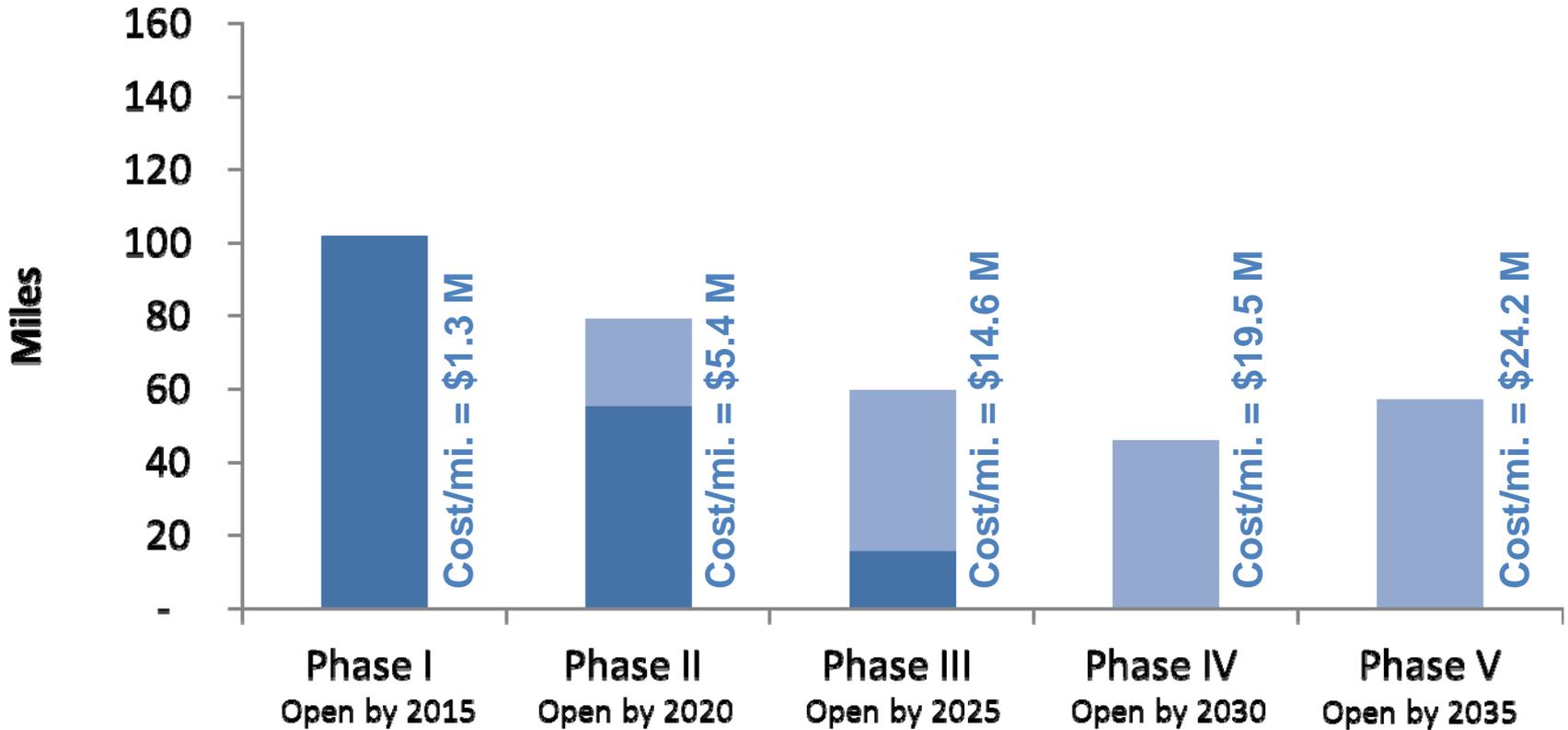


Conservative Case Build Out

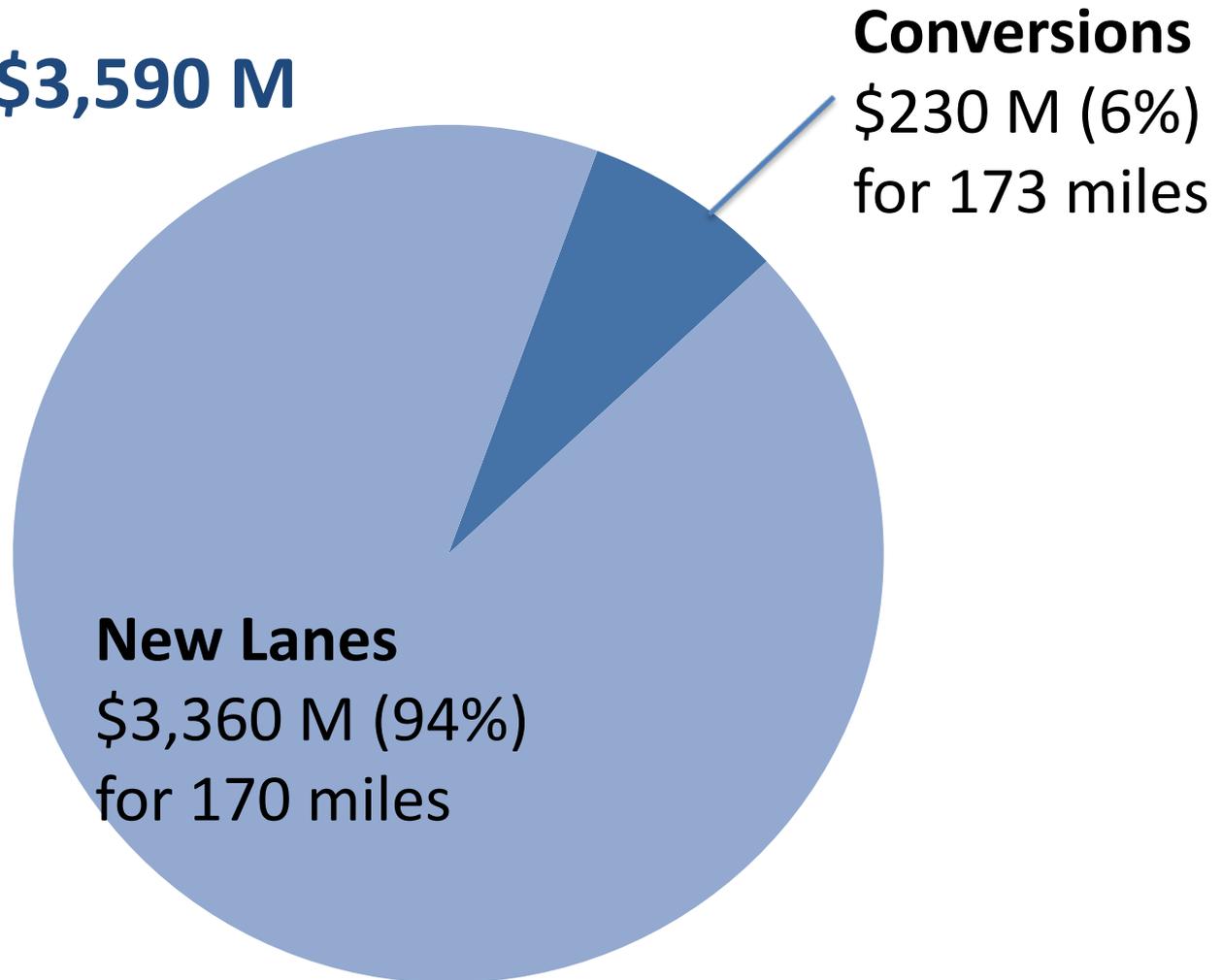


■ Convert HOV
 173 miles
 \$230 M (6%)

■ Widen for New Lanes
 170 miles
 \$3,360 M (94%)

