

April 14, 2010

ROUTE 152 TRADE CORRIDOR PROJECT

TRAFFIC REVENUE STUDY

PRESENTATION

presented to
Mobility Partnership

presented by
HDR Team



Agenda

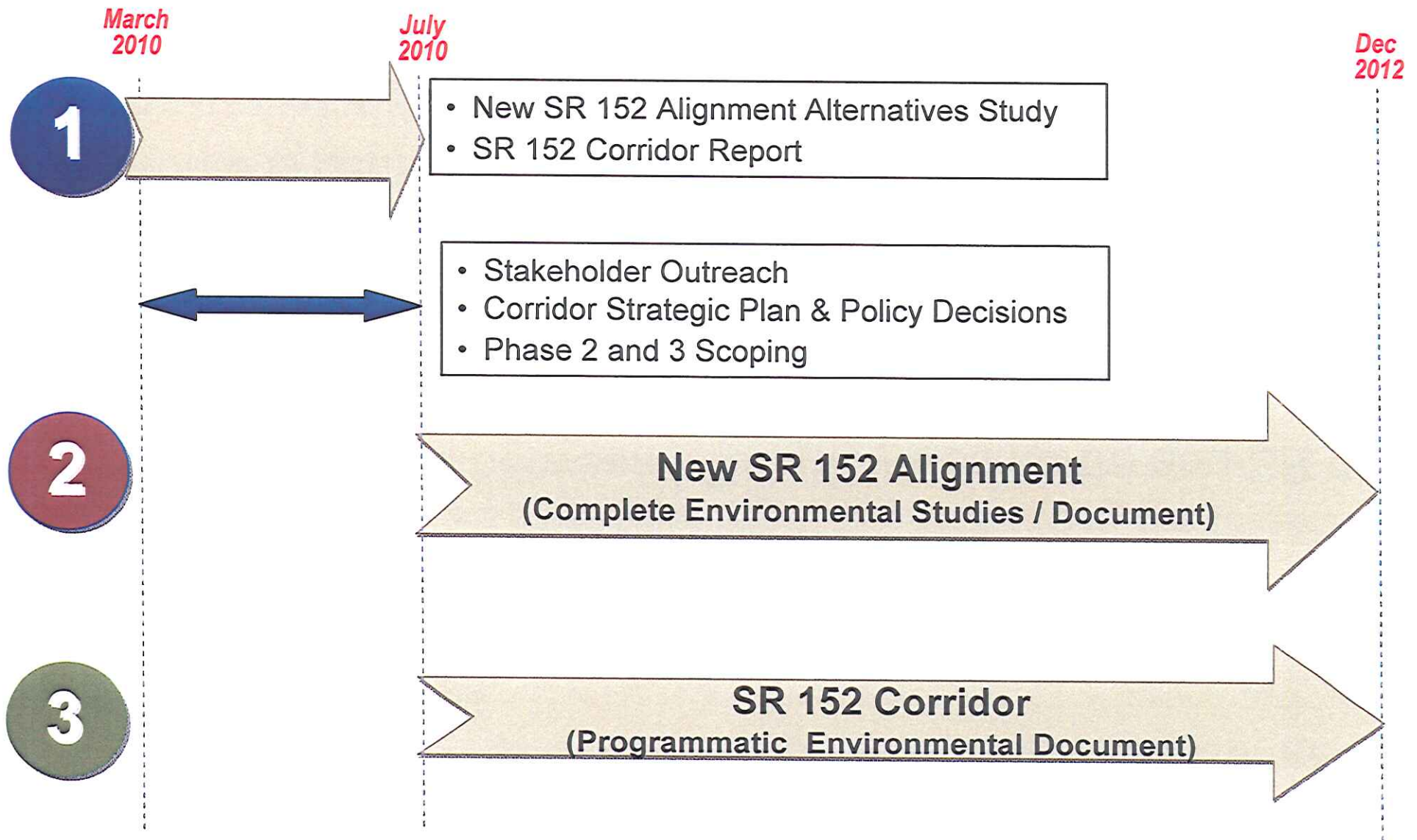
Schedule Overview

Tolling Alternatives Evaluation

T&R Study - Analysis Results

Summary & Next Steps

Schedule Overview



Corridor Significance

- Focus Route - Highest priority for completion to minimum facility standards
- Especially important for goods movement and has interregional and statewide significance
- Only E-W route between I-580 (60 miles north) and SR 46 (120 miles south)
- Vital artery for goods movement between Central Valley, SF Bay Area, and Central Coast
- Route is central to heart of states ag production
- Designated as Major International Trade Highway Route (California Transportation Plan 2025)

Need For Corridor Improvements

1

SOCIOECONOMIC

Impacts Gilroy and Los Banos communities

Impacts commuter, commercial, & recreational traffic

2

BOTTLENECKS

10-mile, two-lane bottleneck between Gilroy and SR 156

No climbing lane on EB ascent to Pacheco Pass

3

SAFETY

High accident rate (80 fatal & 1,700 injured over 5-year period)

