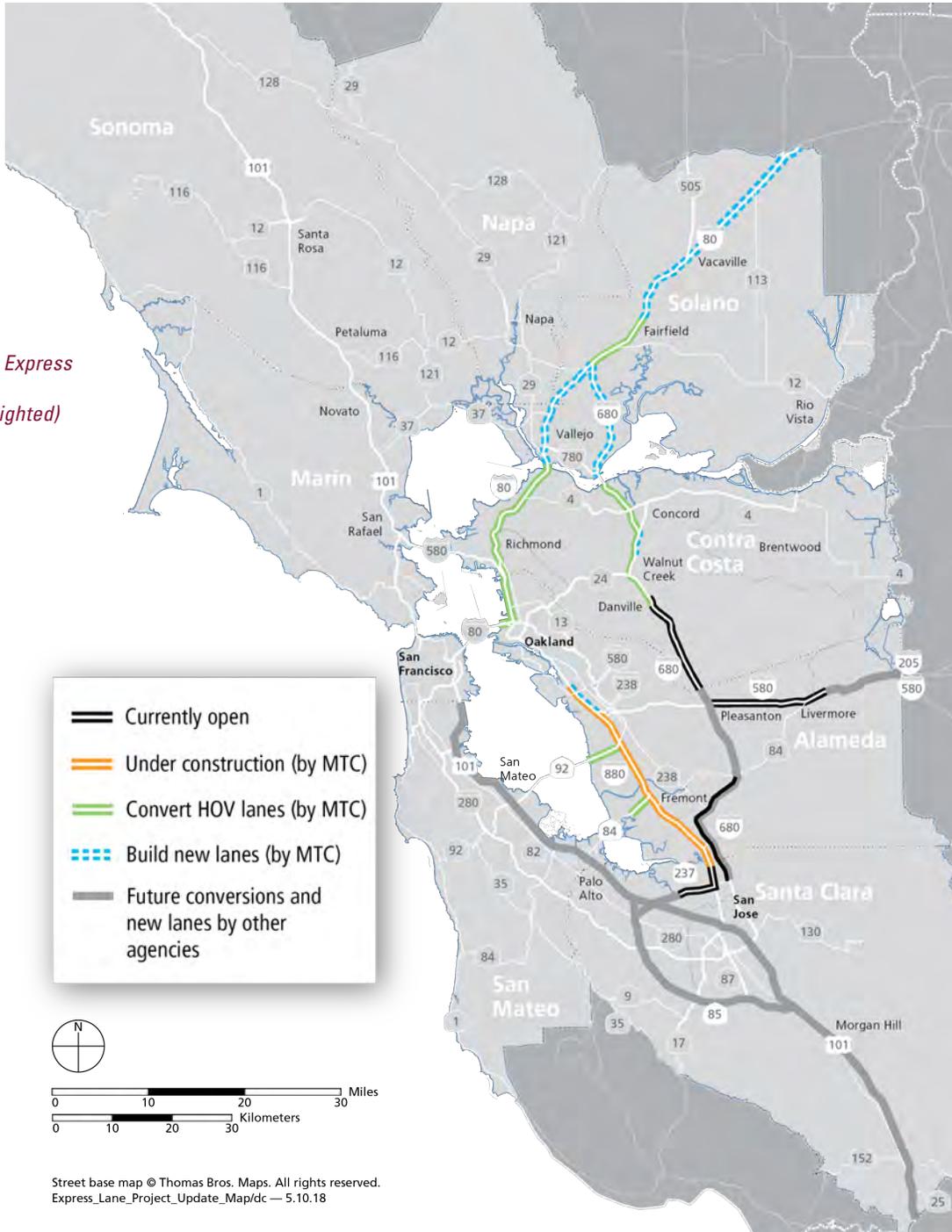
Project Development & Construction	2 ^d Quarter 2018 Highlights	Current Activities
I-80 Solano (SOL-80) Fairfield to Vacaville <i>Red Top Road to I-505</i>	<ul style="list-style-type: none"> The project reached the Ready-to-List milestone in April 2018. 	<ul style="list-style-type: none"> The project team is completing final remaining design activities so that the project will be shelf-ready should construction funds become available.
Program Management	<ul style="list-style-type: none"> Staff finalized the Fiscal Year 2018/19 Operating Budget. Staff presented to local transportation stakeholder groups about I-680 Contra Costa Express Lanes performance. Staff coordinated with other public agency staff on the possibility of the future US-101 express lanes in San Mateo County being owned and operated by BAIFA. 	<ul style="list-style-type: none"> Staff will begin planning and working with partner express lane agencies to determine how to benefit from synergies of similar work. Staff is developing a program of strategic and technical research for the coming year.
Toll System	<ul style="list-style-type: none"> In May 2018, the integrator completed the Disaster Recovery Test to demonstrate the failover process to a redundant toll system is functional. 	<ul style="list-style-type: none"> Staff continues to work with the toll system integrator to address system bugs and prepare for I-680 Southern Segment Operations Testing in September 2018. Staff is negotiating with the toll system integrator on expansion of the contract scope and for the extended duration of the contract through the opening of the I-880 and I-680 Northern Segment Southbound projects in 2019 and 2021, respectively. Staff anticipates updating the expenditure plan accordingly.

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.

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

Map of Bay Area Express Lanes
(MTC lanes highlighted)



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	●	●	●
					<i>Project completed 2017</i>		
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	End of 2019	●	15
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	Fall 2021	●	19

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) programwide 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. The expended-as-of amounts shown represent the amount of BATA Express Lane funds expended through May 31, 2018; June 2018 expended-as-of amounts will be included once the 2018 fiscal year is closed out. The confidence level assessment reflects potential risks to each project budget; for more information, see Section III.D Risk Management Plan. Staff anticipates revisions to the Expenditure Plan in fall 2018 to reflect updated toll system costs for the I-880 and I-680 Northern Segment Southbound projects pending the outcome of negotiations with the toll system integrator on expanded scope and extended schedule for these corridors.

Project ⁽¹⁾	Total Cost Estimate ⁽²⁾	Cost Estimate, Funded Phases ⁽³⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BATA Express Lane Funds ⁽⁴⁾			Percent Complete ⁽⁵⁾	Confidence Level ⁽⁶⁾
					June 2017 Amendment	July 2018 Amendment	Expended as of 5/31/18		
NEAR-TERM CONVERSIONS AND GAP CLOSURE OPPORTUNITY PROJECTS									
<i>Costs shown in millions of escalated dollars</i>									
I-880 Alameda	135.5	135.5			132.5	135.5	60.0	45%	●
I-680 Contra Costa Southern Segment	55.6	55.6			55.6	55.6	49.9	98%	●
I-680 Contra Costa Northern Segment Southbound ⁽⁷⁾	123.9	123.9	19.4	53.2	51.3	51.3	5.3	25%	●
I-80 Solano	228.2	34.2	15.2		19.0	19.0	8.7	20%	●
Centralized Toll System	33.6	33.6			33.6	33.6	16.0	60%	●
Program Planning, Coordination & Management	28.4	28.4			28.4	28.4	18.0	75%	●
Program Contingency	18.1	18.1			5.1	5.1			●
Capitalized Start-up O&M	16.0	16.0			16.0	16.0	4.5		●
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	1,241.3	472.5	41.1	73.2	342.2	345.2	163.2	50%	

⁽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⁾ BATA Express Lane Funds represent the funds that have been allocated from the BATA 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 (\$37M) and STIP (\$16M).

⁽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. There were no changes to the MTC Express Lanes Program in the second quarter. However, this Quarterly Report includes a change to the Expenditure Plan adopted by BAIFA in July 2018, just after the close of the second quarter. The July 2018 Expenditure Plan transfers \$3.0 million of Service Authority for Freeways and Expressways (SAFE) funds to the I-880 Alameda express lanes project budget to install fiber lateral connections to the backhaul network for CCTV cameras and changeable message signs on behalf of Caltrans. This will be documented as a change to the project.

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, 2018, the risk exposure stands at \$6.1 million, which is lower than the \$7.2 million reported last quarter. This decrease is due to avoidance of the risk related to the bid environment for the I-680 Northern Segment as the bids received for this contract were within the engineer’s estimate.

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 July 11, 2018, the amount of BATA Express Lane Funds allocated to specific express lanes projects is \$340.1 million, plus program contingency, for a total authorized budget of \$345.2 million.

The current program contingency of \$5.1 million would not be sufficient if the risk exposure of \$6.1 million were to be 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 plans to be 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

- The most significant risk that could affect schedule relates to a Caltrans-managed repaving project in the corridor. Coordination issues with the project may delay completion of express lanes and impact the open-to-traffic date. Now that the repaving work is underway, MTC staff continues to work with Caltrans to coordinate construction activities and minimize lane closures. Additional schedule risks could result from delays in hook-ups to the AT&T communication network for the Backhaul and delays in installation of power drops by PG&E. Staff is actively monitoring these risks.