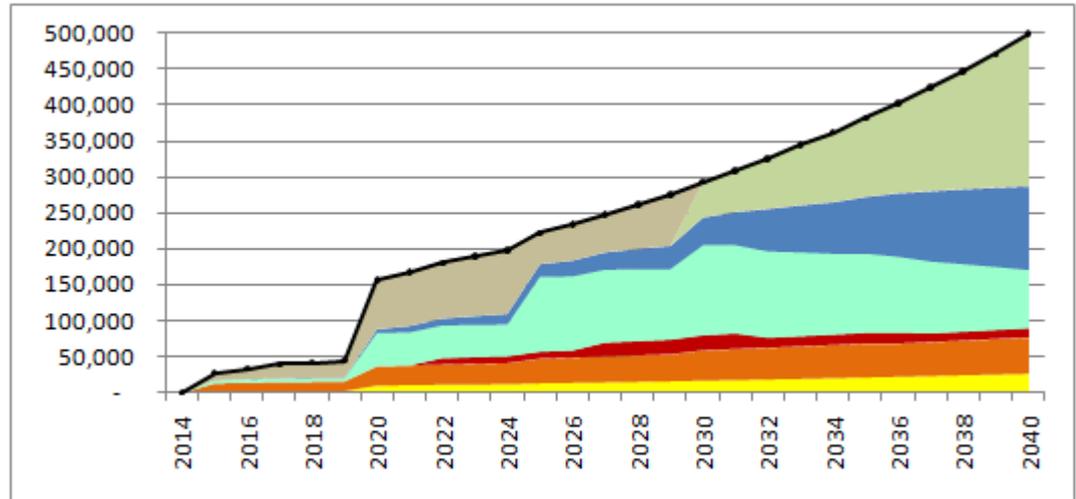
Share of Capital Cost for Conversions

Total Cost = \$3,590 M

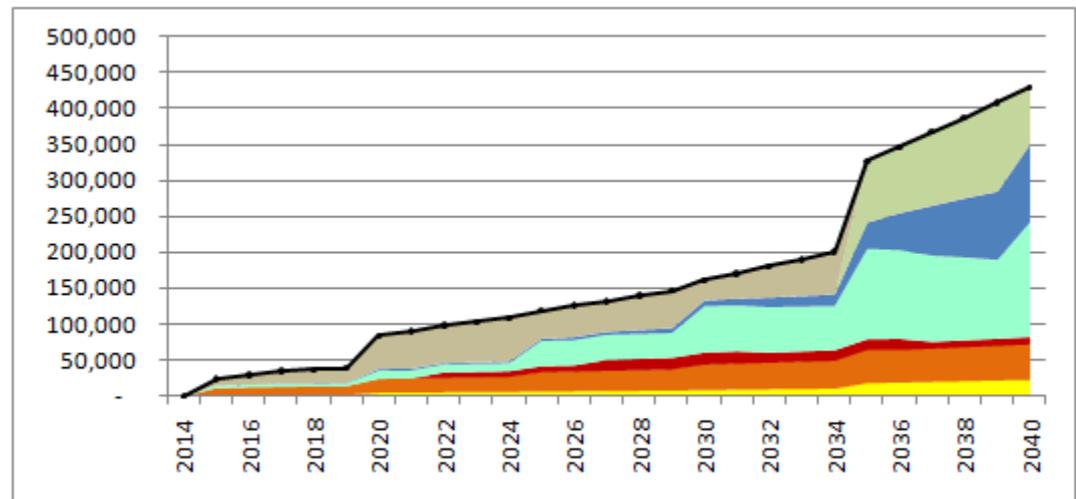


Operating Network Cash-Flow

Base Case



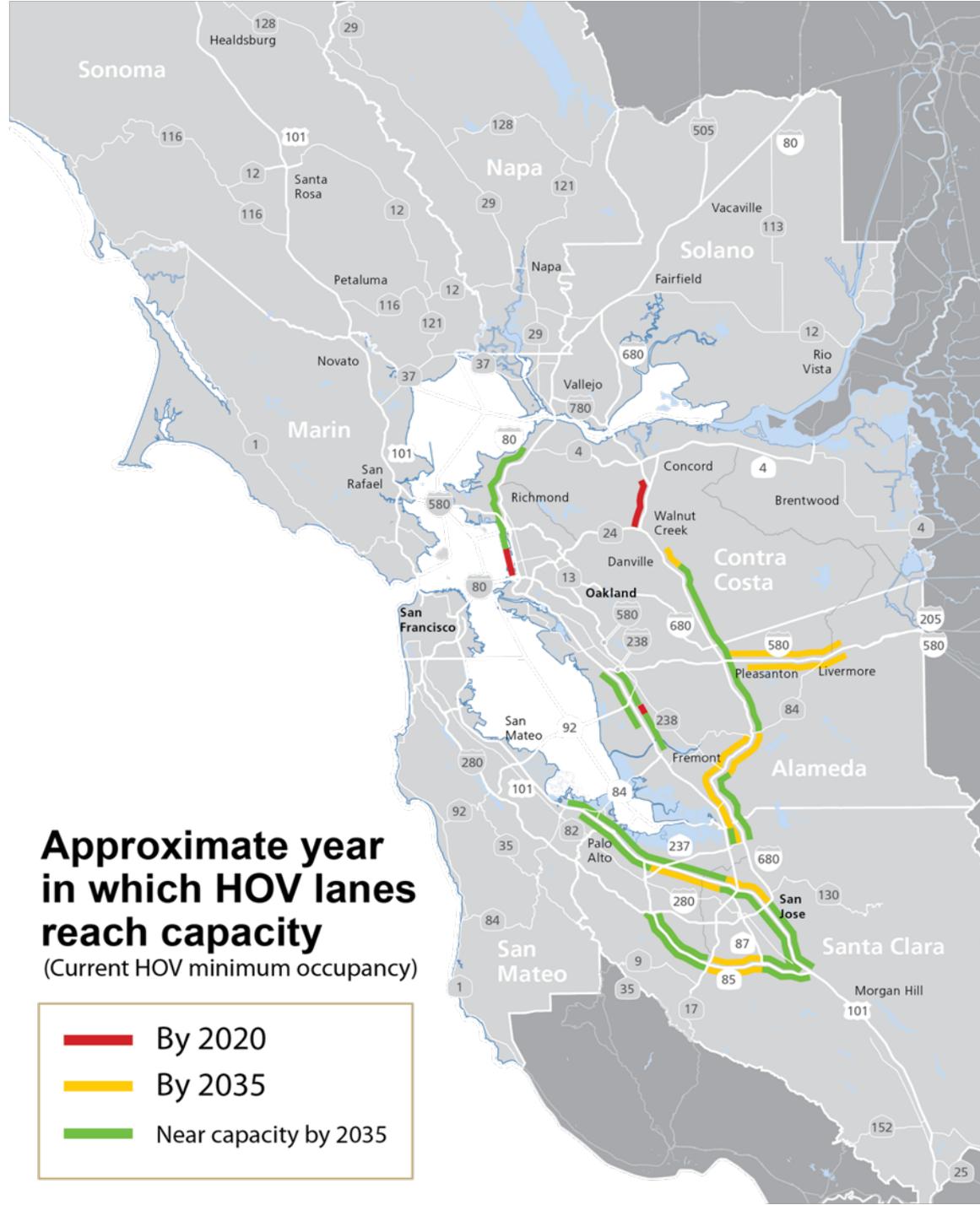
Conservative Case



All figures in nominal \$000

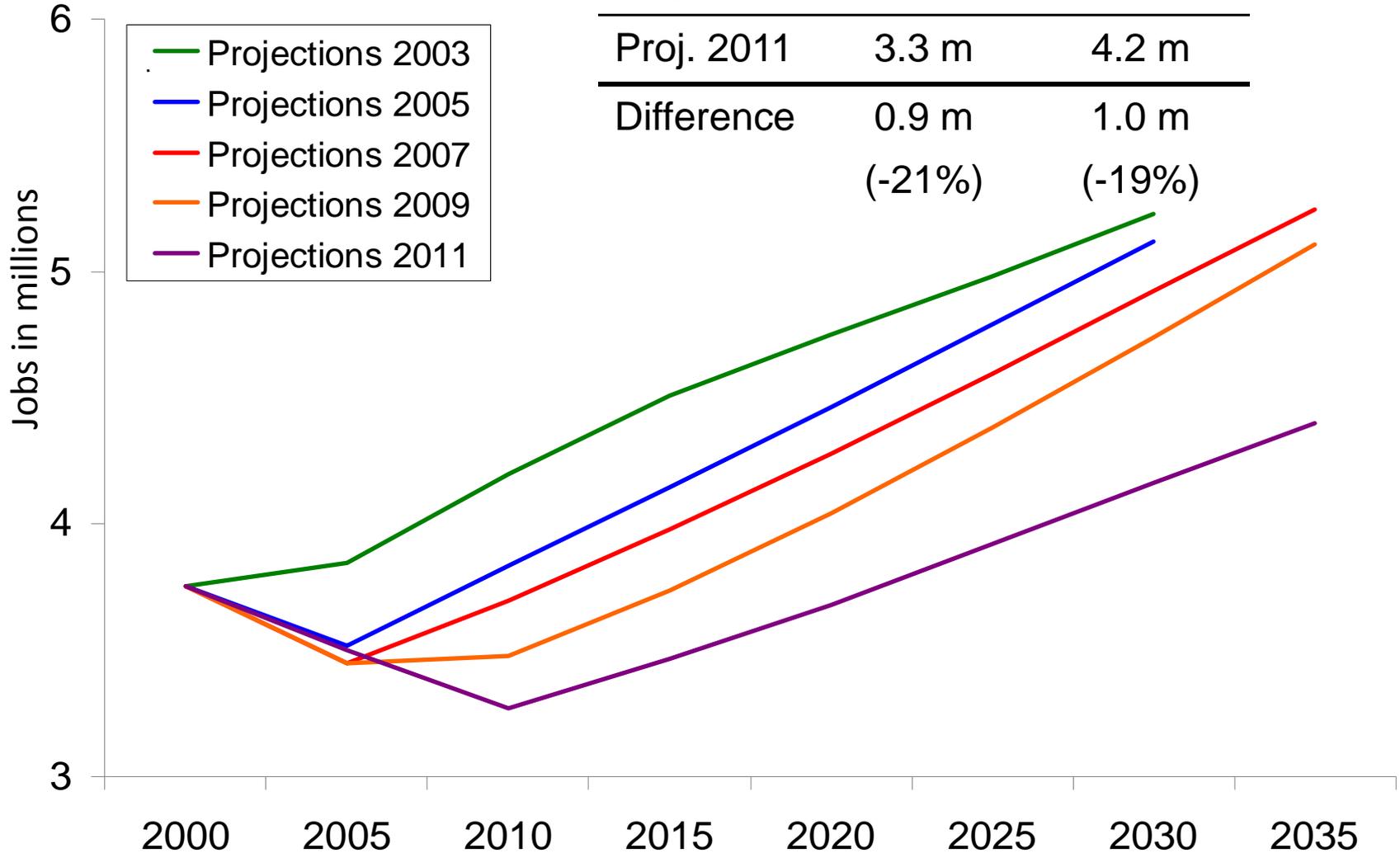
When do HOV lanes fill?