Actual rates exceed state average

4

TRAFFIC OPS

Exceeds capacity

- US101 to SR156
- EB ascent to Pacheco Pass
- Gilroy and Los Banos

5

GOODS MOBILITY

Inefficient goods flow

- signal delays
- steep grades
- bottlenecks

6

SYSTEM

Poor system connectivity

Some regional traffic diverting to local routes

7

ROUTE CONCEPT

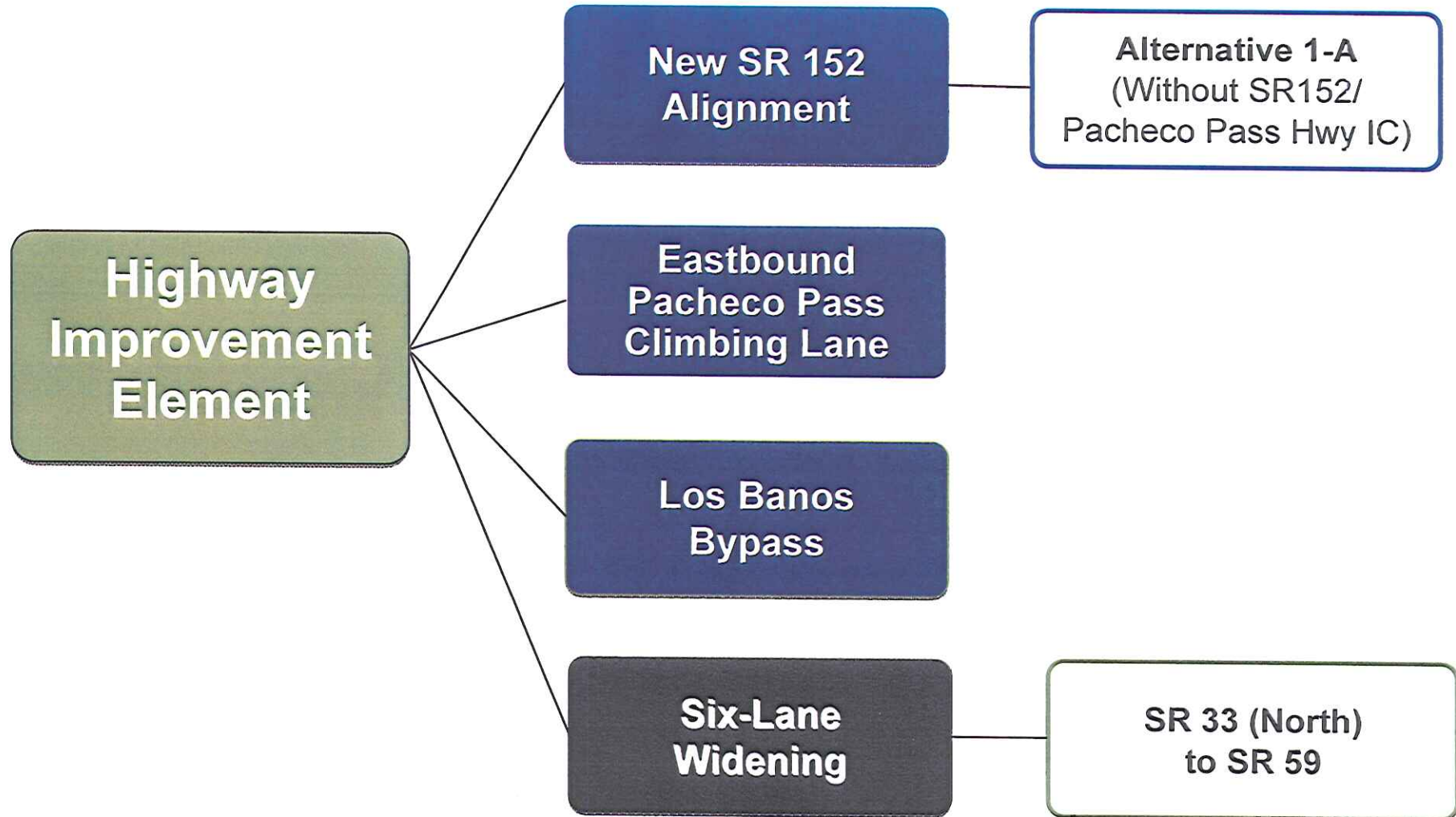
Most of route does not meet freeway or expressway designation

8

ACCESS CONTROL

Over 300 uncontrolled access points

Highway Improvements Traffic and Revenue Study



New SR 152 (Western) Alignment

- Provides continuous 4-lane facility (US 101 and SR 99)
- Removes regional traffic from Gilroy and local roads
- Upgrades facility to freeway standard
- Improves safety and traffic operations
- Improves corridor mobility and goods movement
- Focused interregional route (SR 152, SR 25 and SR 156)
- Promotes US 101 Widening Project (Monterey St. to SR 129) as part of a focus route improvement
- Opportunity for shared transportation corridor with HSR

Los Banos Bypass

- Removes regional traffic from Los Banos and local roads
- Upgrades facility to freeway standard
- Improves safety and relieves congestion
- Focused route for interregional traffic
(SR 152, SR33 and SR 165 and I-5)
- Improves corridor mobility and goods movement
- Quality of life improvements for Los Banos residents
- Project is environmentally cleared

EB Climbing Lane at Pacheco Pass

- Separates fast and slow moving vehicles
- Improves safety and relieves congestion
- Improves corridor mobility and goods movement
- Opportunity for other safety improvements (e.g. curve correction improvements)

Six-Lane Widening (SR 33N to SR 59)

- Maintains traffic operations to accommodate future demand
- Maintains corridor mobility and goods movement
- Upgrades facility to freeway standard

[Note: Additional traffic studies needed to determine extents and timing of widening]

Order of Magnitude Costs

Highway Improvement	Cost
New SR 152 Alignment (US 101 to SR 156)	
6-Lane US 101 (Monterey St. to SR 25), New US 101/SR 25 Interchange, 6-Lane SR 25 to UPRR Crossing	\$205M
6-Lane SR 25 (UPRR Crossing to just east of County Line)	\$115M
4-Lane New Alignment (Just east of County Line to SR 156)	\$325M
Sub Total	\$645M
Eastbound Pacheco Pass Climbing Lane	\$50M
Los Banos Bypass (Four-Lane)	\$500M
Six-Lane Widening (SR 33 North to SR 59)	\$305M
TOTAL	\$1,500M

Notes:

1. Cost estimates are in 2009 dollars.
2. Escalation to mid-year of construction, toll facility, and O&M costs not included

Other Highway Improvements (Non-Revenue Generating)

Interchange Improvements

- Casa de Fruta, SR 33 N, I-5, SR 33 S, SR 59, SR 233 and SR 99
- Improve safety and traffic operations
- Additional Studies Needed