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

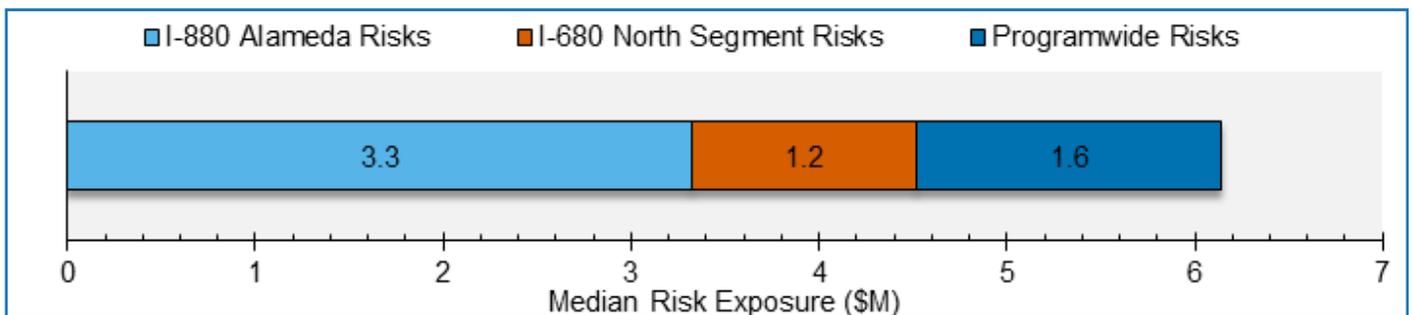


Chart #1 shows the contribution of each project’s risks toward the total program risk exposure. Risk exposure is calculated using Monte Carlo simulation.

I-880 Alameda (continued)

- The most significant risk that could affect cost relates to the toll system. Toll system integrator costs associated with schedule slippage and midday tolling may exceed available contingency, which was originally allocated for other known changes to tolling hardware. The project team is actively negotiating with the toll systems integrator on additional cost items, especially schedule slippage, program management and overhead sign installation.

- The most significant risk to cost was retired in June 2018 with the award of the civil construction contract, which was below the engineer’s estimate. MTC had been monitoring the potential for demand for construction-related services in the Bay Area to drive up some project costs. Fortunately, this turned out not to be the case for this contract.

I-680 Contra Costa Northern Segment Southbound

- The most significant risk that could affect schedule relates to a Caltrans-managed safety project in the corridor. Coordination with the project may delay completion of express lanes work and impact the open-to-traffic date. MTC and Caltrans staff continue to look for ways to coordinate the construction sequence that would reduce the overall schedule. Additional schedule risks are being actively monitored, including potential delay to civil contract delivery caused by contract specifications, weather and PG&E utility connections.

Programwide Risks

- Potential changes to state or national interoperability requirements may cause changes to design or operational policy that may have cost impacts for MTC’s Express Lanes Program. The California Toll Operators Committee has a goal that all operators will be able to read and process 6C transactions by spring of 2019. This would require tuning for the I-680 Contra Costa Southern Segment and thus may have cost impacts for MTC’s Express Lanes. This risk will be managed by participating in the development plan of the transition from Title 21 compliant toll technology to 6C compliant toll technology.

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

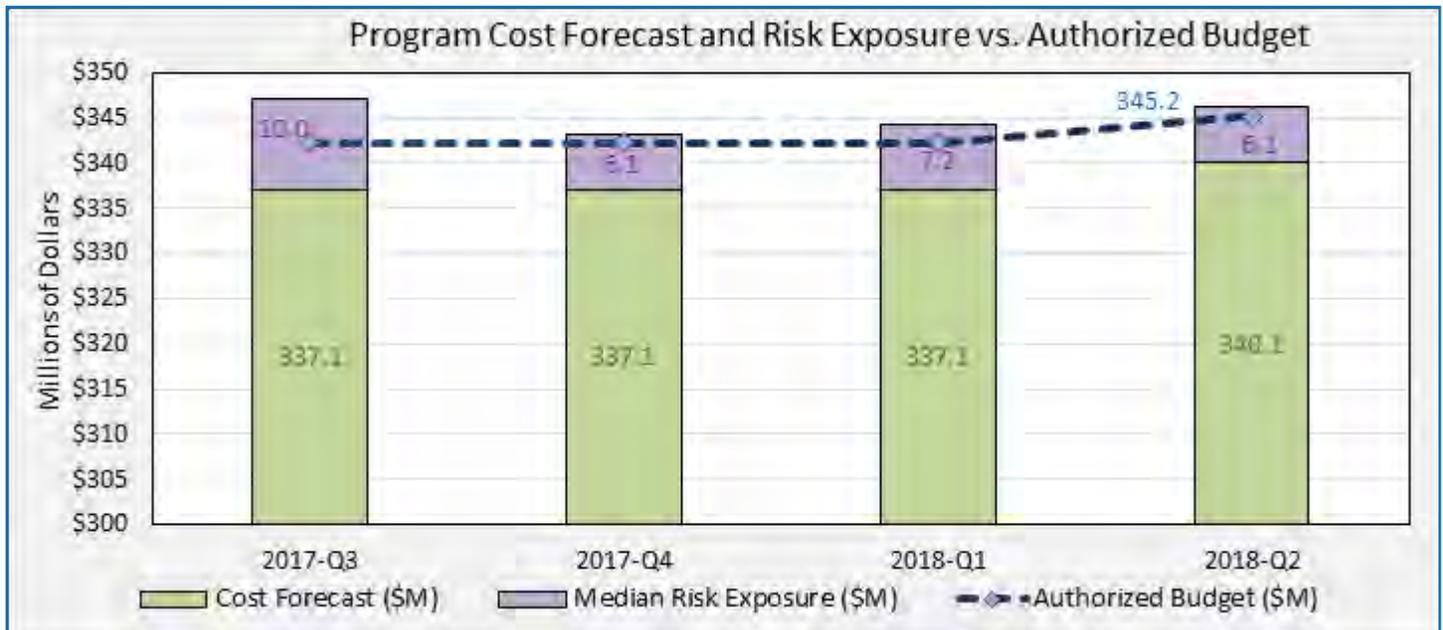


Chart #2 shows the program cost forecast and risk exposure as compared to the authorized program budget.

E. Active Capital Project Summaries

Centralized Functions

Toll System and Program Management, Planning and Regional Coordination

Total Estimated Cost

\$33.6 million for the Centralized Toll System
\$28.4 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 tollsetting 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

- Staff finalized the Fiscal Year 2018/19 Operating Budget.
- Staff presented to local transportation stakeholder groups about I-680 Contra Costa Express Lanes performance.
- Staff coordinated with other public agency staff on the possibility of the future US-101 express lanes in San Mateo County being owned and operated by BAIFA.

Current Program Management Activities

- Staff will begin planning and working with partner express lane agencies to determine how to benefit from synergies of similar work.
- Staff is developing a program of strategic and technical research for the coming year.

Toll System Highlights and Progress

- The construction contract for the backhaul communications network for the host data centers and I-680 Contra Costa Southern Segment was awarded in December 2015.
- The toll operations staffing contract was awarded in March 2016.
- Final toll system host and software design was approved in March 2016, and Factory Acceptance Testing of hardware and software was held in June 2016.
- Primary toll system host hardware was installed at the Benicia-Martinez Bridge toll plaza in November 2016 and communications were established with the field equipment. Back-up operations hardware was also installed at the Traveler Information Center (TIC) located at Caltrans District 4 in Oakland.
- Buildout of the Regional Operations Center was finished in March 2017.
- The integrator completed the formal First Zone Test, which was the first field test to compile live lane transactions into a single trip, in May 2017 and the Communications End-to-End Testing for the toll systems communications network in June 2017.
- The toll system began using the full backhaul network as of June 2017.
- The integrator completed Corridor Testing, which fully tested the entire toll and communications system, in August 2017 and finished installing and commissioned all field equipment in September 2017.
- The integrator and the FasTrak® Customer Service Center completed Production Readiness Testing of the data exchange in September 2017.
- The toll system went live to the public on October 9, 2017.
- In May 2018, the integrator completed the Disaster Recovery Test to demonstrate the failover process to a redundant toll system is functional.