Based on Projections 2011



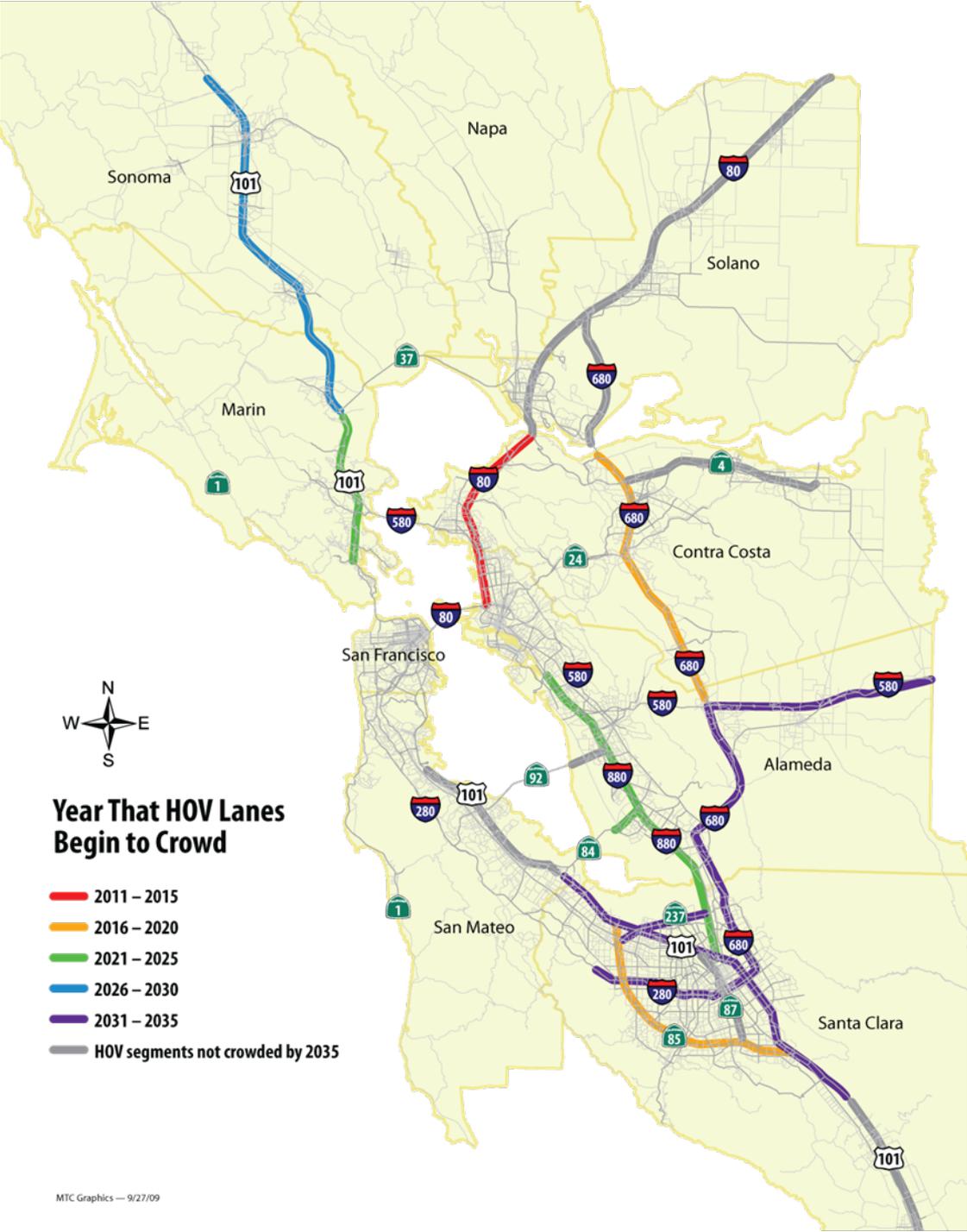
Regional Job Projections

	2010	2030
Proj. 2003	4.2 m	5.2 m
Proj. 2011	3.3 m	4.2 m
Difference	0.9 m (-21%)	1.0 m (-19%)

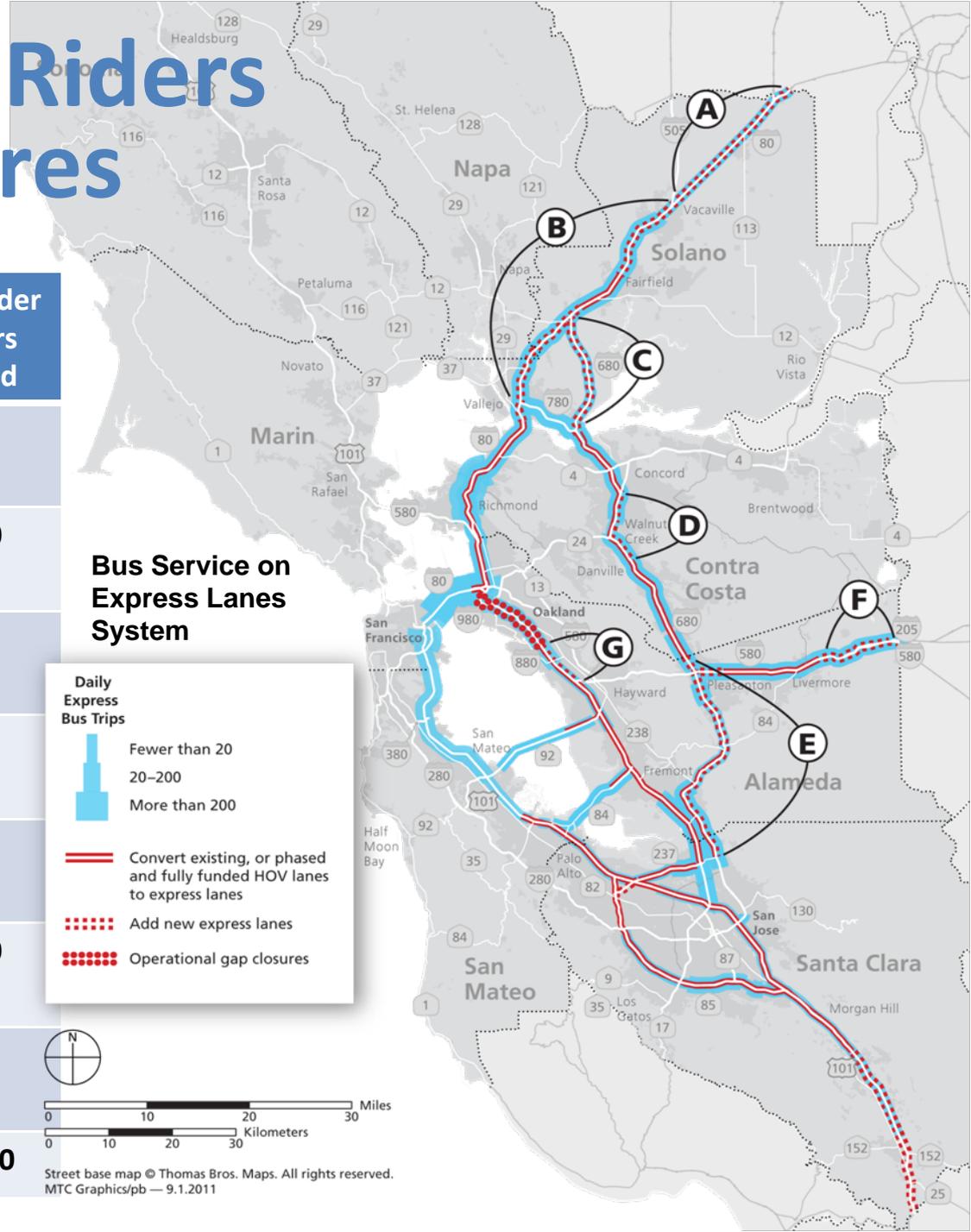


When do HOV lanes fill?

