



BAIFA Options for San Mateo 101 Express Lanes

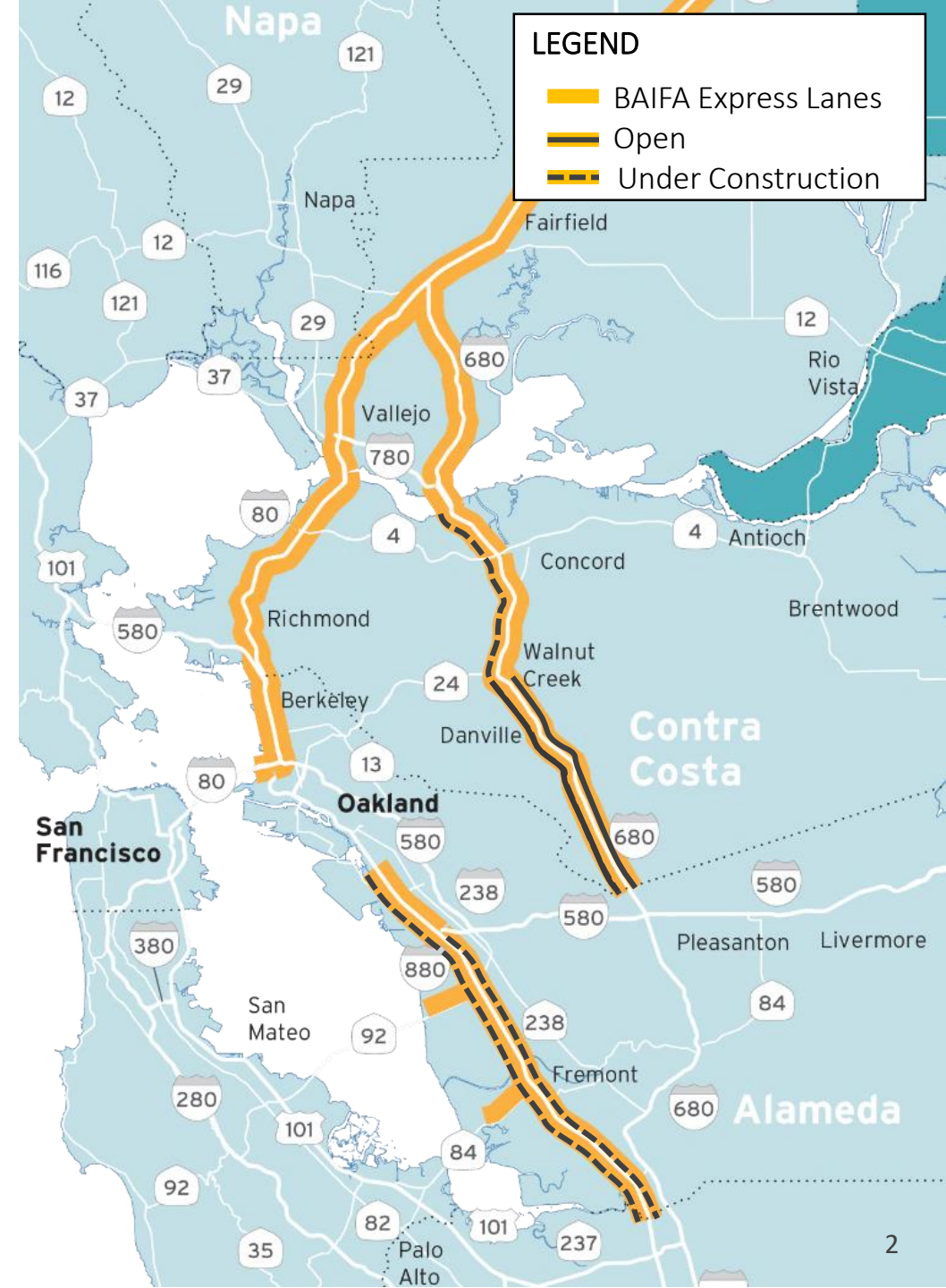
Joint Ad Hoc Committee on 101 Managed Lanes Project
January 25, 2019








Bay Area Infrastructure Financing Authority (BAIFA)

Current 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)



Local Control – Similar Under Any Option

		1. BAIFA Owns and Operates	2. San Mateo Owns	
			A. VTA Operates	B. BAIFA Operates
	Toll discounts* Violation penalties	Match Regional Practice (1 set of rules)		
	Hours of operation	Caltrans Decision (5 AM – 8 PM)		
	Equity program	BAIFA impl.	San Mateo impl.	San Mateo impl.
	Net toll revenue	Same Definition of Net San Mateo Sets Priorities		
	Toll Violation penalties & procedures	Match Regional Practice (1 set of rules)		

* Toll rates for private buses and shuttles are governed by State & Federal requirements.
A private bus meeting HOV occupancy requirement is eligible for free travel.