Current Toll System Activities

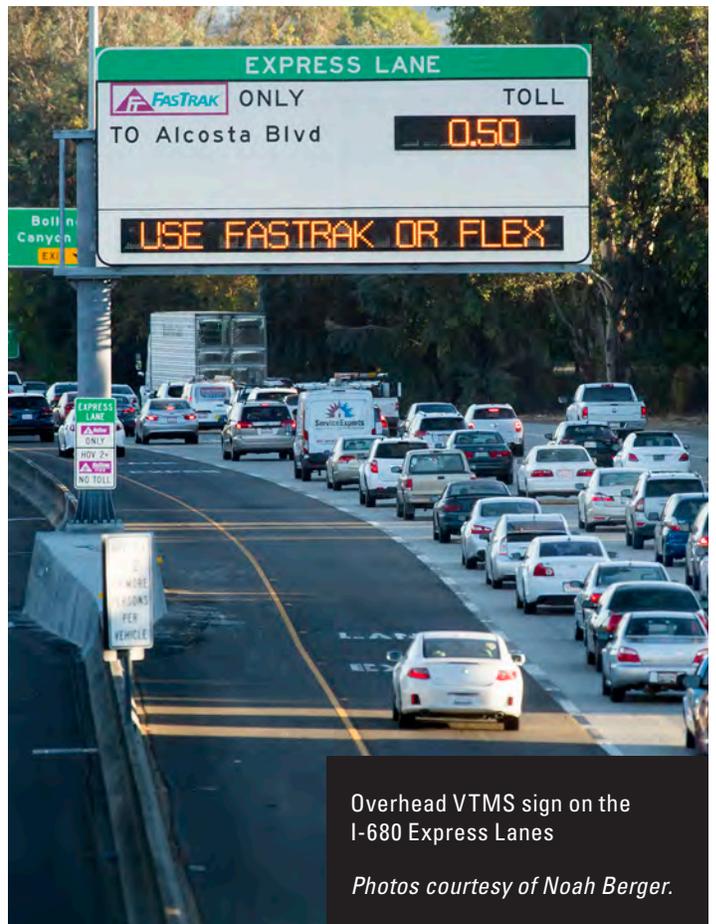
- Staff continues to work with the toll system integrator to address system bugs and prepare for I-680 Southern Segment Operations Testing in September 2018.
- Staff is negotiating with the toll system integrator on expansion of the contract scope and for the extended

duration of the contract through the opening of the I-880 and I-680 Northern Segment Southbound projects in 2019 and 2021, respectively. Staff anticipates updating the expenditure plan accordingly.



Closed-circuit television (CCTV) camera.

Photos courtesy of Noah Berger.



Overhead VTMS sign on the I-680 Express Lanes

Photos courtesy of Noah Berger.

I-880 Alameda (ALA-880)

Oakland to Milpitas

Hegenberger Road/Lewelling Boulevard to Dixon Landing Road

Total Cost Estimate

\$135.5 million

Scheduled Open Date

End of 2019

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 gantries, signs, FasTrak® toll tag readers, traffic monitoring video cameras and California Highway Patrol observation areas. It will result in 51 express lane miles between Oakland and Milpitas.

The express lanes conversion project is being coordinated with a median barrier reconstruction project and a future pavement resurfacing project, both led by Caltrans. The median barrier reconstruction project will install foundations and other infrastructure required for the future express lanes construction for a large portion of the express lanes corridor.

Project Highlights and Progress

- Public open house was held in March 2015.
- Preliminary engineering report and environmental document were completed in October 2016.
- Caltrans approved the mid-day hours of operation assessment in December 2016.
- Caltrans issued the encroachment permit for the civil construction contract in June 2017.
- 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.
- Civil Infrastructure installation from Dixon Landing Rd. to Fremont Blvd. was completed.



- Backhaul fiber for the southern portion of the project was completed.
- MTC’s express lanes scope of work to be delivered through Caltrans’ median barrier contract was completed, including barrier demolition, express lane sign structure foundations and light foundations.
- Staff kept residents and stakeholders in the I-880 corridor informed about express lane construction.

Current Project Activities

- The express lane civil contractor will continue work on infrastructure installation and PG&E service connections in the area from Fremont Blvd. to SR 92, which is 75% complete.
- The express lanes civil contractor will continue to install a retaining wall in the freeway shoulder near Hacienda Ave. in Hayward.

Current Project Activities (continued)

- Backhaul fiber work for the northern portion of the project is underway.
- The toll system integrator will begin work.

- In July, funds were added to the budget for installation of fiber laterals to connect Caltrans' freeway management equipment to the communications backhaul within the I-880 Express Lanes project limits. Caltrans plans to complete design in August 2018. The work will be incorporated into the I-880 civil construction contract as a change order.
- Monthly construction notices and ramp closure/detour notices continue to be sent.

Project Schedule by Phase



*Includes I-880 median barrier improvements.

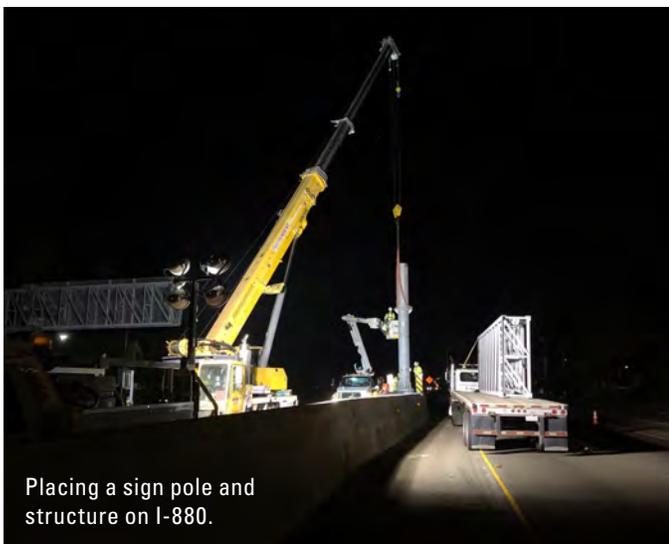
Project Cost

Total Cost Estimate ⁽¹⁾	Cost Estimate, Funded Phases ⁽²⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BATA Express Lane Funds ⁽³⁾			Percent Complete ⁽⁴⁾
				June 2017 Amendment	July 2018 Amendment	Expended as of 5/31/18	
135.5	135.5			132.5	135.5	60.0	45%

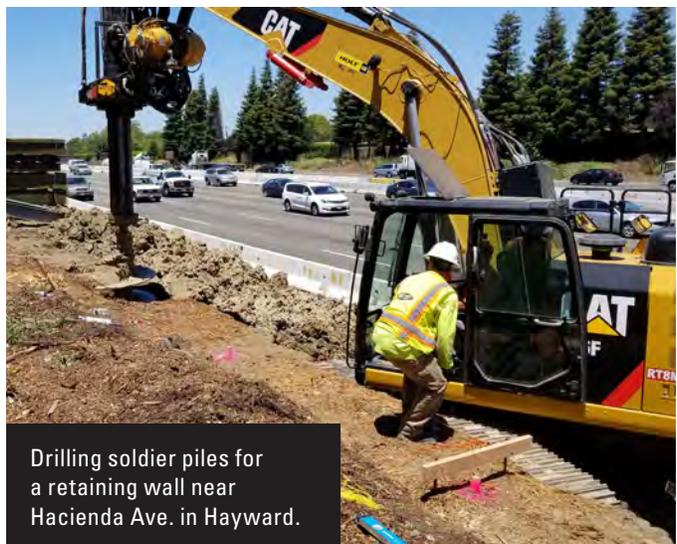
The cost estimate for this project includes planning, design, construction, utilities, backhaul communications and toll system integration.

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) BATA Express Lane Funds represent the funds that have been allocated from the BATA budget.
- (4) Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.



Placing a sign pole and structure on I-880.



Drilling soldier piles for a retaining wall near Hacienda Ave. in Hayward.

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

Martinez to Walnut Creek

Benicia Bridge to Rudgear Road

Total Cost Estimate

\$123.9 million (\$51.3 million to be funded by BAIFA)

Scheduled Open Date

Fall 2021

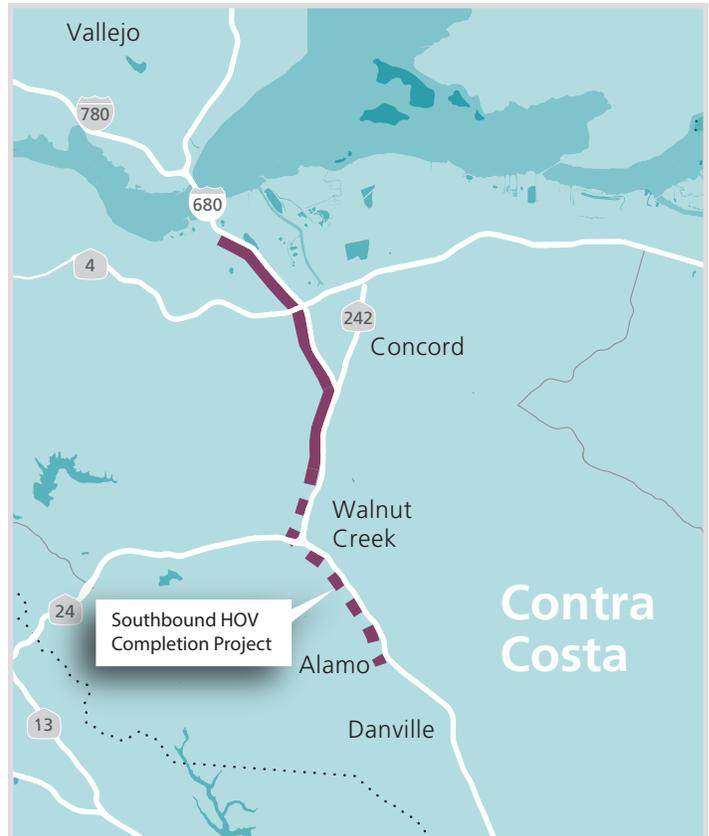
Project Description

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 accepted the Traffic Operation Analysis Report in October 2015, and agreed with the mid-day hours of operation analysis in early 2017.
- Caltrans signed the environmental document in December 2016 and approved the Project Report in August 2017.
- Project staff met with the Walnut Creek Mayor and city staff in May 2017 to review the construction plan and impacts.
- Environmental revalidation was completed in September 2017. The Office of U.S. Fish and Wildlife Service provided concurrence that the project is not likely to adversely affect any known federally listed species.
- 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.
- Caltrans issued the encroachment permit for the civil construction contract in February 2018.
- CCTA opened civil construction bids in June 2018.