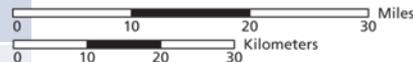
Based on Projections 2003



Benefits to Bus Riders from Gap Closures



Route	Peak Hour Bus Trips (current service)	Bus Rider Hours Saved
A. I-80 Yolo County to I-505	4	90
B. I-80 I-505 to Carquinez Bridge	40	840
C. I-680 Gold Hill Rd. to I-780	4	50
D. I-680 Route 242 to North Main St.	40	70
E. I-680 Alcosta Blvd. to SR 237	4	80
F. I-580 Greenville to San Joaquin County	40	360
G. I-880 Hegenberger to Lewelling	30	90
TOTAL		1,580



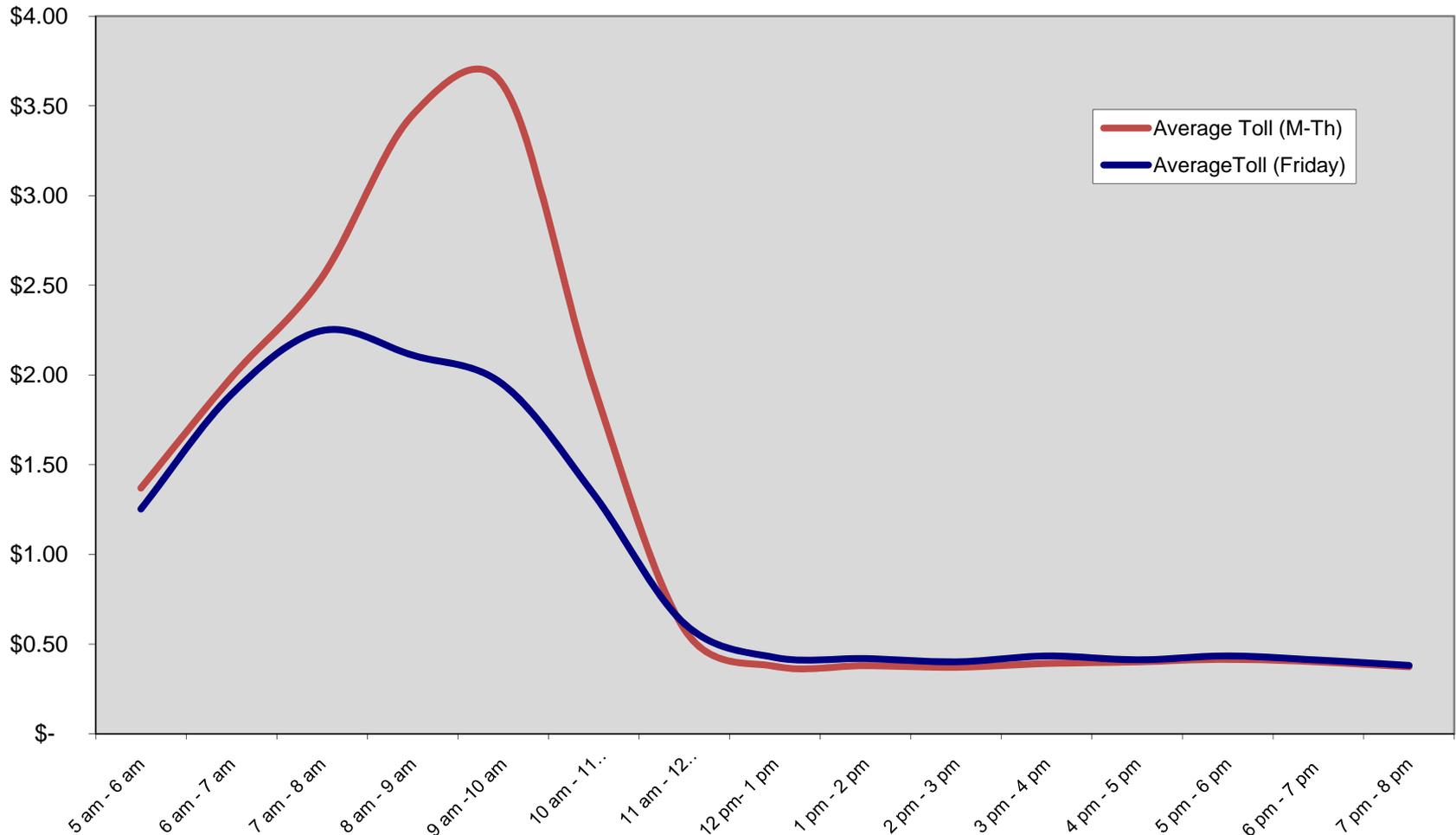
Street base map © Thomas Bros. Maps. All rights reserved.
MTC Graphics/pb — 9.1.2011

I-680 Sunol Southbound Express Lane

- Opened September 2010
- Below original financial projections; FY 10-11 revenue = \$660,000 (9 months)
- Test case for access, signage, communications, enforcement
- Violation rates exceed 30%
- Average tolls
 - Peak period: \$2.97
 - Off-peak: \$0.50



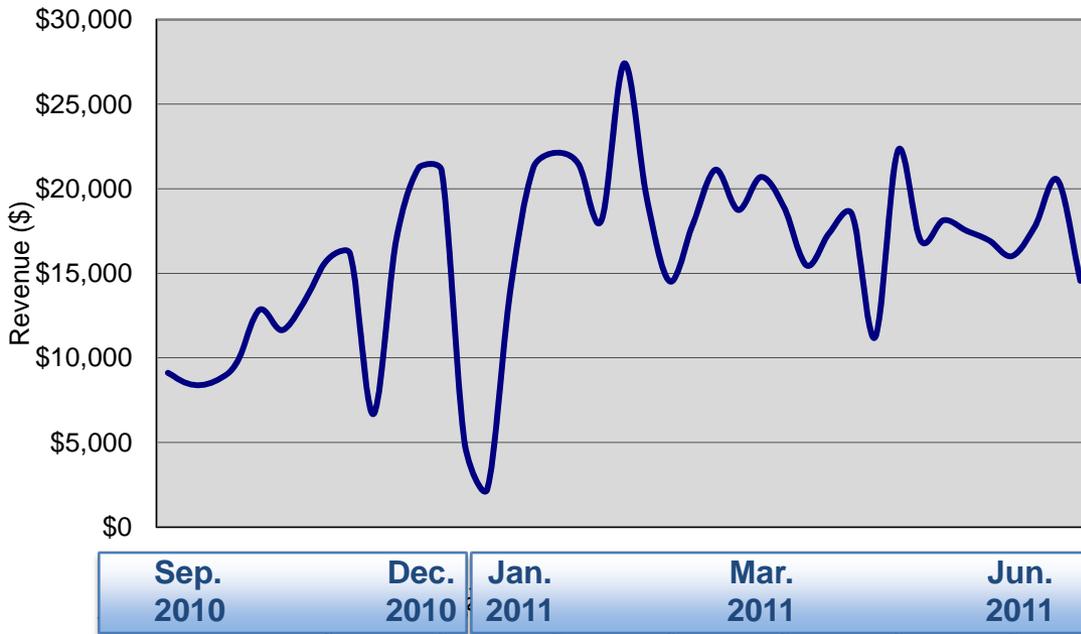
I-680 Express Lane Average Toll Rate by Time of Day