**NOT INCLUDED IN
T&R STUDY**

Access Control Improvements

- To meet freeway/expressway designation
- Improve safety and traffic operations
- Additional Studies Needed

Curve Corrections

- Pacheco Pass
- Improve safety and traffic operations
- Option to include some improvements with EB climbing lane project

Highway Improvements (Withdrawn)

HOV/HOT Lanes

- Low 'Buy-In' Potential
- Significant Capital Cost for added lane
- Continuity with SCI HOT Lanes

**NOT INCLUDED IN
T&R STUDY**

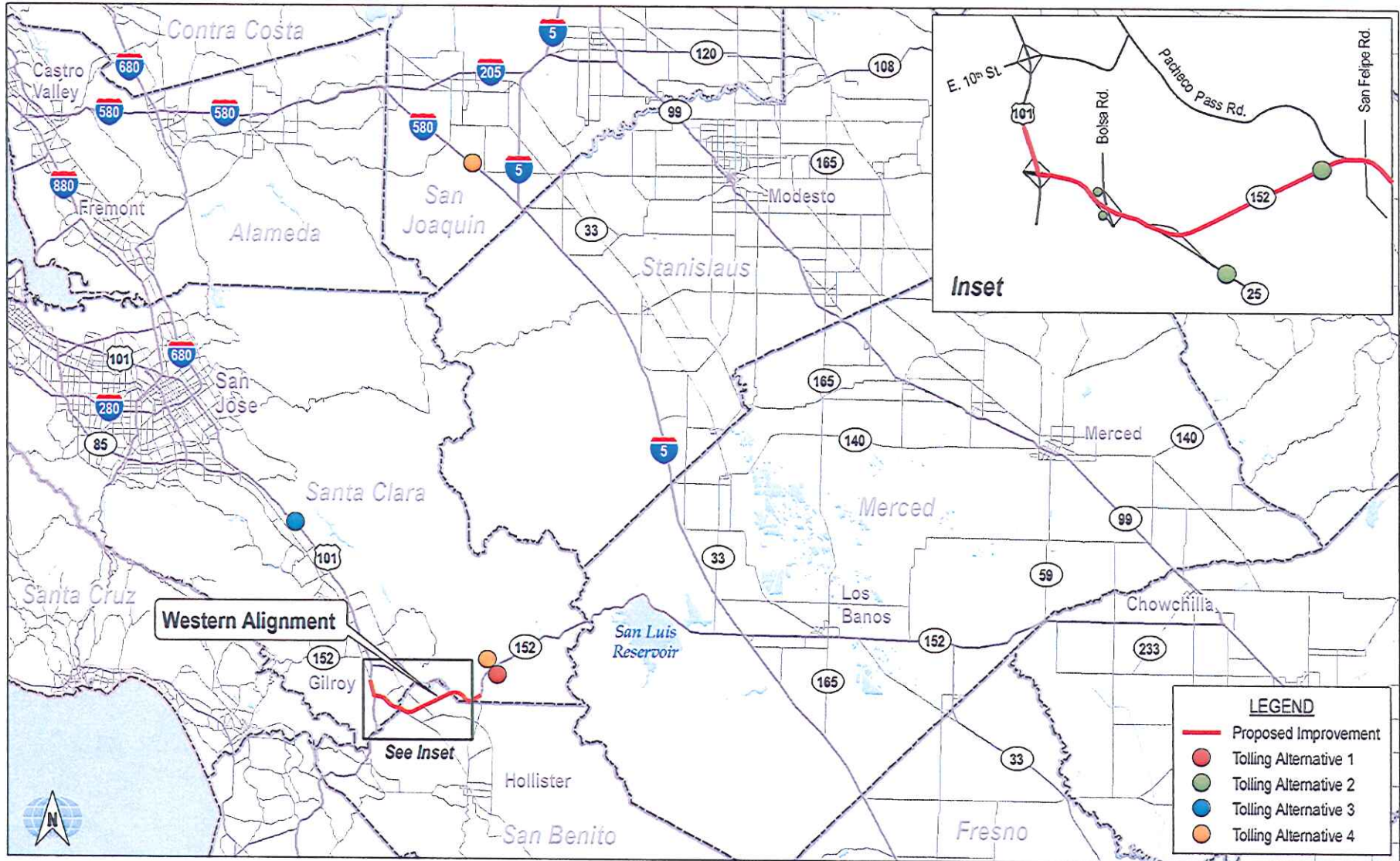
Truck-Only Toll Lanes

- Low 'Buy-In' Potential
- Significant Capital Cost for added lane
- No benefits to non-truck users