- A public meeting to review replacement planting conceptual designs was held in June 2018.

Current Project Activities

- The toll system integrator is working on the 100% design package for the toll system.
- While PG&E utility relocation is complete, Wave Communication guy wire relocation for utility poles is ongoing.
- CCTA will award a civil construction contract in July 2018.
- The replacement planting design will be updated to incorporate public feedback.
- Staff is preparing a contract change order for the backhaul contractor to reroute in-use backhaul fiber in Walnut Creek prior to lane widening. Reroute design is planned for completion in summer 2018.

Project Schedule by Phase



Project Cost

Total Cost Estimate ⁽¹⁾	Cost Estimate, Funded Phases ⁽²⁾	Regional Measure 2 Funds (allocated)	Other Funding (allocated)	BATA Express Lane Funds ⁽³⁾			Percent Complete ⁽⁴⁾
				June 2017 Amendment	July 2018 Amendment	Expended as of 5/31/18	
123.9	123.9	19.4	53.2	51.3	51.3	5.3	25%

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⁾ BATA Express Lane Funds represent the funds that have been allocated from the BATA budget.
- ⁽⁴⁾ Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.

I-80 Solano (SOL-80)

Fairfield to Vacaville

Red Top Road to I-505

Total Cost Estimate

\$228.2 million

Scheduled Open Date

End of 2021, 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.

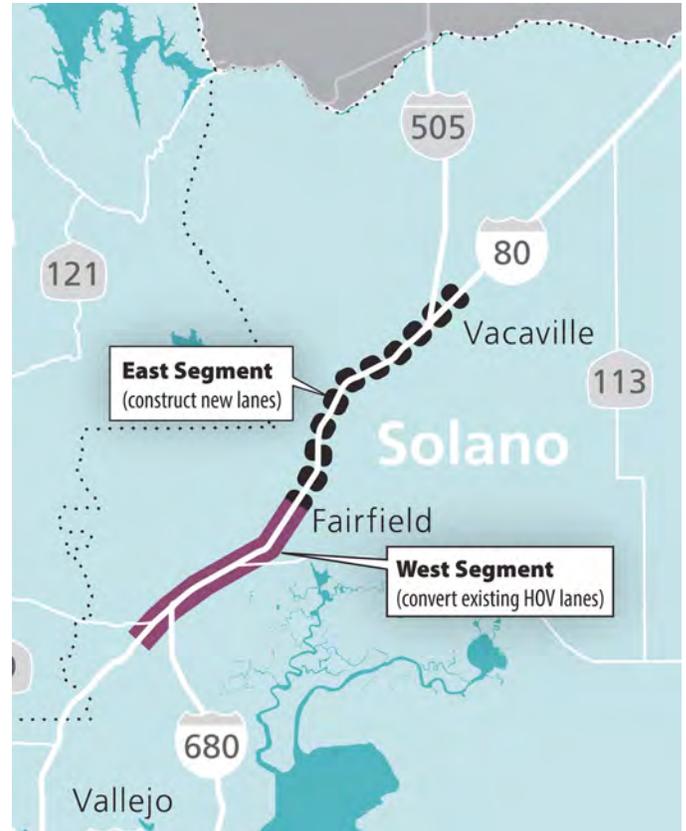
The project will also construct new eastbound and westbound lanes between Air Base Parkway and I-505 in Vacaville. In this section, the highway will be widened along with the installation of express lane striping, signage and equipment. The project will result in 36 miles of express lanes on I-80 in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



Current Project Activities

- The project team is completing final remaining design activities so that the project will be shelf-ready should construction funds become available.

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)	BATA Express Lane Funds ⁽³⁾			Percent Complete ⁽⁴⁾
				June 2017 Amendment	July 2018 Amendment	Expended as of 5/31/18	
228.2	34.2	15.2		19.0	19.0	8.7	20%

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⁾ BATA Express Lane Funds represent the funds that have been allocated from the BATA budget.
- ⁽⁴⁾ Percent complete shown is based on the achievement of major milestones whether those milestones were completed using BAIFA funds or other funds.

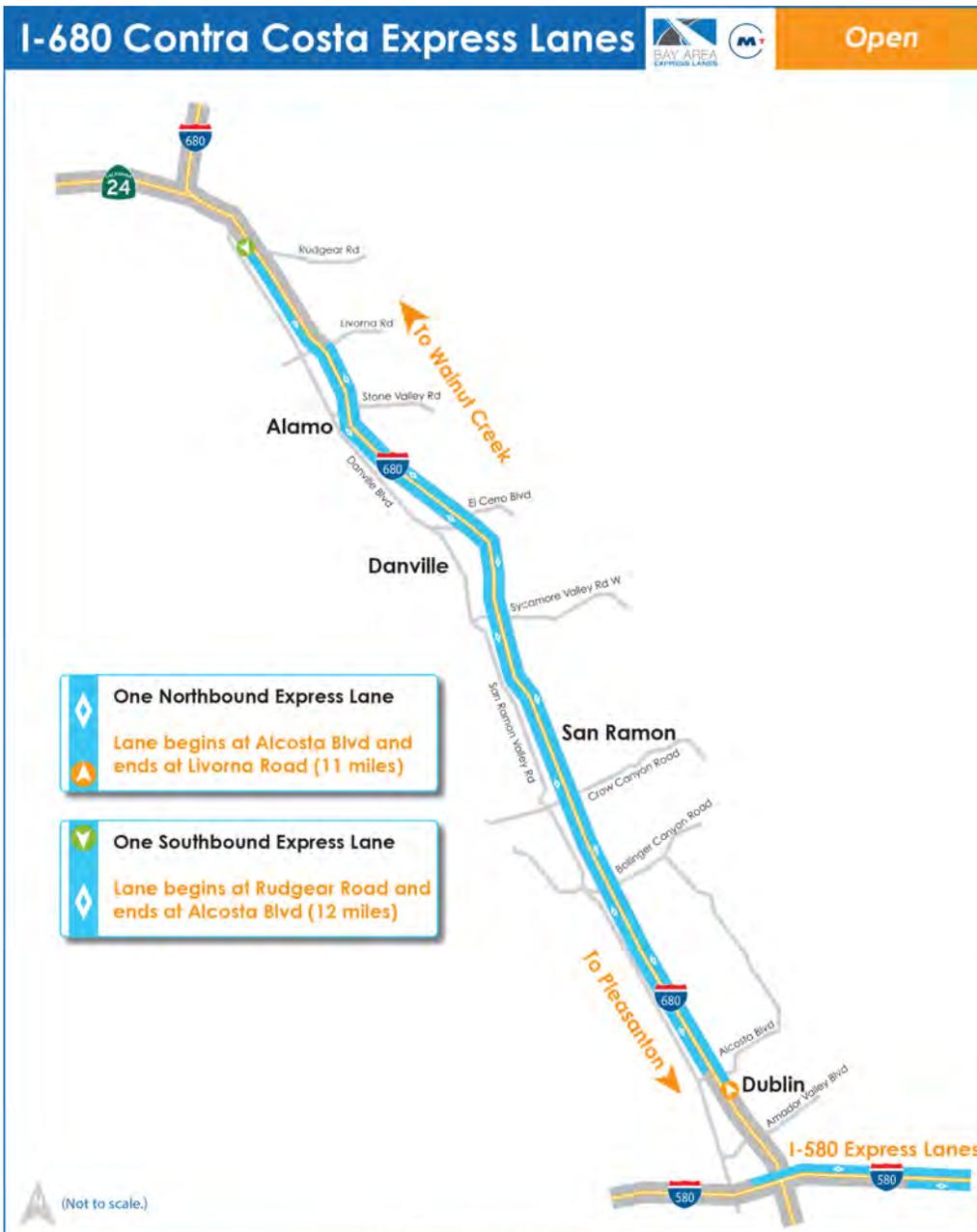
IV. OPERATIONS

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 contactor staff perform public outreach and education, track and report on program performance and analyze traffic, and support operations in other ways as needed.