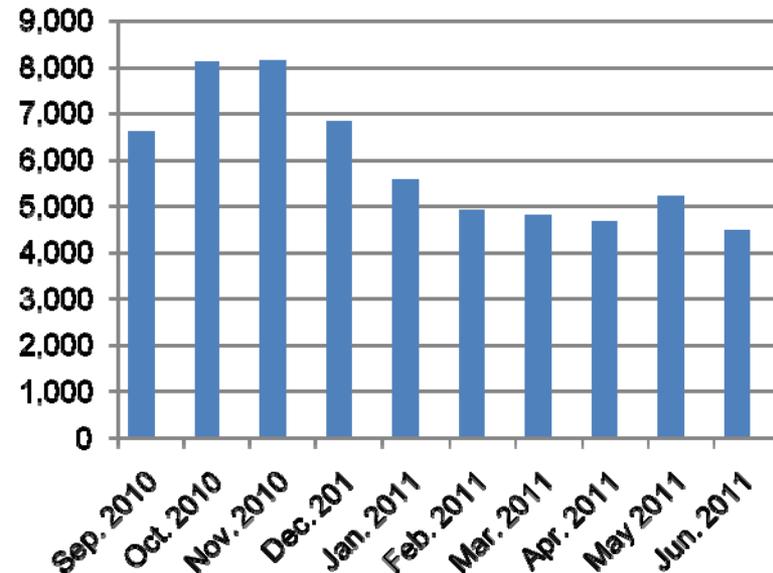
I-680 Express Lane Performance

(first 9 months of operation)

Weekly Gross Revenue



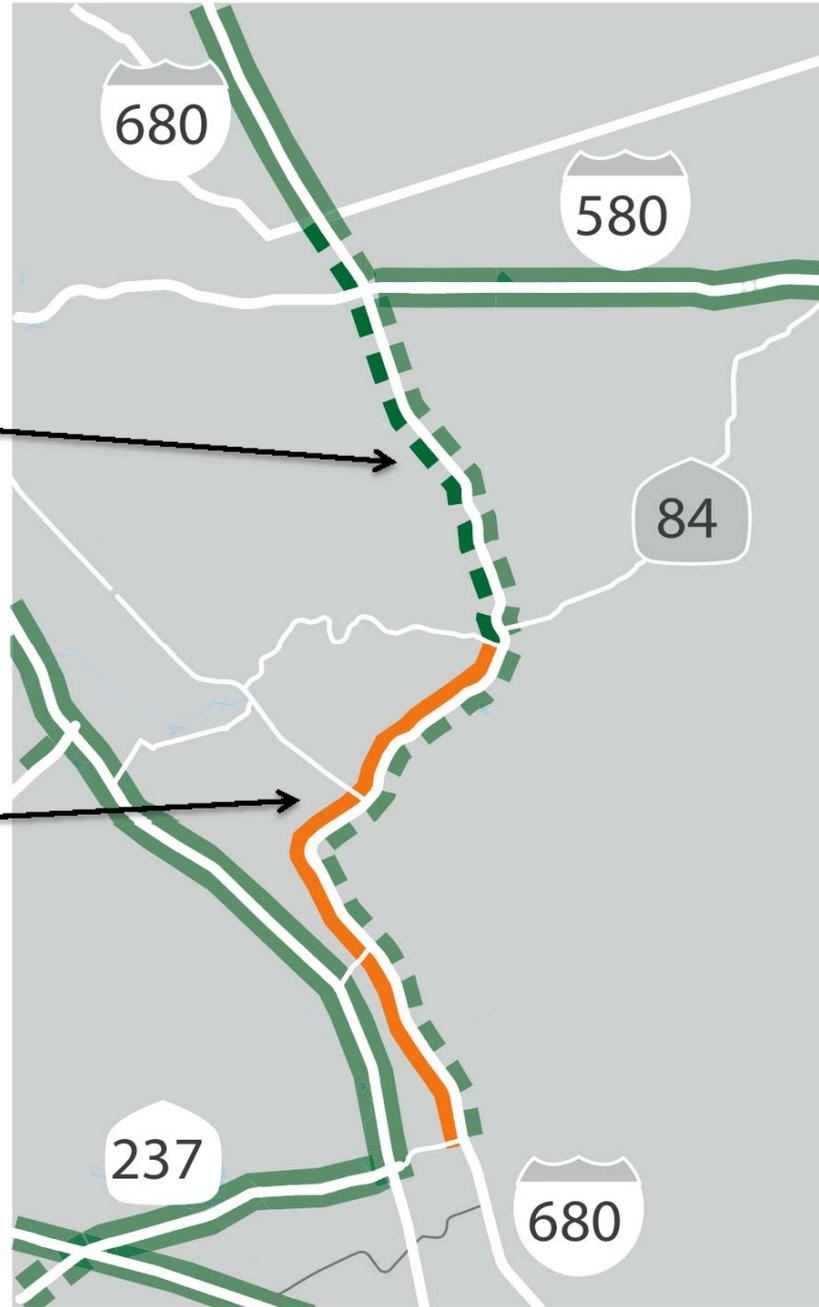
Number of First Time Users



Southbound I-680 Express Lane

**Proposed future
express lane**

**Existing
southbound
express lane**

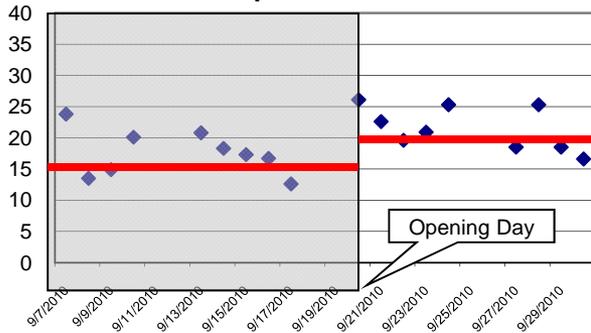


Southbound I-680 AM Peak Period VARIABILITY OF MAXIMUM TRAVEL TIMES

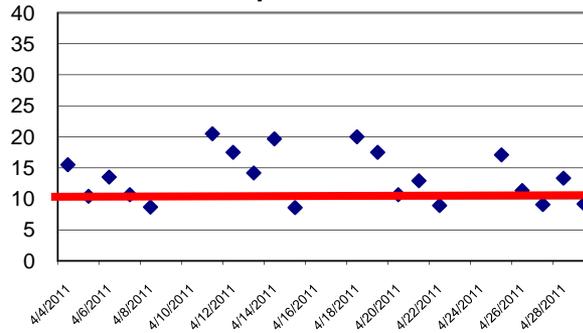
General purpose, non-toll lanes

I-580 to SR-84 (8.2 miles)

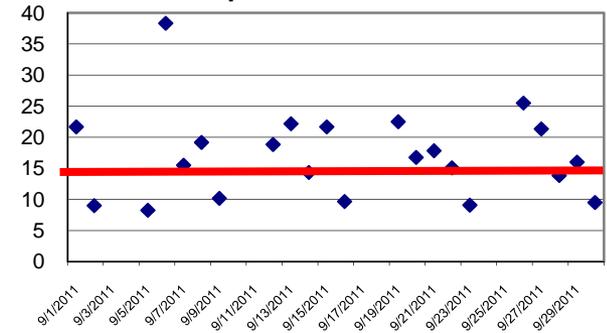
September 2010



April 2011

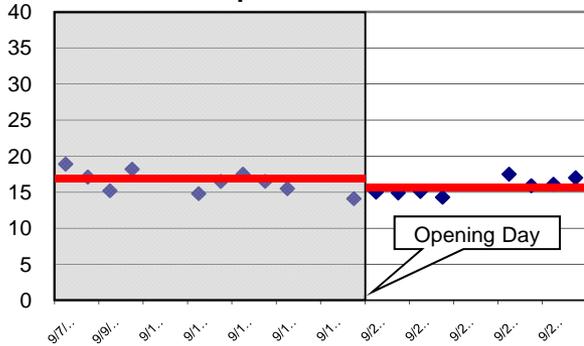


September 2011

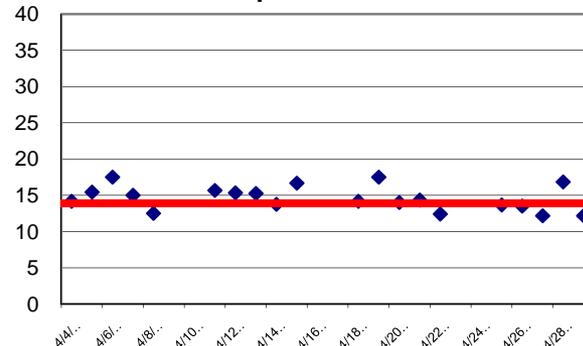


SR-84 to SR-237 (13.3 miles)