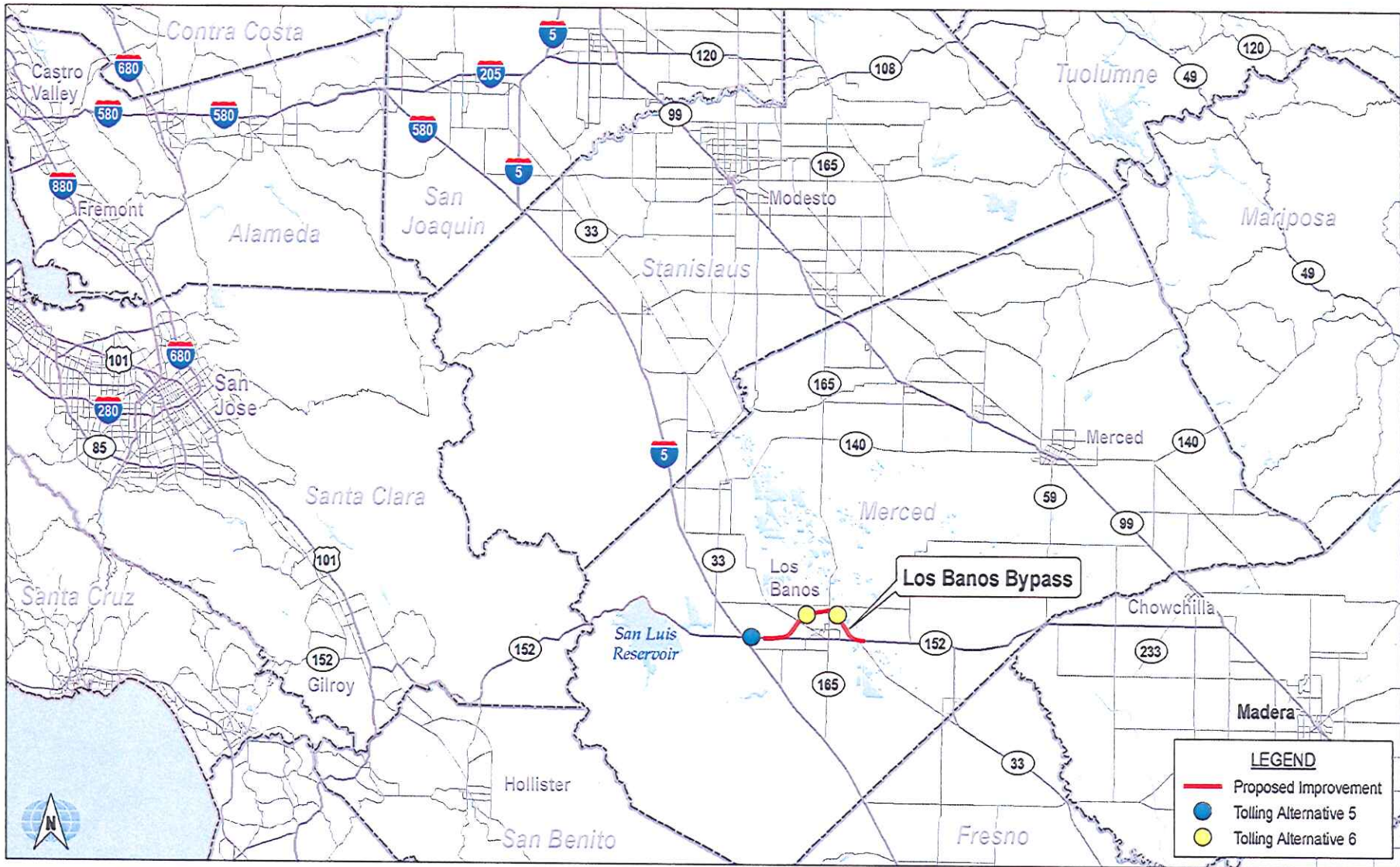
Private Toll Road

- Assume Shared corridor with HSR
- Low 'Buy-In' Potential
- Significant Capital Cost

