

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

Alameda CTC
I-580 Express
Lanes

Sunol JPA
I-680 SB Express
Lane

LEGEND

- Alameda CTC / Sunol JPA
- Santa Clara VTA
- BAIFA

Planning, Policy and Legislation Committee Meeting

AB 2032 (2004) Expenditure Uses

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

- BAIFA Membership**
1. MTC Chair
 2. BATA Oversight Chair
 3. MTC Commissioner from Alameda County
 4. MTC Commissioner from Contra Costa County
 5. MTC Commissioner from Solano County
 6. Cal STA (non-voting)



2. What is net revenue?

Hypothetical Example

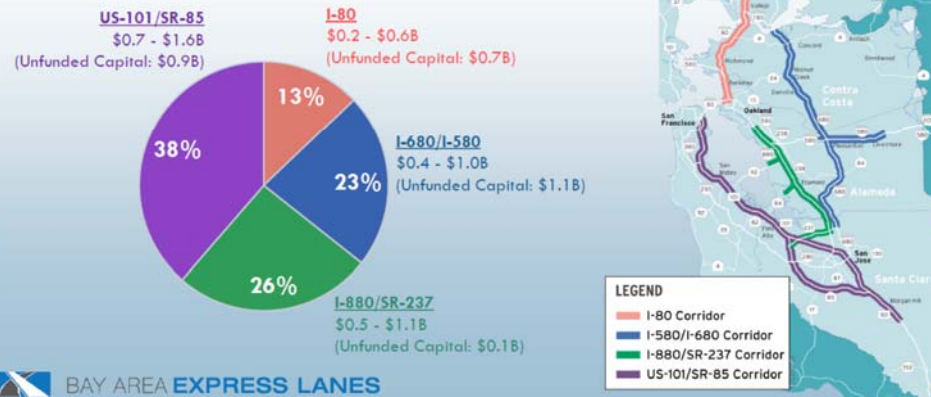
Gross revenue	\$1 B
Less debt service	(\$0.1 B)
Less O&M	(\$0.4 B)
Less rehab and reserves	(\$0.2 B)
Net revenue	\$0.3 B

Staff Proposal: Net revenue is calculated for the enterprise and will be allocated to corridors based on share of gross revenue



Estimated Net Revenue by Corridor

Based on Corridor Share of Gross Revenue
Total amounts through 2040 (billions of inflated dollars)



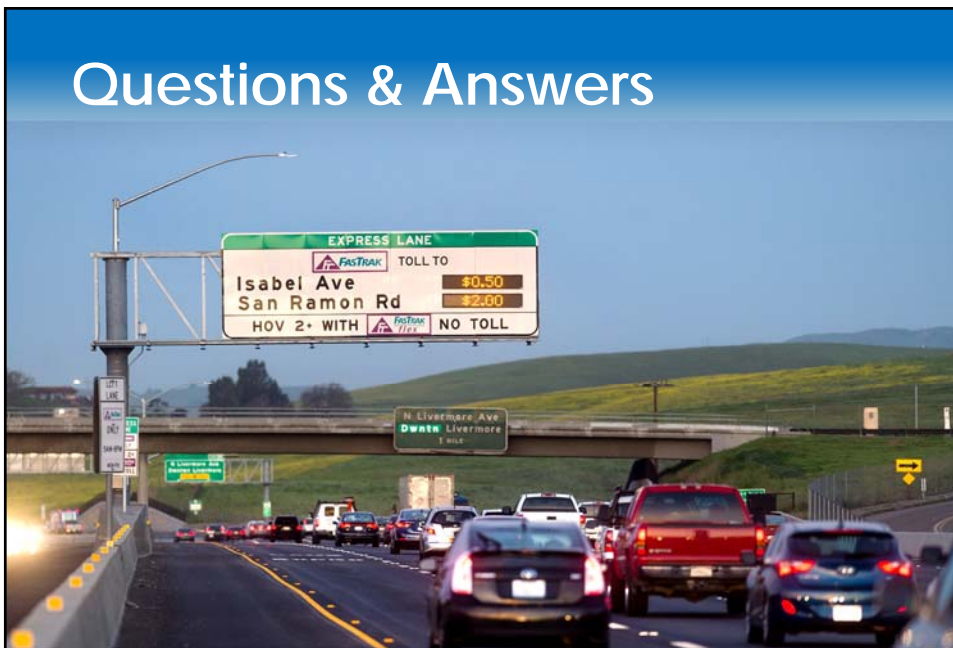
Alameda CTC Considerations

- 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
 - CMAAs 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



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