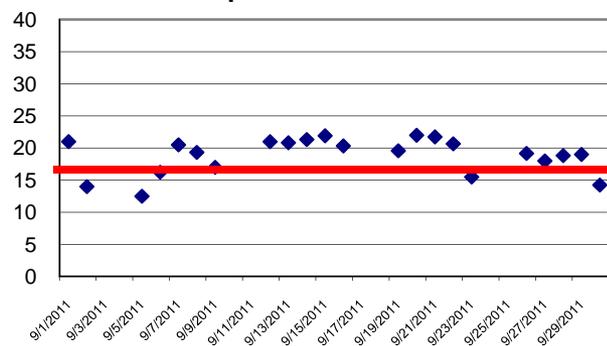
September 2010



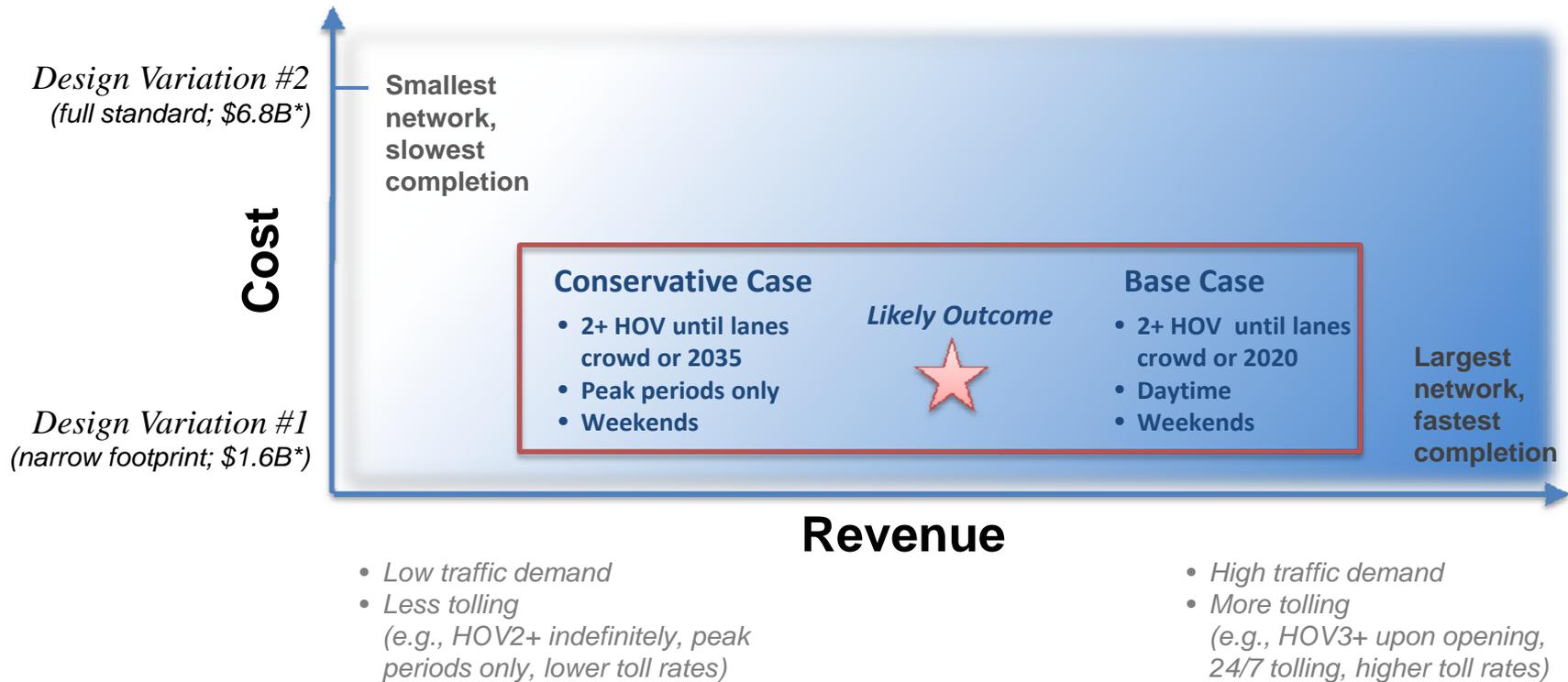
April 2011



September 2011



“Bookends” for Financial Analysis in Application



- Financial analysis cases, expressed as tolling policy scenarios, provide an envelope for variations in other factors including costs and financing terms.
- Implementation of specific tolling policies would be subject to future MTC Commission actions, in consultation with regional partners.
- Emphasizes need to contain costs within Caltrans design assumptions.

Financial Summary

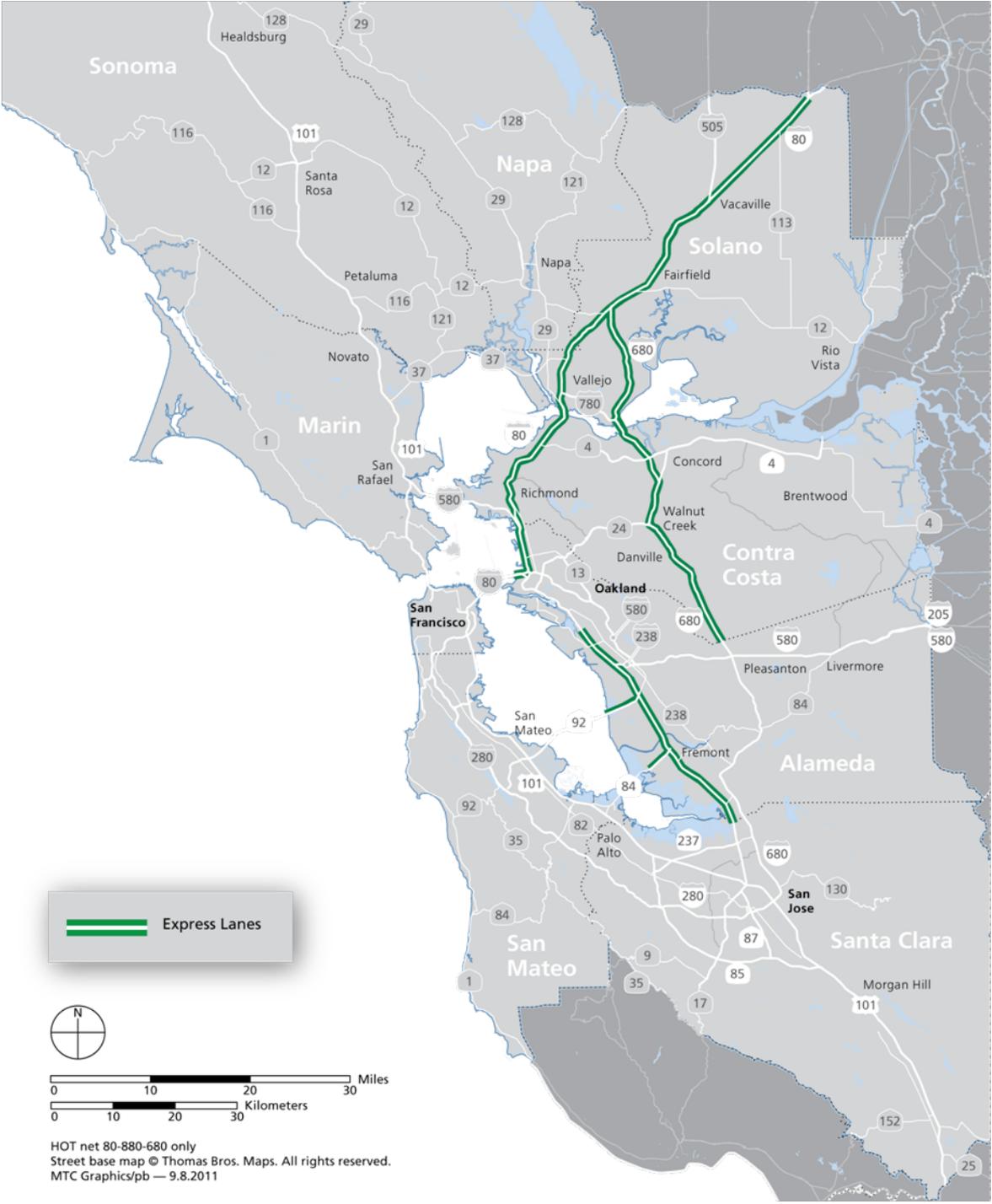
Total amounts through 2040 (millions of inflated dollars)

	Base Case	Conservative Case
Express Lane Toll Revenue	6,500	4,400
Debt Proceeds (Bonds/TIFIA)	2,100	2,400
Local Funding	100	100
Grant Funding	400	800
Capital Costs	(3,000)	(3,600)
Operations, Maintenance and Rehabilitation	(1,500)	(1,300)
Debt Service	(3,400)	(2,300)
Other*	100	100
Potential Net Revenue**	1,300	600

* Other includes financing fees, reserves funding/releases and interest income

** These potential surpluses emerge in the later years (after completion of the Network), and due to their bottom-line nature, are highly sensitive to variations in toll policy, revenue, cost, schedule and financing assumptions.