See **Appendix C** for a summary of second quarter 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

Operating Revenue and Expense Summary

The summary below shows the FY 2017/18 operating budget compared to the most recent 'actuals' for revenue and expenses. Revenue reflects revenue received by BAIFA from tolls, violations and capital start-up funds. Expenses reflect expense incurred by BAIFA for the FasTrak® Customer Service Center, the I-680 Contra Costa Express Lanes, the Backhaul communications network, and program staffing and administration. The expended as-of amounts shown represent the amount of BATA Express Lane funds expended through May 31, 2018; June 2018 expended as-of amounts will be included once the 2018 fiscal year is closed out.

FY 2017/18 BAIFA Operating Budget⁽¹⁾

	FY 2017-18 Budget	Expended as of 5/31/2018	% of Budget
REVENUE			
General Toll Revenue	5,200	6,649	128%
Violation Revenue	500	715	143%
Interest Revenue	-	45	100%
Transfers In from Capital Fund	2,915	2,915	100%
Total Revenue	8,615	10,325	120%
EXPENSE			
FasTrak® Operations and Maintenance			
RCSC Operations	1,335	1,182	89%
Banking/Credit Card Fees	240	177	74%
Toll Collection Services	225	112	50%
<i>Subtotal</i>	1,800	1,471	82%
Express Lanes Administration			
Salaries, Benefits & Overhead	1,460	609	42%
Professional/Consultant Service	322	210	65%
Audit/Accounting/Other	30	0	0%
Insurance	59	3	5%
Other	99	4	4%
<i>Subtotal</i>	1,970	826	42%
Express Lanes & Backhaul Operations and Maintenance			
Express Lane Toll Operators	799	257	32%
California Highway Patrol Enforcement	320	0	0%
Roadway Maintenance	1,392	200	14%
Toll System Operations & Maintenance	1,916	0	0%
Caltrans Express Lanes Operations & Maintenance	155	0	0%
Utility Service	263	26	10%
<i>Subtotal</i>	4,845	483	10%
Total Expense	8,615	2,780	32%
NET (Total Revenue less Total Expense)		\$7,544	

⁽¹⁾ Dollars rounded to nearest thousand.

APPENDICES

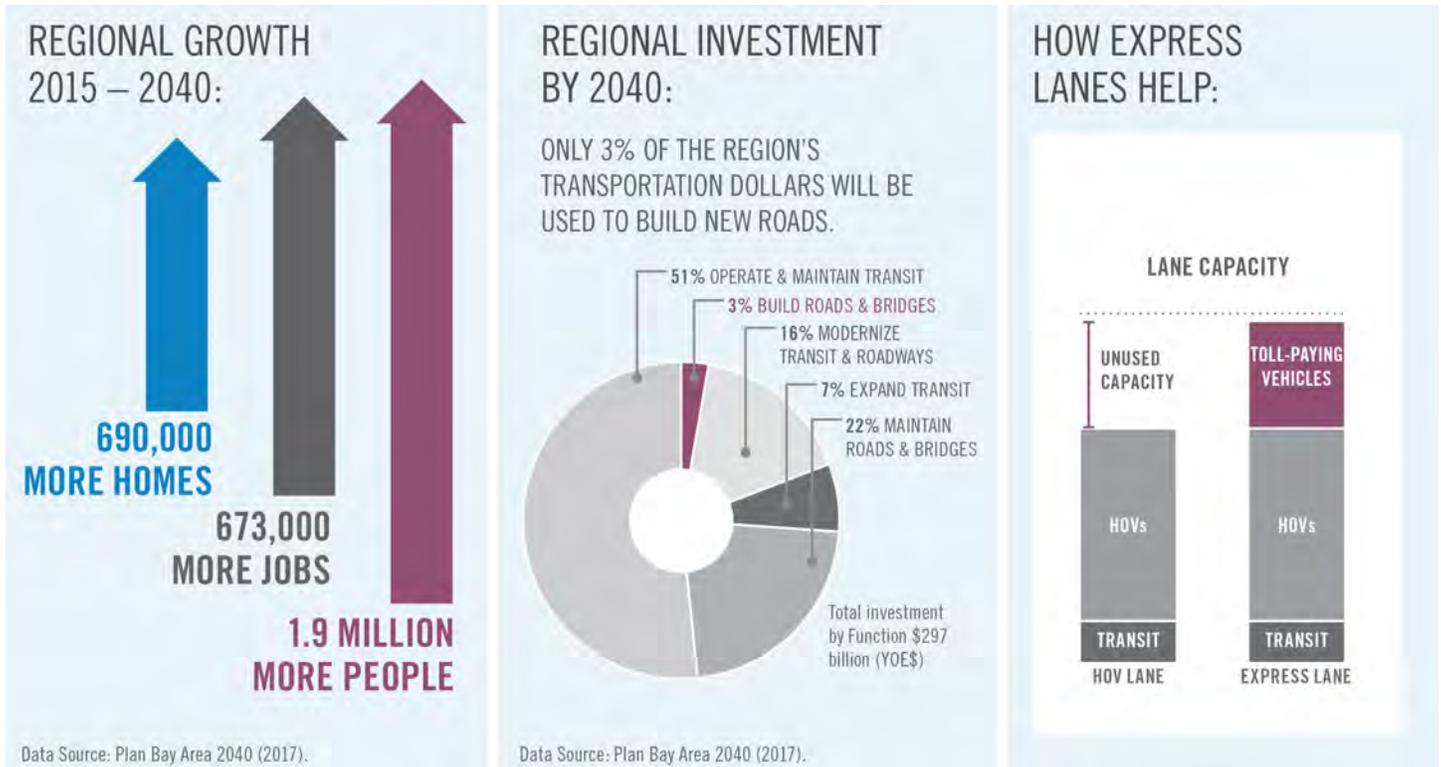
APPENDIX A

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,

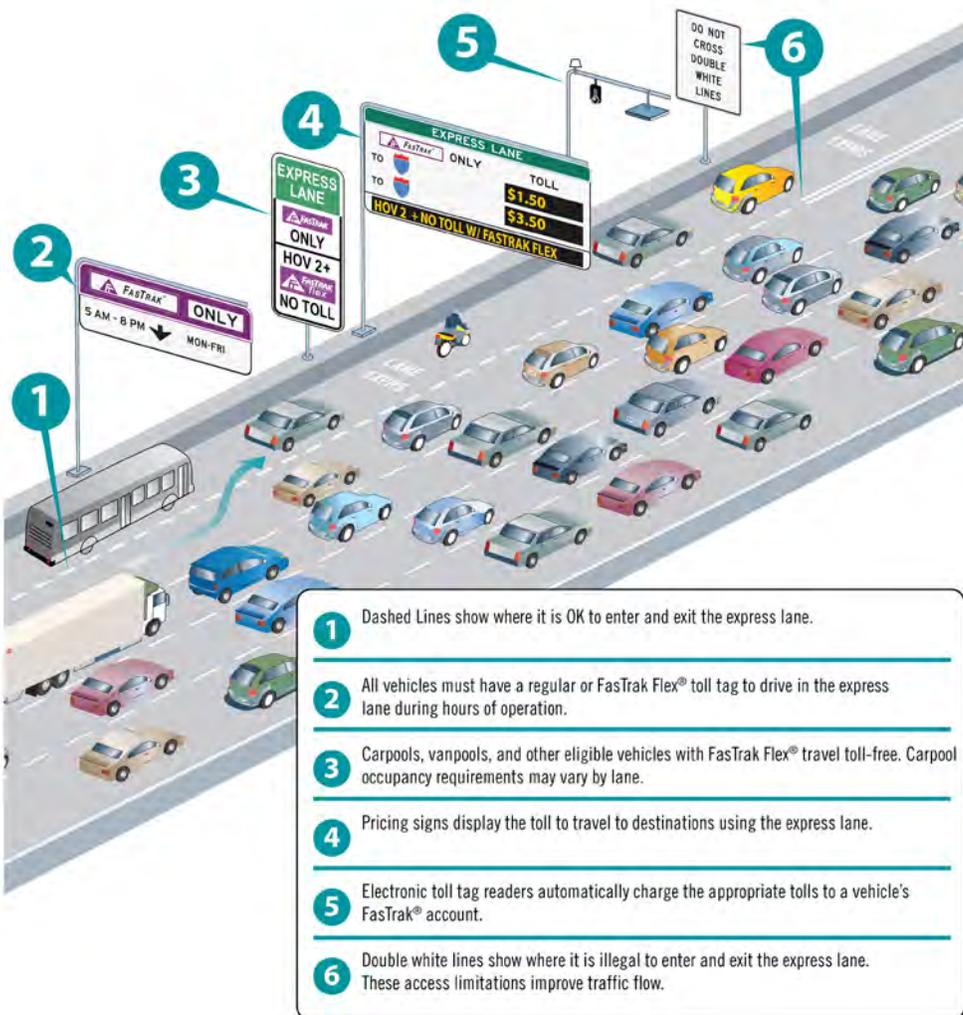
B) improving operations in existing HOV lanes through better carpool enforcement and strategies to prevent lane slowdowns, and C) filling gaps in the HOV lane system to encourage more carpooling.