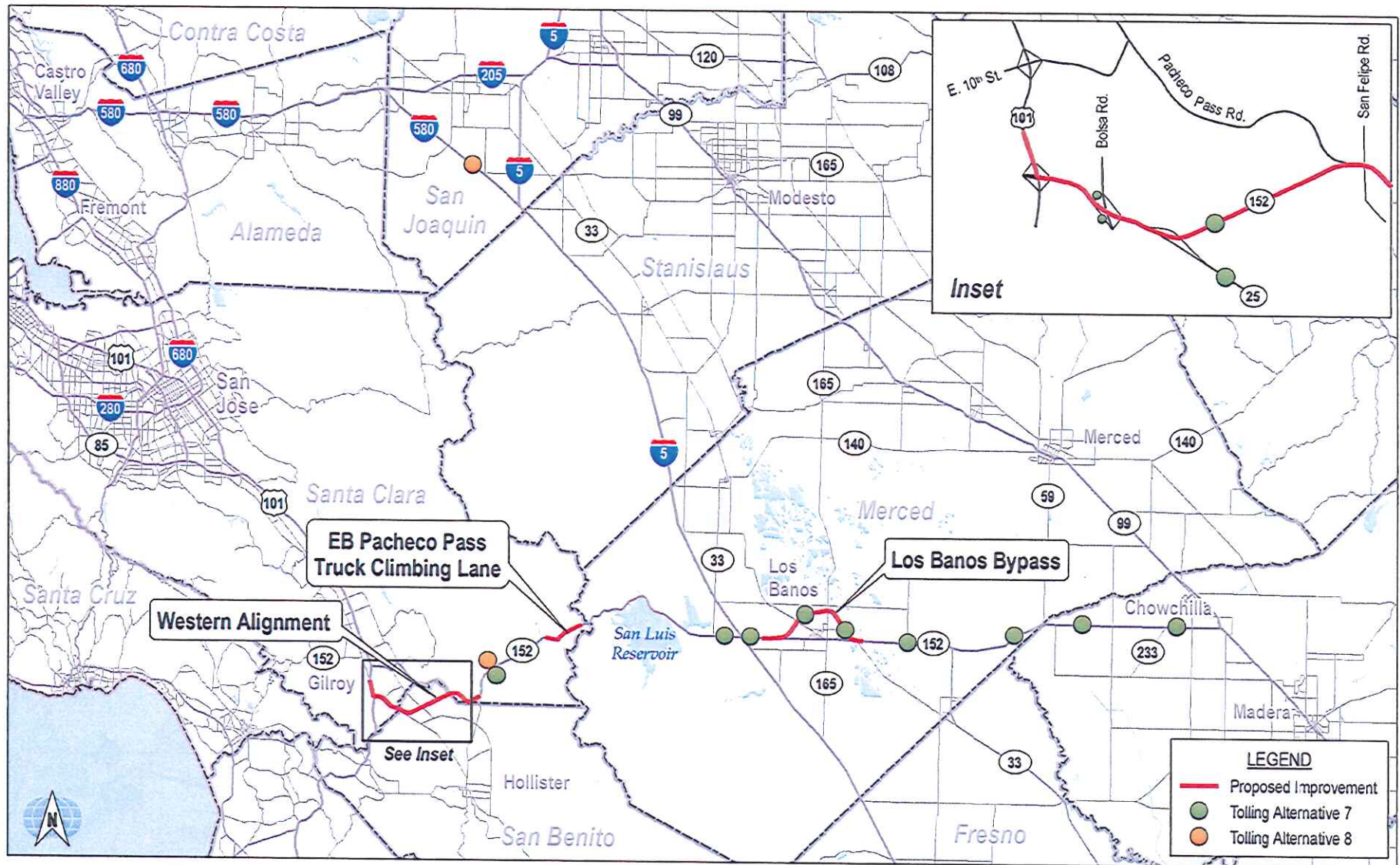
Tolling Alternatives T1 to T4



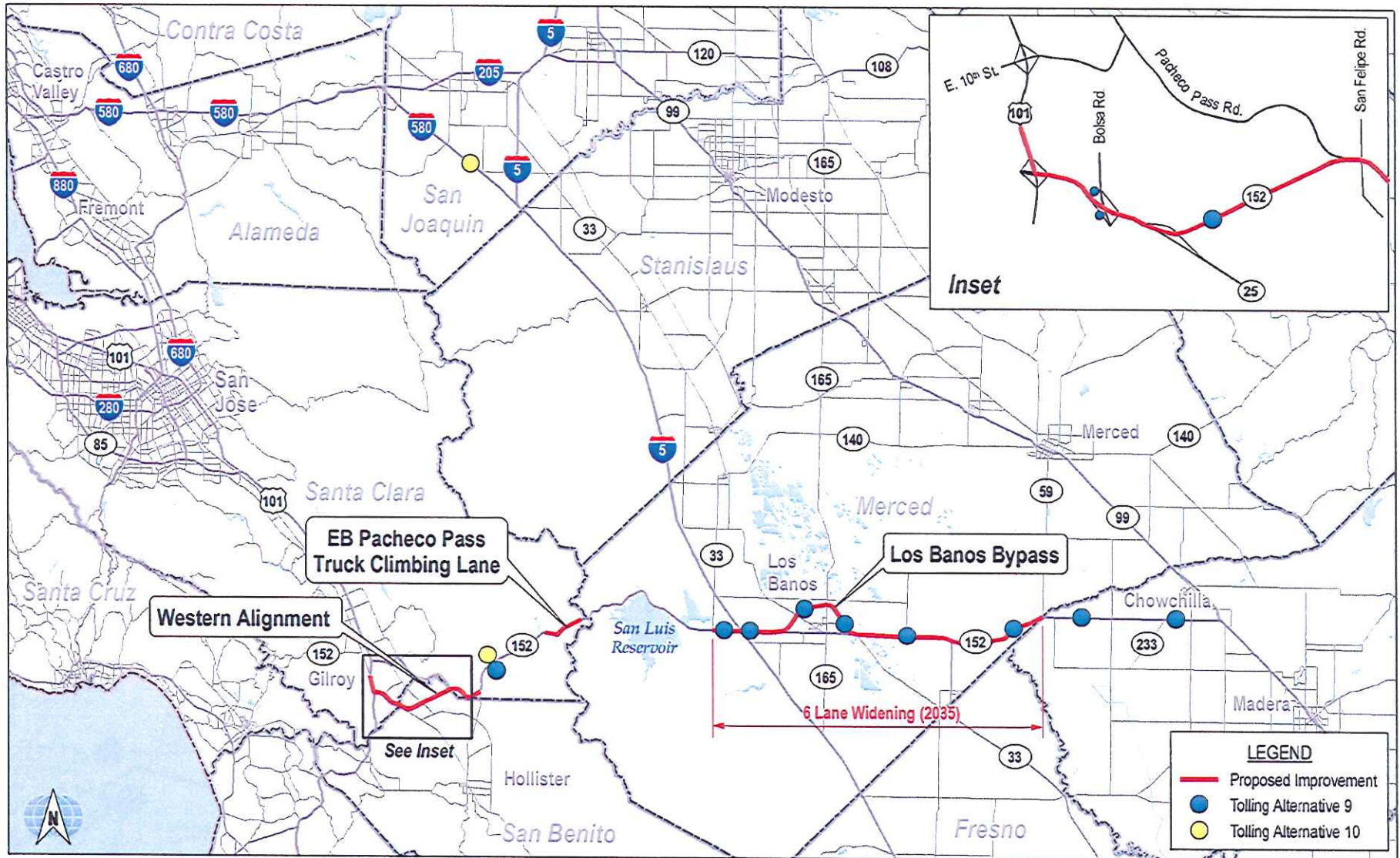
Tolling Alternatives T5 and T6



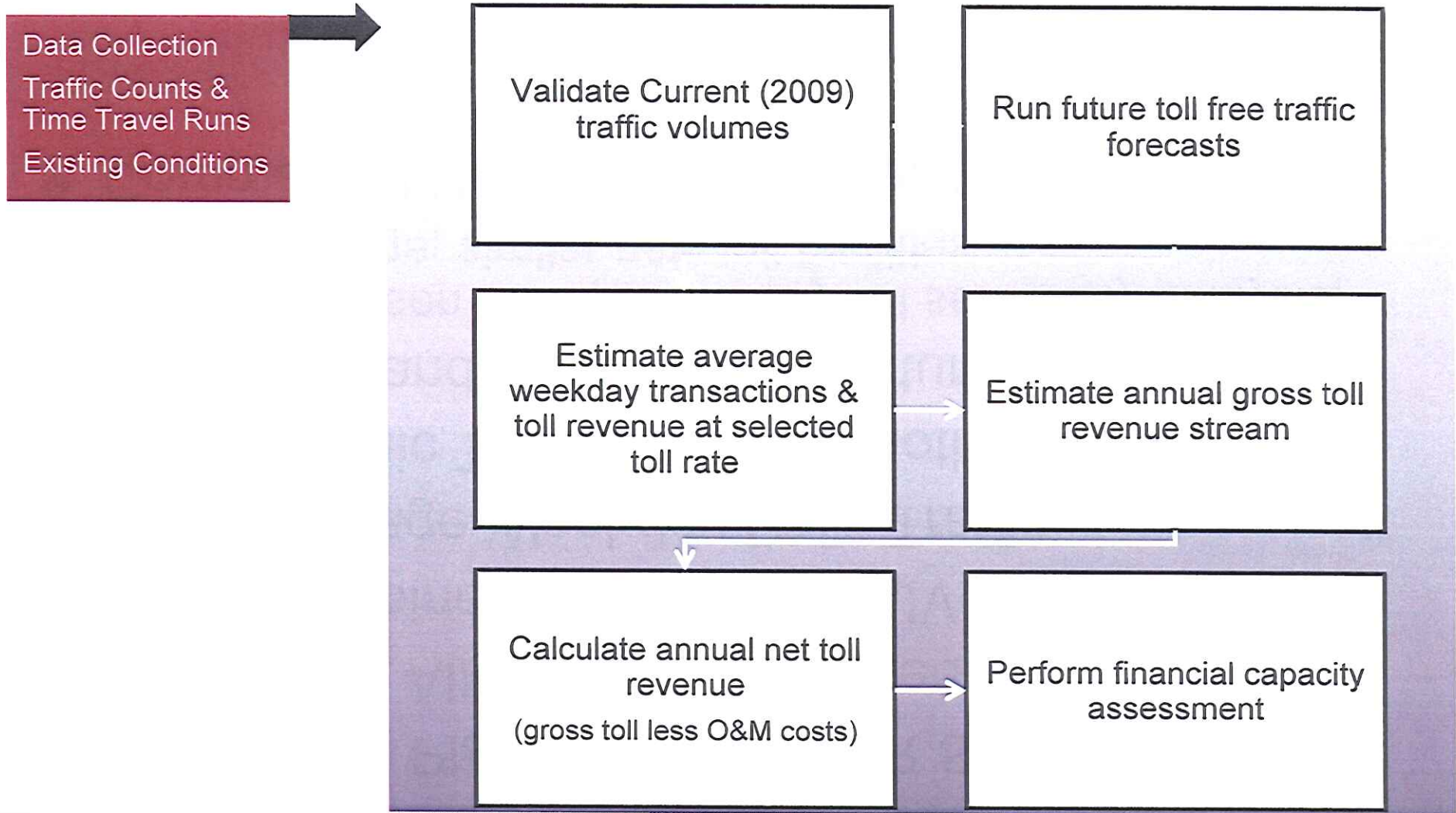
Tolling Alternatives T7 and T8



Tolling Alternative T9 and T10