San Mateo 101 Net Revenue – Similar Under Any Option

Based on estimates provided at November 16, 2018 workshop

Gross revenue	\$29 - \$39 M
Less debt service	TBD
Less O&M (includes contingency)	\$18 M
Less reserves for operations, rehab, and replacement (R&R)	\$2 M
Net revenue	\$10 - 20 M

Decisions Influencing Gross Revenue – Similar Under Any Option

	VTA	Alameda CTC	1. BAIFA	2. San Mateo
		Owns & Operates		A.VTA or B. BAIFA Operates
HOV Occupancy	Set by Caltrans HOV-3 in the ring around the Bay (101, 880, 237) HOV-2 elsewhere			
Tolling objective Max Throughput (price for 45 mph) vs. Max Revenue (price for higher speeds - fewer users & higher tolls)	Max throughput	Max throughput	Max throughput	Max throughput?
Discounts HOV-2, clean air vehicles	50%	50%	50%	50%?
Hours of operation	Set by Caltrans 5 AM – 8 PM for all lanes (SR-237 changes forthcoming)			



HOV Occupancy



Tolling objective

Max Throughput (price for 45 mph)
vs.
Max Revenue (price for higher speeds -
fewer users & higher tolls)

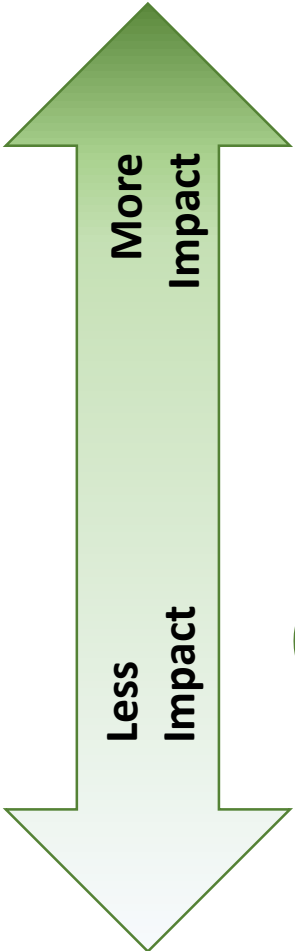


Discounts

HOV-2, clean air vehicles



Hours of operation



HOV and Express Lane Hours of Operation

County -Route	Direction	Facility Type	HOV Occupancy Requirement	Existing Hours	
				AM	PM
State Bridges (7)	One Way	HOV	2+ & 3+	5-10	3-7
Golden Gate Bridge	SB	HOV	3+	5-9	4-6
ALA/CC-80	BOTH	HOV	3+	5-10	3-7
ALA-580	BOTH	Express Lane	2+	5 AM – 8 PM	
ALA/SCL-680	SB	Express Lane	2+	5 AM – 8 PM	
ALA-880	BOTH	Express Lane	3+	5 AM – 8 PM	
SCL-880	BOTH	HOV	2+	5-9	3-7
CC-04	WB	HOV	2+	5-9	-
CC-04	EB	HOV	2+	-	3-7
CC-680	BOTH	Express Lane	2+	5 AM – 8 PM	
MRN-101	SB	HOV	2+	6:30-8:30	-
MRN-101	NB	HOV	2+	-	4:30-7
SCL-85	BOTH	HOV	2+	5-9	3-7
SCL-87	BOTH	HOV	2+	5-9	3-7
SCL-101	BOTH	HOV	2+	5-9	3-7
SCL-237	BOTH	HOV	2+	5-9	3-7
SCL-880/237 extension	BOTH	Express Lane	3+	5 AM – 8 PM	
SCL-280	BOTH	HOV	2+	5-9	3-7
SF-Sterling Ramp	EB	HOV	3+	-	3:30-7
SM-101	BOTH	Express Lane	3+	5 AM – 8 PM	
SOL-80	BOTH	HOV	2+	5-10	3-7
SON-101	BOTH	HOV	2+	7-9	3-6:30

