

Regional Express Lane Network Update

A Presentation for the
Alameda County Transportation Commission
June 28, 2018

TOLL-PAYING VEHICLES

TRANSIT

Planned 550-mile Bay Area Express Lane Network

LEGEND

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

Alameda CTC
I-580 Express Lanes

Sunol JPA
I-680 SB Express Lane

Alameda County Transportation Commission

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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

Alameda CTC Considerations

- AB 2032
 - *“Corridor” definition of proposal may differ from legislative mandate for net revenue usage on 580 and 680 Sunol*
 - *Business model refinements and evaluation for AB 2032 corridors TBD*
- BAIFA would adopt all corridor expenditure plans
 - *CMAAs would develop & adopt expenditure plans first*
 - *Unclear when revenue would be available in adopted expenditure plans*

Alameda CTC Considerations

- BAIFA establishes all policies, including occupancy and pricing
 - *All CMAAs in BAIFA have a seat at the table*
 - *Local jurisdictions would be involved*
- 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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