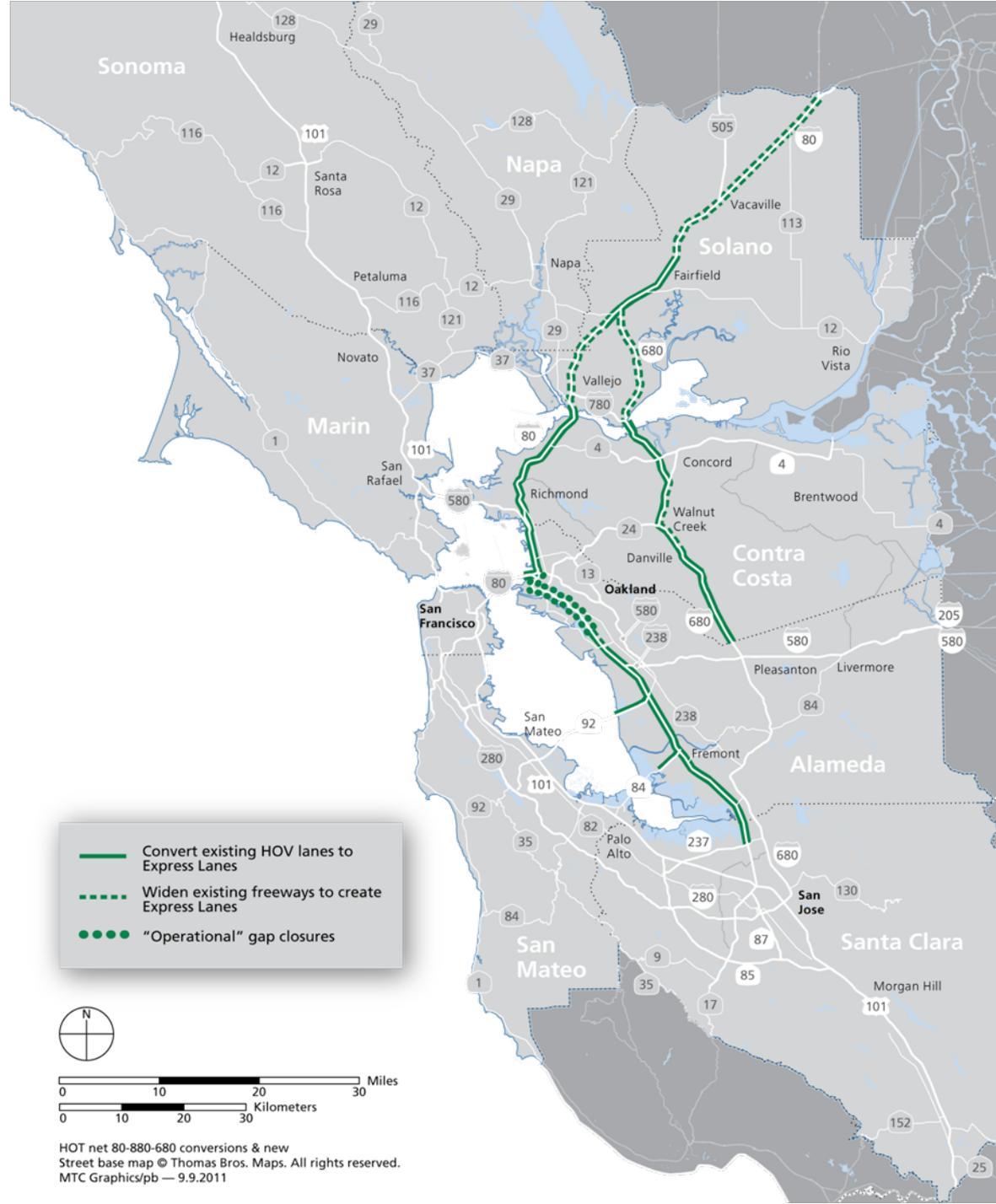
CTC Application – The “Wishbone”



CTC Application – Component Parts

290 miles

- ✓ Conversions: 150 miles
- ✓ New lanes: 120 miles
- ✓ Operational gap closure: 20 miles



Previously Authorized Corridors

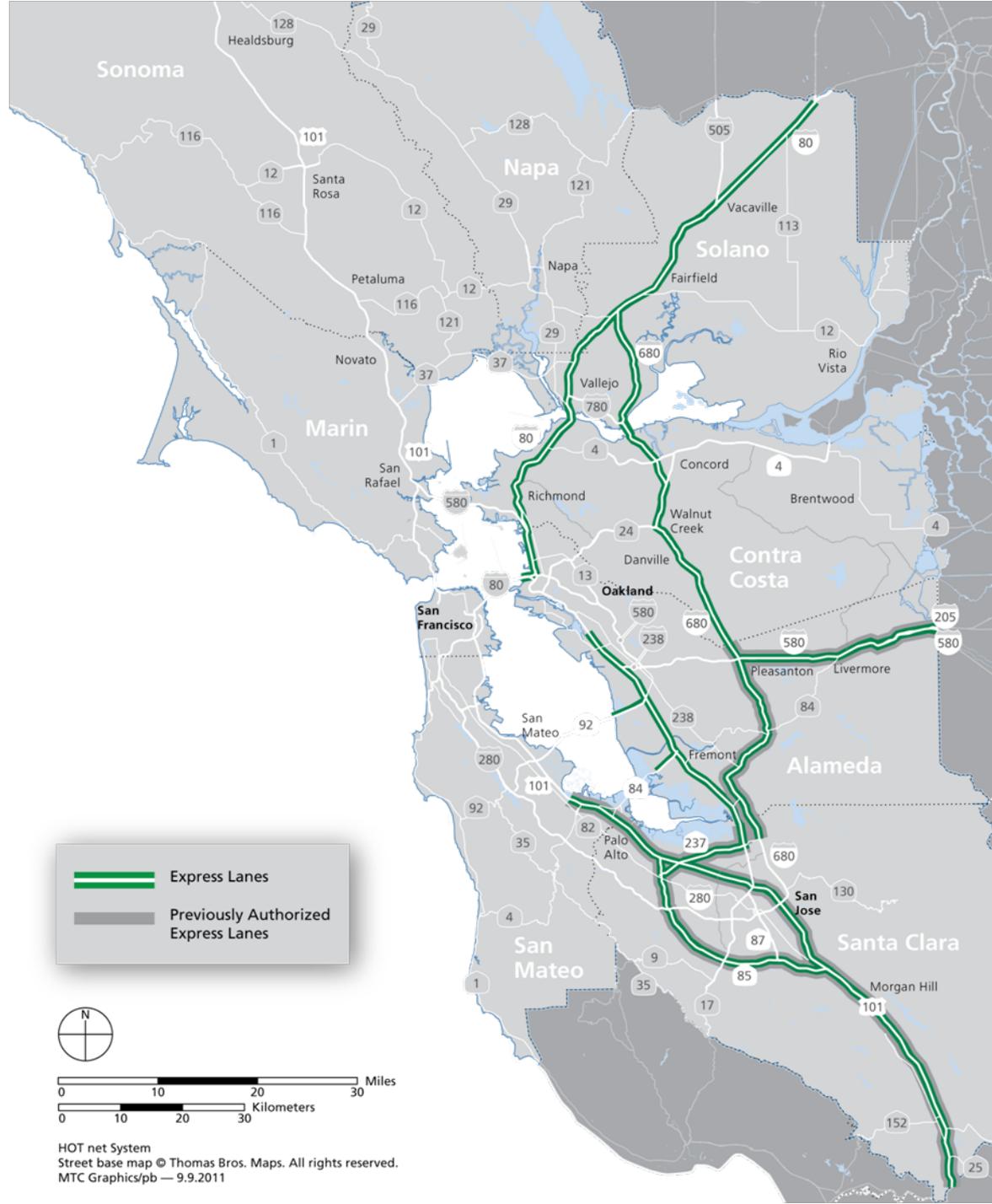
280 miles

- ✓ Ala-680 SB Sunol Grade already in operation
- ✓ 237/880 operational early 2012