2. How Express Lanes Work

MTC Express Lanes are free to carpoolers, vanpoolers, motorcycles, eligible clean air vehicles and transit buses. Solo drivers can choose to pay tolls to use the lanes. Tolls for solo drivers will be collected electronically via FasTrak®, as on Bay Area toll bridges. Overhead electronic pricing signs will display the current toll rates, which will increase as traffic congestion increases and decrease as traffic congestion decreases.

On MTC Express Lanes, carpools, qualifying clean-air vehicles and other toll-exempt vehicles must use a FasTrak Flex® toll tag set to “2” or “3+” to travel toll-free. Solo drivers pay to use the lanes with either a standard FasTrak® toll tag or a FasTrak Flex® toll tag set to “1.” Drivers should move the switch before driving.



The figure to the left explains how to use Bay Area Express Lanes. MTC Express Lanes will be mostly “open” access, meaning drivers will enter and exit the express lanes similar to how they enter and exit HOV lanes today. Areas in locations prone to excessive weaving or with safety issues will have limited access to restrict entry and exit at these locations. Signage and lane striping will identify the limited entry and exit locations. Limited 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

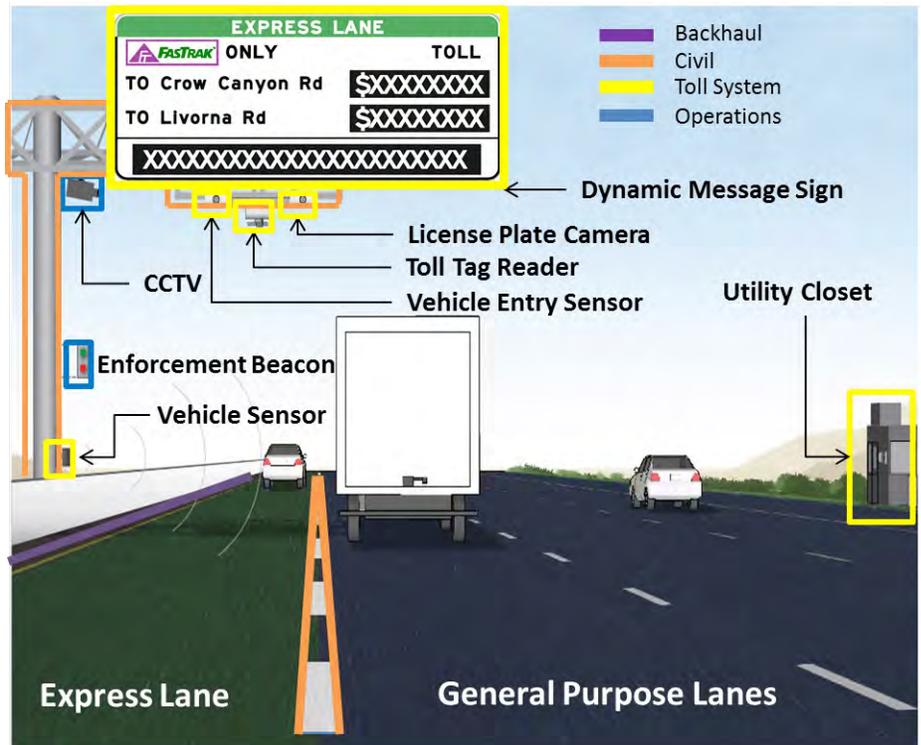
The toll system consists of two components, the in-lane system and the back-end "host" system. The lane system consists of all the equipment on the highway needed to operate the toll system including toll tag readers, cameras and vehicle detection. The host system serves as the brain of the toll system, 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 will be established in the Bay Area Metrocenter building in San Francisco where operators will 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.

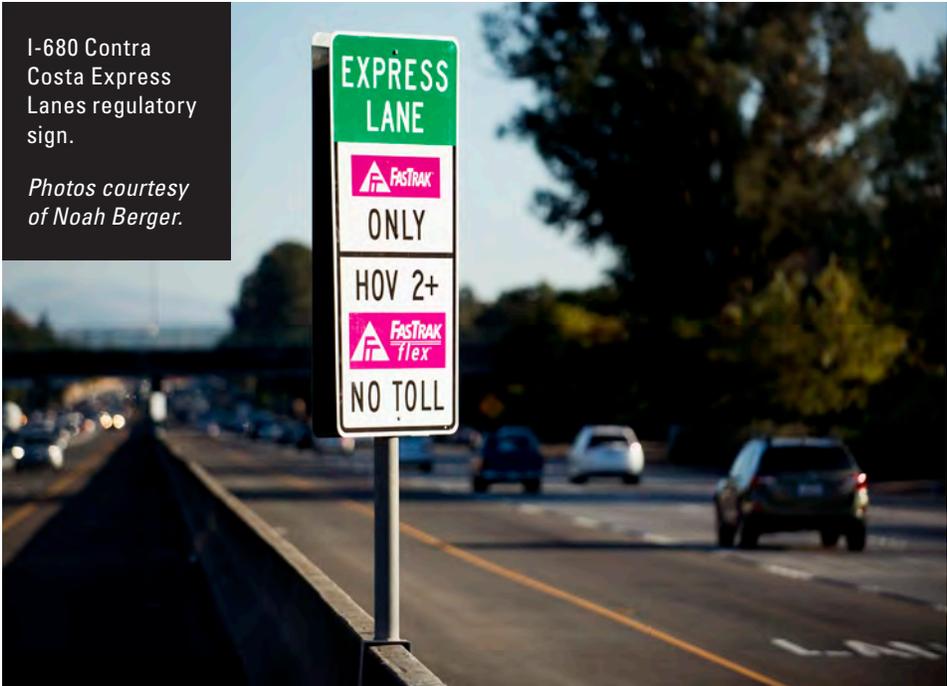
Project Highlights and Progress

- 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.

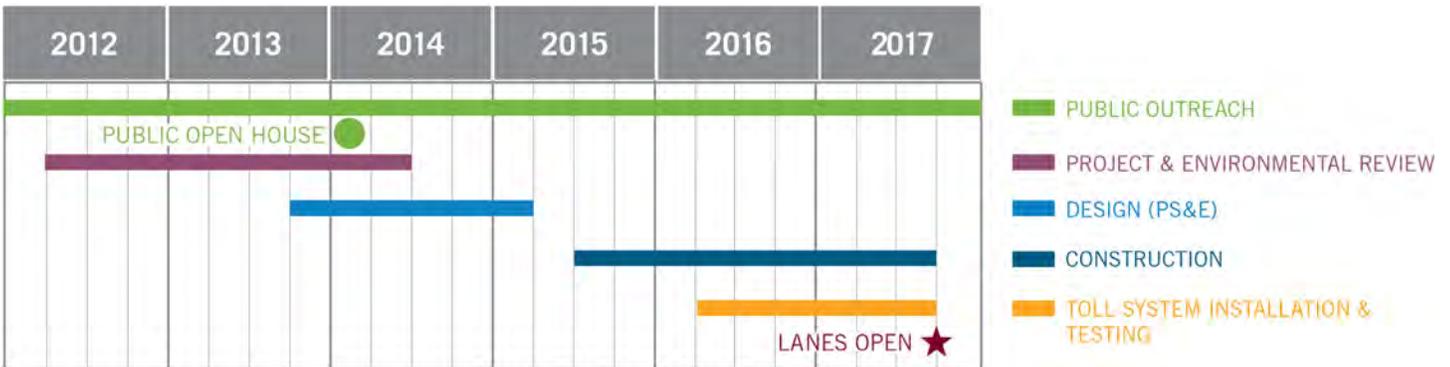


Current Project Activities

- 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.



Project Schedule by Phase



Project Cost

Program Estimate ⁽¹⁾	Cost Forecast ⁽²⁾	Regional Measure 2 Funds (allocated)	BATA 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%

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

Costs shown in millions of escalated dollars.

