Regional Express Lane Network Update

A Presentation for the
Planning, Policy and Legislation Committee
June 11, 2018

Planned 550-mile
Bay Area Express Lane Network

LEGEND
- Alameda CTC / Sunol JPA
- Santa Clara VTA
- SAIFA

Alameda CTC
I-580 Express Lanes

Sunol JPA
I-680 SB Express Lane

1. Direct expenditures related to:
   - Operations, Revenue Collection, Enforcement
   - Maintenance
   - Program Administration

2. Net revenues after #1 used for transportation purposes within the corridor, including:
   - Construction of HOV facilities
   - Improvement of Transit services

Expenditure Plan to be updated every 2 years.

MTC Proposal

- Unified Governance under BAIFA
- Single Express Lane policy-making body
- Consolidated Financial Enterprise
- Shared Debt and O&M costs
- Allocation of Net Revenue by Corridor
- Simplified public information for Express Lanes

The following slides were prepared by MTC
Bay Area Infrastructure Financing Authority (BAIFA)

- Joint Powers Authority created by MTC and BATA in 2006 to finance the toll bridge seismic program
- Amended in 2011 to implement and operate express lanes
- Membership comprised of Commissioners representing counties with BAIFA express lanes
- Members have voice in
  - Policy: Toll rates and operations
  - Funding: capital and operating expenditures
  - Contracts: costs and performance
  - Net Revenue: expenditure plan

2. What is net revenue?

Hypothetical Example

<table>
<thead>
<tr>
<th>Gross revenue</th>
<th>$1 B</th>
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</thead>
<tbody>
<tr>
<td>Less debt service</td>
<td>($0.1 B)</td>
</tr>
<tr>
<td>Less O&amp;M</td>
<td>($0.4 B)</td>
</tr>
<tr>
<td>Less rehab and reserves</td>
<td>($0.2 B)</td>
</tr>
<tr>
<td>Net revenue</td>
<td>$0.3 B</td>
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</tbody>
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Staff Proposal: Net revenue is calculated for the enterprise and will be allocated to corridors based on share of gross revenue
Alameda CTC Considerations

- AB 2032
  - “Corridor” definition of proposal may differ from legislative mandate for net revenue usage on 580 and 680 Sunol
  - Net revenues allocated based on contribution to network gross revenue may be less than stand-alone system
- BAIFA would adopt all corridor expenditure plans
  - CMAs would develop expenditure plans
  - Unclear when revenue would be available in adopted expenditure plans
Alameda CTC Considerations

- BAIFA experience with express lane operations and violation management
  - Timing of unification would be important
- BAIFA establishes all policies, including occupancy and pricing
  - Potential impacts to local jurisdictions without full voice
  - I-880 scheduled to open late 2019 – effect on local cities
- Development of future express lanes uncertain
  - Who decides which lanes would be implemented next?
  - Who is responsible for securing funding?
  - How are expansions incorporated into corridor definitions?

Questions & Answers