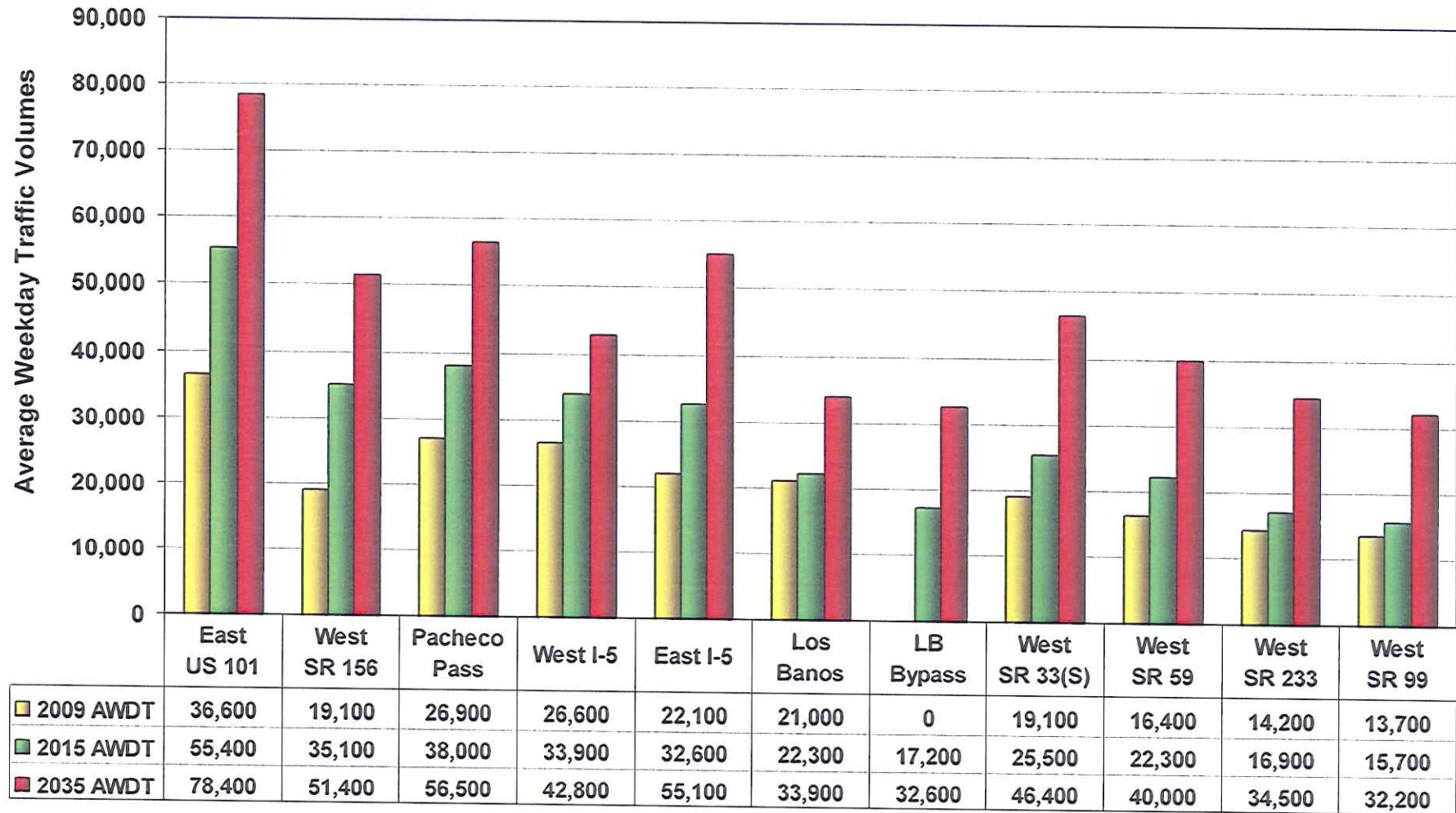
T&R Study Process Overview



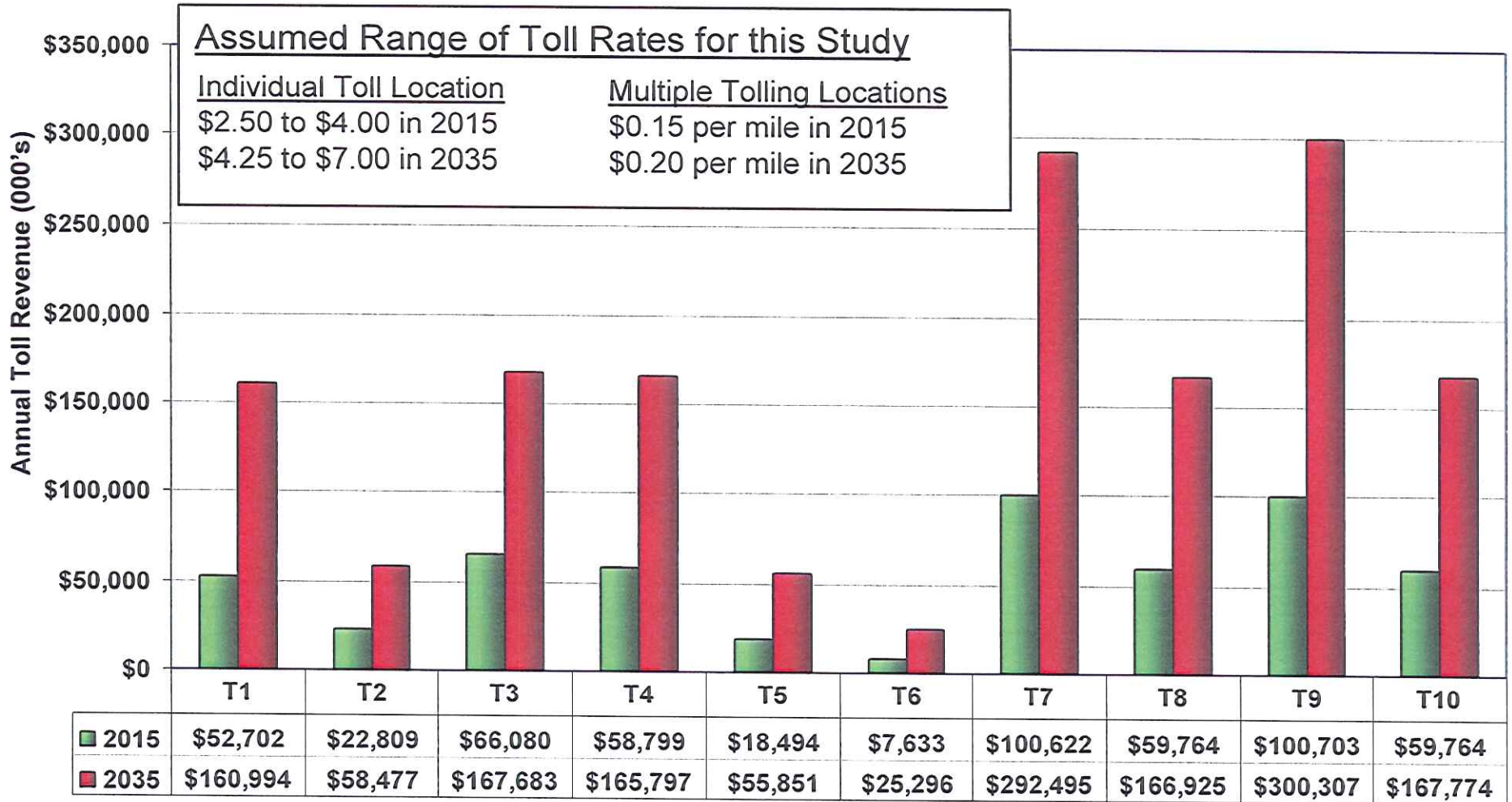
Preliminary T&R Study Key Assumptions

- Preliminary Planning Level T&R Study
- Ten Tolling Alternatives Analyzed
- Used Combined VTA/MCAG/SJV model
- Used Average Weekday Daily Traffic
- All Electronic Tolling (AET) in both directions
- Toll Rates and Revenues in Future Year \$'s
 - Rates chosen from preliminary toll sensitivity analysis, traffic usage, similar new toll facilities
- Commercial Vehicles Tolled Per Axle