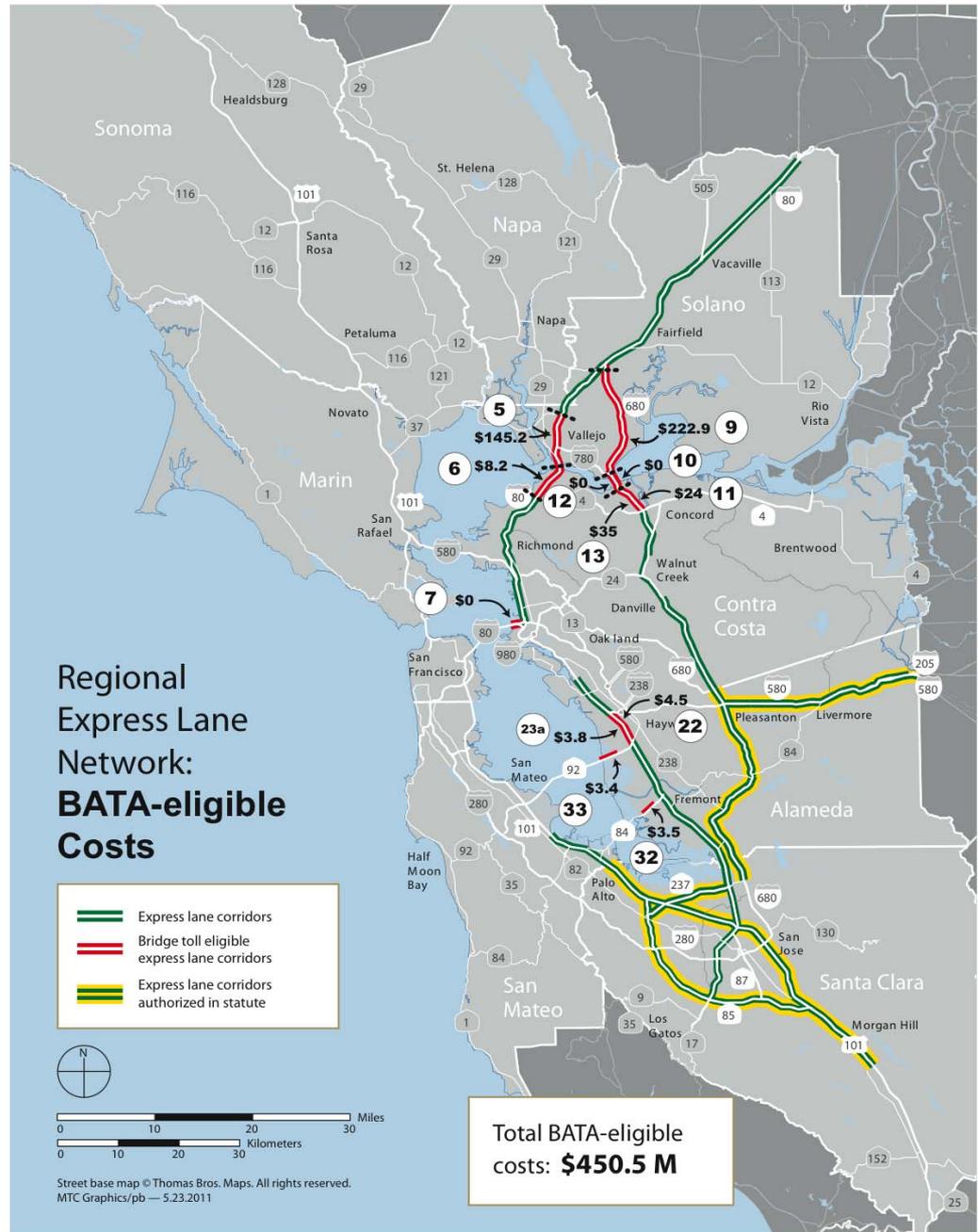


**Previously Authorized
Express Lane Corridors**

Regional Express Lane Network



Segments eligible for BATA funding





Oakland Tribune

CONTRA COSTA TIMES

MONDAY, OCTOBER 24, 2011

Editorial: CTC should allow HOT lanes process to begin

The California Transportation Commission must do Bay Area commuters a major favor when it meets in Sacramento this week. It should grant the formal authorization that eventually would allow Alameda, Contra Costa and Solano counties to greatly improve the number and extent of specialty traffic lanes in some of the area's most congested traffic corridors.

Even during this weak economy, nightmarish traffic congestion causes millions of people who commute to work in the Bay Area to lose valuable time and gasoline as well as adding significant pollution to the air.

The plan would eventually increase the number of High Occupancy Vehicle (HOV) lanes for carpools and buses and create High Occupancy Toll (HOT) lanes for individual motorists willing to pay tolls to lessen the congestion.

The tolls would be paid through a transponder similar to those currently used by drivers who cross the Bay Area's bridges. The fees to use the HOT lanes would vary based on the amount of congestion at any given time.

One of the major problems with the current HOV lanes in the East Bay is that they are not continuous, causing drivers from those lanes to have to merge into already heavily congested lanes, creating bottlenecks.

Much of the commuting dysfunction that exists in the East Bay can be attributed, at least in part, to the disjointed and often parochial administration of transportation dollars county-by-county. In the past, counties have at times bickered about how money should be spent.

But that is not the case this time. The plan before the CTC is a truly regional approach that is supported by transportation officials not only in the three affected counties, but also in Santa Clara, which has already begun constructing such lanes.

The eventual plan is that the already-approved plan in Santa Clara County and a portion of southern Alameda County would link into the network that would eventually be created in northern Alameda, Contra Costa and Solano counties.

That would create a much more efficient traffic network. One important result of such a network would be to greatly improve express bus services during commute hours, which is one of the most efficient and cost-effective methods of moving people.

However, the plan before the CTC does none of that right now. It merely would authorize the Metropolitan Transportation Commission to begin the public process of increasing the number HOV and HOT lanes. The details of the plans would be worked out by MTC after consulting with the public and the counties involved.

It is important that the CTC act upon this request now because the legislation creating this opportunity sunsets at the end of the year, which would leave the Bay Area and the MTC without the ability to pursue such a project.

We have certainly had our differences with MTC, especially recently, but we feel we must set aside those differences for the good of the people who have no real choice but to slog through the East Bay's horrendous traffic every day.

SKANSKA

Skanska Infrastructure Development Americas
444 South Flower Street, Suite 2200
Los Angeles, CA 90071

October 25, 2011

Mr. Dario Frommer
Chair, California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Dear Chairman Frommer and Commissioners,

Skanska supports the application by the Metropolitan Transportation Commission (MTC) for authority to implement the Bay Area Express Lanes Network under Streets & Highway Code Section 143(c)(4)(A) and respectfully encourages you to find the project eligible under Streets & Highway Code Section 149.7.

The Bay Area remains one of the most congested regions in the country costing the peak period commuter 50 hours and \$1,019 annually¹. At the same time the Bay Area continues to be a strong center of economic activity and its continued success is essential to California's economic recovery. Critical to that strong economic activity is the region's surface transportation system ensuring efficient, safe and reliable mobility for citizens and businesses. And while the approximately 420 lane-miles of regional HOV lanes currently in place improve the flow of traffic, the lanes are underutilized and significant gaps exist. The proposed development and construction of the Bay Area Express Lanes Network would create a true network of HOV/express lanes resulting in:

- greater HOV/express lane utilization by the users, further reducing congestion on the adjoining general purpose lanes,
- contiguous long-distance HOV/express lane routes enhancing the value of those routes, further promoting ride sharing and transit use, and
- increased mobility and access fostering improved quality of life and regional economic growth.

Furthermore, the impact of a \$3 billion+ investment in our transportation infrastructure would be substantial. The development and construction of the Bay Area Express Lanes Network represents as many as 54,000 jobs². Of those jobs:

- 47% are workers supplying highway construction materials and equipment,
- 34% are workers in businesses where construction dollars are spent, and
- 19% are workers at construction sites.

Source: Federal Highway Administration, 1998.

¹ 2011 Urban Mobility Report, Texas Transportation Institute, September 2011.

² Transportation Infrastructure: An Investment That Pays Dividends, Transportation California, May 2011.

Mr. Dario Frommer
October 25, 2011
Page 2

It is clear that the Bay Area Express Lanes Network will provide Californians with the kind of improved transportation infrastructure and well-paying jobs we need to return to economic prosperity. As such, we at Skanska support and endorse the MTC's application regarding the Bay Area Express Lanes Network and respectfully request the California Transportation Commission do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Kempton", with a long horizontal flourish extending to the right.

Mark Kempton
Project Director