Express Lane

Existing
Future

Cost Components - Similar Under Any Option

Based on November 16, 2018 workshop material*

	1. BAIFA Owns & Operates	2. San Mateo Owns A. VTA Operates B. BAIFA Operates
Customer Service Center (BATA costs for processing transactions and violations)	\$8.0	\$8.0
Annual Operations Staffing Costs	\$0.7	\$1.2
Annual Operations Contractor O&M Costs	\$2.9	\$2.9
Annual Roadway Maintenance Costs	\$2.6	\$2.6
Annual Contribution to Future Rehabilitation and Reserves	\$2.0	\$2.0
Annual CHP Enforcement in Field	\$1.3	\$1.3
Subtotal	\$17.5	\$18.0
10% Contingency	\$1.7	\$1.8
Total Estimated Annual Operating Costs	\$19.2	\$19.8

* These are preliminary estimates

Current Practices for Reserves are Similar

Existing express lane owners are committing \$100K per lane mile to reserves for rehab and replacement (R&R)



Sources: 237: FY 17/18 Budget
580 2018 Expenditure Plan
680 FY 17/18 Actual

Serving San Mateo Customers



Since 2009

October 2018 trips



2.7 million accounts, total

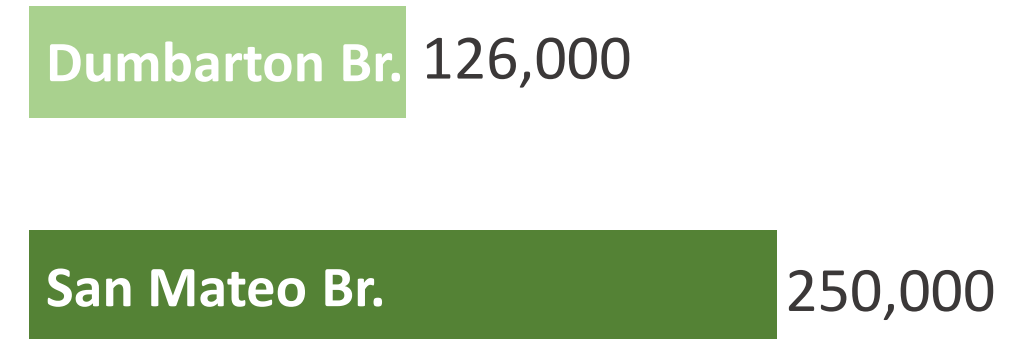
22 partner agencies

2019 start of Means Based Fare Program



Since 2004

October 2018 trips, westbound 3-7 PM



2.5 million accounts, total

5 partner agencies

Regional Investments → Benefits San Mateo Customers

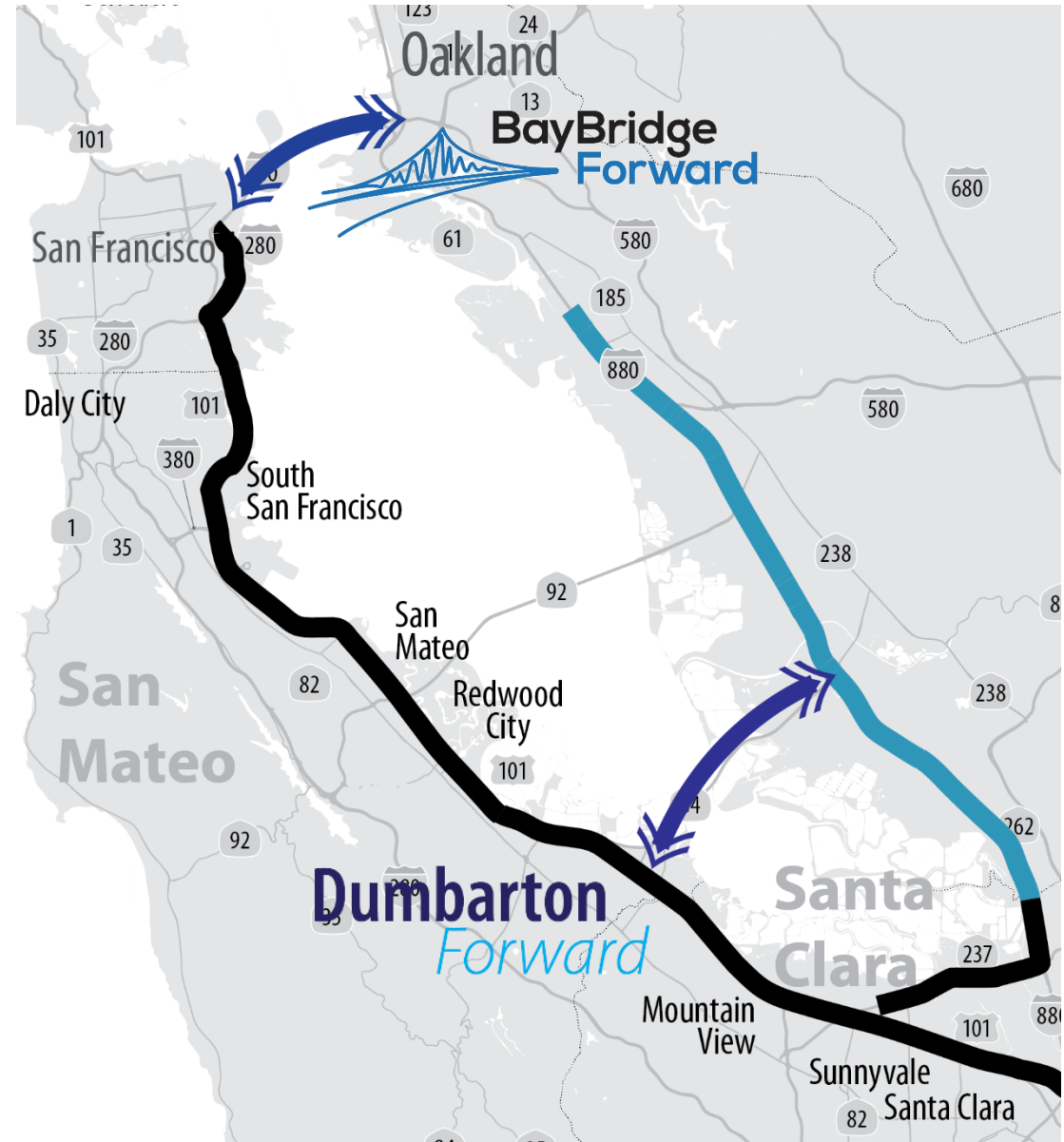
Move More People











Create Mobility Hubs



Modernize Existing Ramp Meters:
Fixed Time of Day → Adaptive Meters



BAIFA Options for San Mateo 101- preliminary


		Owner: SM Joins BAIFA	Operator: SM Contracts with BAIFA
General Responsibilities		Add San Mateo to BAIFA	No change from current BAIFA