Average Weekday Daily Traffic – Toll Free



Toll Alternatives – Toll Revenue



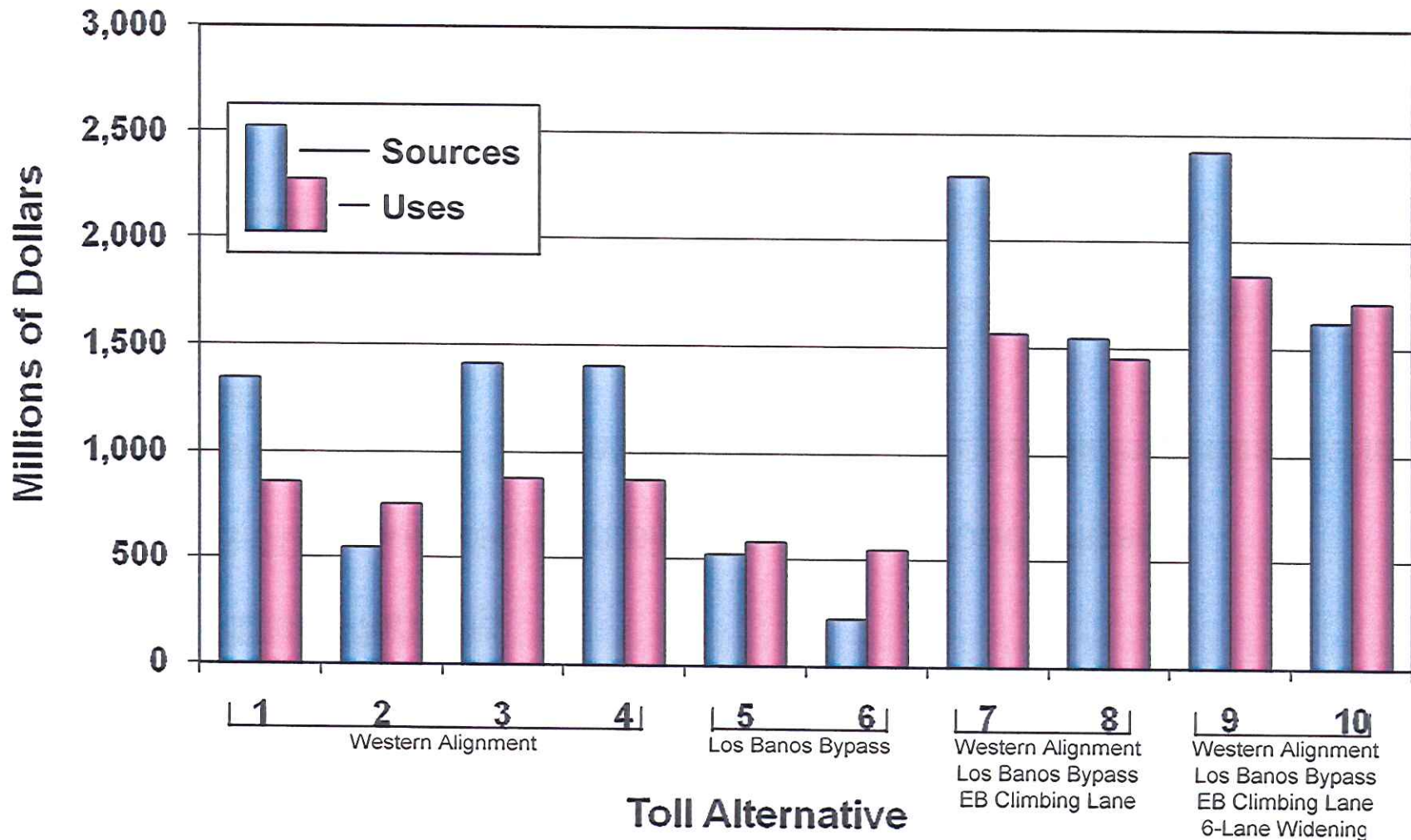
T&R Analysis Findings

- Highest toll revenues are generated by tolling at regular intervals along entire corridor (T7 and T9)
- Tolling on the New SR 152 Alignment, LB Bypass or on US 101 exhibit significant diversions to alternate routes (T2, T3, T5 and T6)
- Tolling SR 152 and I-580 (T4) has a relatively minimal impact on traffic and revenue, as compared to tolling SR 152 (T1)
- Preliminary traffic forecasts show that 6-lane widening of SR 152 may not be warranted prior to 2035 (T9 and T10)

Financing Capacity Analysis

- Based on a 50-Year Term
- Sources of Financing
 - Debt
 - Function of toll revenue stream and coverage ratio requirements
 - Principal amount of any debt raised either through capital market debt or bond offerings, or commercial bank lending.
 - TIFIA
 - Transportation Infrastructure Finance and Innovation Act (TIFIA) Program provides federal credit assistance to large-scale projects of regional or national significance that might otherwise be delayed or not constructed at all because of risk, complexity, or cost.
 - Equity
 - Sum of the project capital invested by the private partner.
 - Investment Earning
 - Interest and earnings on unused bond proceeds. Bond proceeds are held in trust and drawn down over time to pay project costs.
- Uses of Financing
 - Project Costs
 - Sum of the roadway construction costs and All Electronic Toll (AET) toll system construction costs, (includes maintenance and operations) inflated to year of expenditure.
 - Financing Costs
 - Transaction costs of a financing paid to underwriters, bond counsel, rating agencies, etc. This includes interest paid to bondholders during the construction of a project.
 - Reserves
 - Reserve account funded out of proceeds of a debt offering to provide funds to cover unforeseen circumstances

Financing Capacity Assessment



Note: Where Sources exceed Uses, Toll Alternative is potentially self-funding

Phase 1 T&R Study Summary

- Four major highway improvements identified that could be self-funding through tolling
- Tolling on Western Alignment and Los Banos Bypass produces insufficient revenue for self-funding
- Tolling US 101 could result in significant local road impacts
- Tolling I-580 and SR 152 simultaneously produces minimal change in revenue on SR 152
- Tolling Alternatives 1 and 7 look the most promising for further study
- Six-lane widening may not be justified based on future traffic forecasts

Next Steps – SR 152

Trade Corridor

- Complete Corridor Report
- MCAG / CTC Briefings
- Develop Toll Corridor Strategic Plan
- Elected Official Policy Decisions
- Phase 3 – Early Activities

Western Alignment

- Complete New SR 152 Alignment Alternatives Report
- Stakeholder Outreach
- Continue with Environmental Phase - Early Activities