(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) BATA Express Lane Funds represent the funds that have been allocated from the BATA 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

I-680 Contra Costa Express Lanes Performance

2nd Quarter, April – June 2018



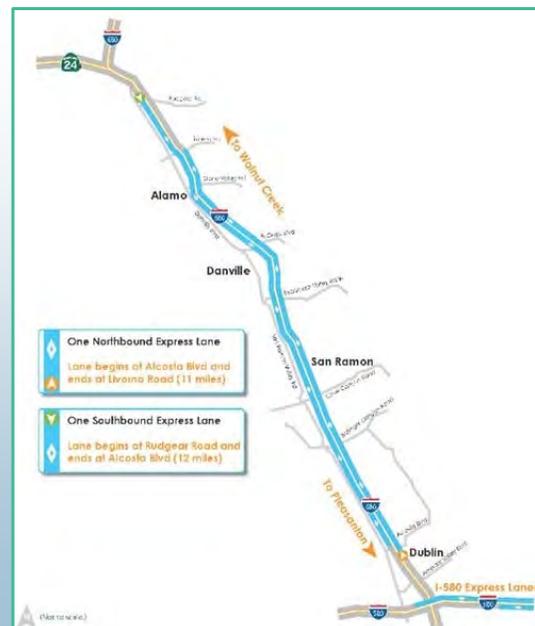
Bay Area Infrastructure Financing Authority

September 12, 2018



Rules of the Road

- Hours: 5 a.m. to 8 p.m. Monday-Friday
- FasTrak[®] required
- Carpools (2+), clean-air vehicles & motorcycles toll-free with FasTrak Flex[®]



Summary of Performance Highlights



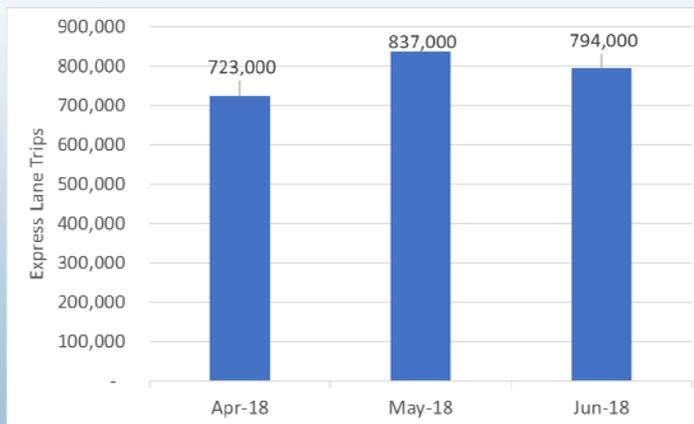
- The express lanes carried 6.3 million trips from October 2017 (opening) through the end of June 2018, including 2.3 million trips in the quarter, April through June 2018. Monthly usage increased steadily since opening through May 2018, and then decreased slightly in June to 791,000 trips, likely due to seasonal travel.



- In June, 37% of trips were by vehicles declared as carpools. Vehicles without FasTrak® accounts represented 6% of all trips.
- In the peak periods, express lane users were able to travel at speeds that were 11 to 12 miles per hour faster than the general purpose lanes in June, on average.
- Peak period tolls paid did not vary significantly from month to month within the quarter. In June, the average toll paid in the northbound p.m. peak period was \$7.10. In the southbound a.m. peak period it was \$4.90. In the middle of the day, it was less than \$1.00.
- The highest posted toll to travel the entire corridor during the quarter was \$8.50, which was reached in the a.m. and p.m. peak periods in the northbound direction and in the a.m. peak period in the southbound direction.

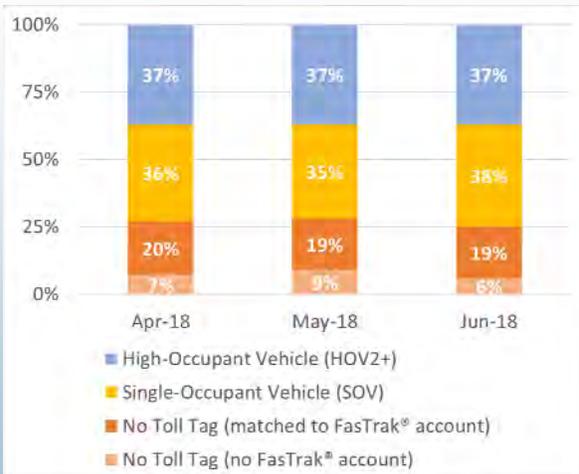
Express Lane Trips

In total, there were over 2.3 million trips taken in the express lanes between April and June 2018, an increase from 2.1 million total trips during the prior three months (reported last quarter). May 2018 had the highest monthly usage since the lanes opened in October 2017. Usage in June 2018 declined slightly from May, reflecting summer traffic patterns.



Includes toll-free trips, tolled trips and violation trips taken during express lane hours.

Express Lane Trip Types



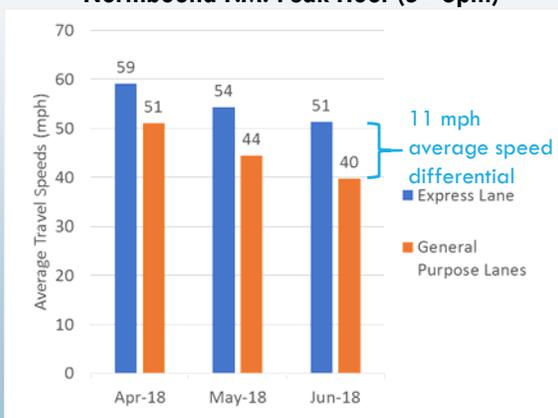
- The share of vehicles declared as carpools, including clean air vehicles eligible to use the lanes toll-free, remained steady each month at 37%.
- Paying customers represented 57% of all users in June. This includes single occupant vehicles and users with no tag that were matched to a FasTrak® account.
- In June, 6% of trips were by users without a FasTrak® account (violators).
- These statistics are very close to the prior quarter.

Percentages of SOVs and HOVs are based on toll tag settings detected by the toll system.

Traffic Speeds

Speeds in the express lanes were an average of 11 to 12 miles faster in June than those in the general purpose lanes, an increase from 5 to 8 miles reported in March.

Northbound P.M. Peak Hour (5 - 6pm)



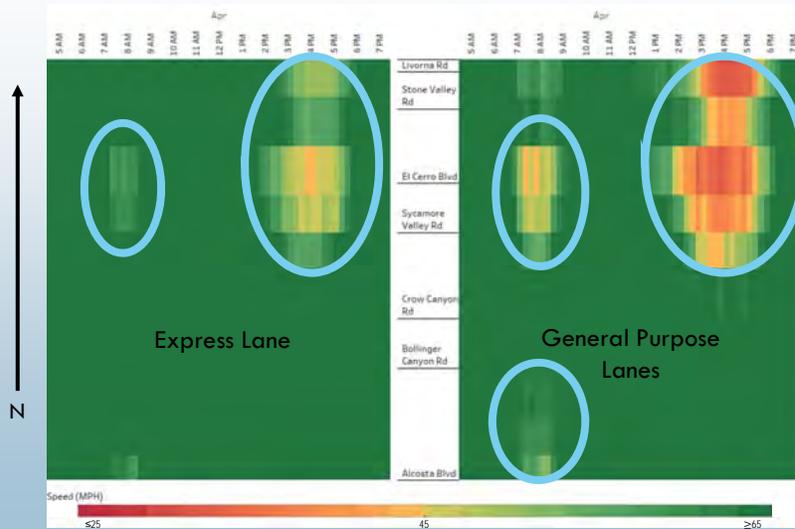
Southbound A.M. Peak Hour (8 - 9am)



Speeds are averaged over the distance of the express lane. Peak hours are defined as the hours with lowest average corridor speeds across all lanes.

Northbound Corridor Speeds

(April 1 – April 30)



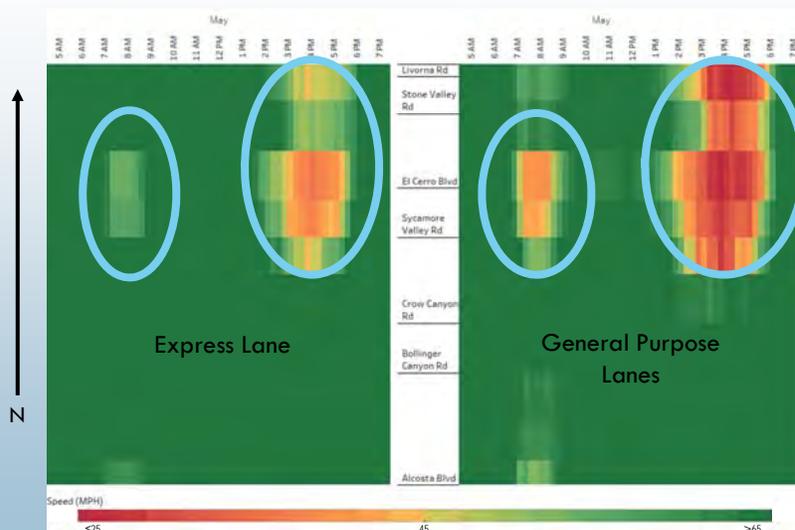
Congestion originating north of the express lane regularly caused slowdowns in the general purpose lanes in the p.m. peak period.

In the congested areas circled at left, express lane users were able to travel an average of 8 mph faster than vehicles in the general purpose lanes.