	 Toll policy / ordinance	BAIFA / regional consistency	San Mateo / regional consistency
	 Revenue risk / bond financing	BAIFA	San Mateo
	 Liability	BAIFA	San Mateo
	 Equity program	BAIFA/San Mateo	San Mateo
San Mateo Conditions	 \$50 M for construction (paid back with toll revenue)	BATA	San Mateo
	 Cost overruns	MTC/San Mateo – SB1 appl. BAIFA – Toll system	MTC/San Mateo – SB1 appl.
	 Priority of extension	Next tier – state/reg/local \$	
	 Control over net revenue	San Mateo	

BAIFA's Discussion on January 23, 2019

- Supportive of Option 1 and Option 2b
- Under Option 2b, would like to see a commitment to evaluate joining BAIFA at a later date
- Under Option 2a or 2b, would like to see a commitment to working with other express lane owners toward consistent toll policy
- Reiterated commitment to return net revenue to corridors
- Travelers better served by fewer express lane owners
 - All parties at the same table setting policy
 - Facilitates single set of rules for travelers
 - No need for each agency to set aside its own risk reserve



Timeline and Next Steps



December 2018	San Mateo TA voted for San Mateo owner/VTA operator (Option 2a) C/CAG voted for BAIFA owner/operator (Option 1) Joint Ad Hoc Committee formed (San Mateo TA and C/CAG)
January 2, 2019 January 25	Ad Hoc Committee develops recommendation
February 7 & 14	San Mateo TA and C/CAG actions
February 27	Report back to BAIFA

If BAIFA Contract Option (2b) Selected

February – May	BAIFA submits CTC application San Mateo stands up governance body
June – September	BAIFA and San Mateo enter into contract BAIFA amends toll system & operations contracts