Traffic flowed well in all lanes during the middle of the day, 10 a.m. to 2 p.m.

Northbound Corridor Speeds

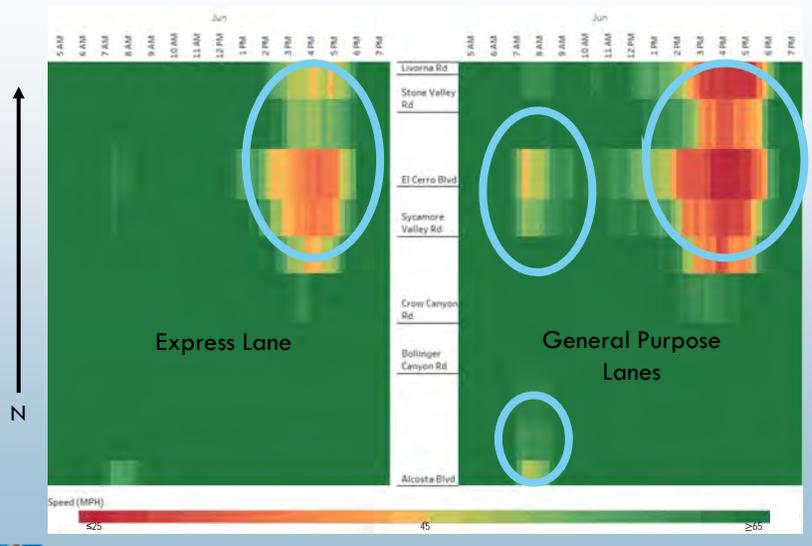
(May 1 – May 31)



The same congestion patterns were present in May with slower peak period speeds than in April.

Northbound Corridor Speeds

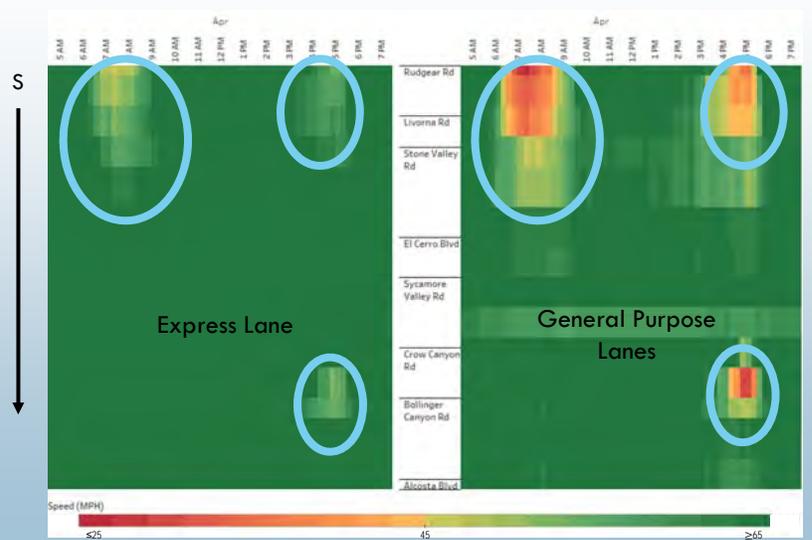
(June 1 – June 30)



Average speeds in the general purpose lanes and the express lanes further decreased in June, as shown by more red and orange shading in the circled areas.

Southbound Corridor Speeds

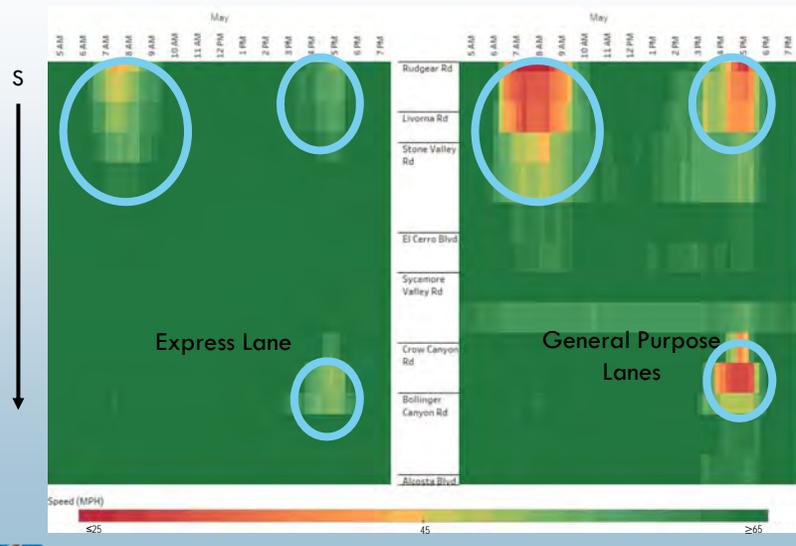
(April 1 – April 30)



Slowdowns regularly occurred in the general purpose lanes between Rudgear Rd. and Stone Valley Rd. in both the a.m. and p.m. peak periods, and near Bollinger Canyon Rd. in the p.m. peak.

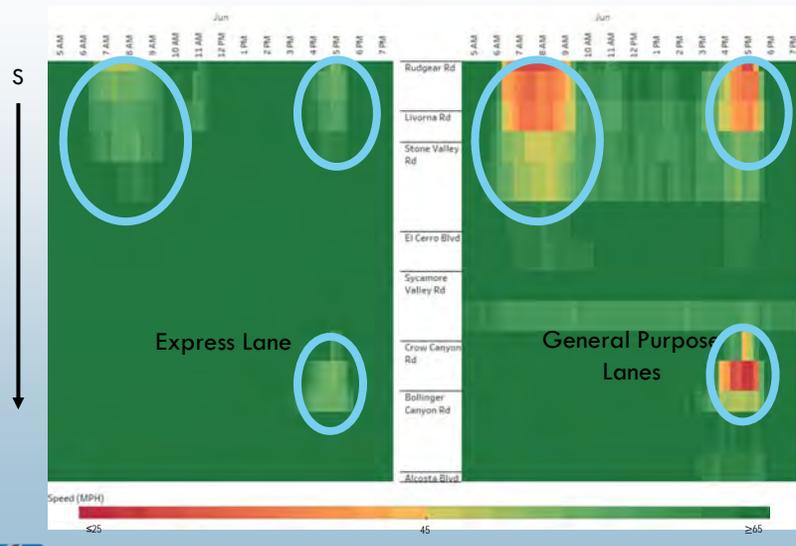
In the congested areas circled at left, express lane users were able to travel an average of 8 mph faster than vehicles in the general purpose lanes.

Southbound Corridor Speeds (May 1 – May 31)



The same congestion patterns were present in May with slower peak period speeds in the a.m. in the express lane.

Southbound Corridor Speeds (June 1 – June 30)



Average speeds were similar to previous months in the express lane and the general purpose lanes in June.

Northbound Tolls

(April 1 – June 30)

The graph below shows the average toll paid by time of day for the northbound direction. The highest toll posted to travel the entire corridor was \$8.50, consistent with last quarter.



Southbound Tolls

(April 1 – June 30)

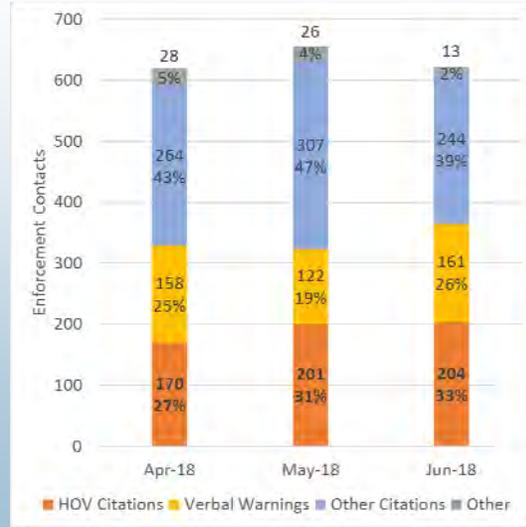
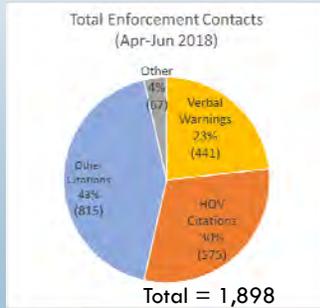
The graph below shows the average toll paid by time of day for the southbound direction. The highest toll posted to travel the entire corridor was \$8.50, higher than in the last quarter, during which the highest posted toll was \$5.50. This increase was required in order to maintain operational efficiencies in the corridor.



CHP Enforcement

(April 1 – June 30)

- CHP made 1,898 total enforcement contacts from April through June 2018, an increase from 1,574 in the last quarter.
- CHP issued nearly twice as many HOV citations from April through June 2018 when compared to last quarter.



For more information, go to: mtc.ca.gov/express-lanes

