

## Meeting Agenda

### Bay Area Infrastructure Financing Authority

*Authority Members:*

*Scott Haggerty, Chair      Amy Worth, Vice Chair*  
*Federal D. Glover, Carol Dutra-Vernaci, James P. Spering*

*Non-Voting Member: Vacant*

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Wednesday, December 16, 2020

9:40 AM

Board Room - 1st Floor (REMOTE)

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The Bay Area Infrastructure Financing Authority is scheduled to meet on Wednesday, December 16, 2020 at 9:40 a.m. or immediately following the 9:35 a.m. BATA meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: <https://bayareametro.zoom.us/j/85361052889>

iPhone One-tap US: +16699006833,,85361052889# or +14086380968,,85361052889#

Join by Telephone (for higher quality, dial a number based on your current location) US:

+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 853 6105 2889

International numbers available: <https://bayareametro.zoom.us/j/85361052889>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "\*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

## 1. Call to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this Authority shall be a majority of its regular voting members (3).*

## 2. Consent Calendar

- 2a. [20-1510](#) Minutes of the October 28, 2020 meeting

Action: Authority Approval

Attachments: [2a - 20-1510 - Oct 28 BAIFA Draft Minutes.pdf](#)

- 2b. [21-0007](#) Agreement - Contract Allocation - Express Lanes Operations and Maintenance Services: Caltrans (\$975,000)

Action: Authority Approval

Presenter: Angela Louie

Attachments: [2b - 21-0007 - EL Caltrans Ops and Maint Contract Amendment.pdf](#)

## 3. Information

- 3a. [20-1690](#) BAIFA Express Lanes Means-Based Toll Discount Pilot

Overview of plans to pilot a means-based toll discount on BAIFA's express lanes.

Action: Information

Presenter: Pierce Gould

Attachments: [3a - 20-1690 - MTC EL Means-Based Toll Discount Pilot.pdf](#)

## 4. Public Comment / Other Business

## 5. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, January 27, 2021 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).

**Public Comment:** The public is encouraged to comment on agenda items at Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Authority may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Authority meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章：** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Authority members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Authority. Actions recommended by staff are subject to change by the Authority.



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 20-1510      **Version:** 1      **Name:**

**Type:** Minutes      **Status:** Authority Approval

**File created:** 10/8/2020      **In control:** Bay Area Infrastructure Financing Authority

**On agenda:** 12/16/2020      **Final action:**

**Title:** Minutes of the October 28, 2020 meeting

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2a - 20-1510 - Oct 28 BAIFA Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the October 28, 2020 meeting

**Recommended Action:**  
Authority Approval



Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## **Meeting Minutes**

### **Bay Area Infrastructure Financing Authority**

***Authority Members:***

***Scott Haggerty, Chair      Amy Worth, Vice Chair***  
***Federal D. Glover, Carol Dutra-Vernaci, James P. Spering***

***Non-Voting Member: Tony Tavares***

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**Wednesday, October 28, 2020**

**9:40 AM**

**Board Room - 1st Floor (REMOTE)**

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#### **Call Remote Meeting to Order**

##### **1. Roll Call / Confirm Quorum**

**Present:** 5 - Commissioner Dutra-Vernaci, Commissioner Glover, Chair Haggerty, Commissioner Spering and Vice Chair Worth

Non-Voting Member Absent: Commissioner Tavares

##### **2. Consent Calendar**

**Upon the motion by Commissioner Dutra-Vernaci and the second by Vice Chair Worth, the Authority unanimously approved the Consent Calendar by the following vote:**

**Aye:** 4 - Commissioner Dutra-Vernaci, Chair Haggerty, Commissioner Spering and Vice Chair Worth

**Absent:** 1 - Commissioner Glover

**2a.**     [20-1406](#)     Minutes of the September 23, 2020 meeting

**Action:** Authority Approval

## 3. Authority Approval

- 3a. [20-1414](#) Cooperative Agreement - Express Lane Operations: Alameda County Transportation Commission

A request for approval to enter into a cooperative agreement with Alameda County Transportation Commission (Alameda CTC) under which BAIFA will manage the operations of the I-580 and I-680 Sunol Express Lanes. Alameda CTC will reimburse BAIFA for these services.

**Action:** Authority Approval

**Presenter:** Derrick Fesler

Roland Lebrun was called to speak.

Ken Bukowski was called to speak.

**Upon the motion by Commissioner Spering and the second by Vice Chair Worth, the Authority unanimously adopted the Cooperative Agreement with the Alameda County Transportation Commission. The motion carried by the following vote:**

**Aye:** 4 - Commissioner Dutra-Vernaci, Chair Haggerty, Commissioner Spering and Vice Chair Worth

**Absent:** 1 - Commissioner Glover

## 4. Information

Commissioner Glover arrived

- 4a. [20-1478](#) I-880 Express Lanes

A report on the initial operations of I-880 Express Lanes, which opened on October 2, 2020.

**Action:** Information

**Presenter:** Lisa Klein

## 5. Public Comment / Other Business

## 6. Adjournment / Next Meeting

**The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on \*\*\*Friday, November 20, 2020\*\*\* at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).**



# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0007      **Version:** 1      **Name:**

**Type:** Contract      **Status:** Authority Approval

**File created:** 11/17/2020      **In control:** Bay Area Infrastructure Financing Authority

**On agenda:** 12/16/2020      **Final action:**

**Title:** Agreement - Contract Allocation - Express Lanes Operations and Maintenance Services: Caltrans (\$975,000)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [2b - 21-0007 - EL Caltrans Ops and Maint Contract Amendment.pdf](#)

Date	Ver.	Action By	Action	Result
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### Subject:

Agreement - Contract Allocation - Express Lanes Operations and Maintenance Services: Caltrans (\$975,000)

### Presenter:

Angela Louie

### Recommended Action:

Authority Approval

# Bay Area Infrastructure Financing Authority (BAIFA)


December 16, 2020

Agenda Item 2b - 21-0007

## Agreement – Contract Allocation - Express Lanes Operations and Maintenance Services: Caltrans (\$975,000)

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- Subject:** A request for Authority approval of an authorized payment under BAIFA's cooperative agreement with Caltrans for express lanes roadway operations and maintenance services in an amount of \$975,000, which is comprised of \$600,000 for I-880 Express Lanes and \$375,000 for the I-680 Contract Costa Express Lanes.
- Background:** State law requires BAIFA and Caltrans to enter into an agreement defining express lane operational and maintenance roles and responsibilities and providing for reimbursement by BAIFA for the associated costs incurred by Caltrans. Caltrans maintenance services may include activities such as: routine and major maintenance of concrete median barrier, metal beam guardrail, pavement, pavement markers and striping; storm drain clean out; landscaping; sweeping; and debris removal. Caltrans operations services relate largely to incident management activities by the Caltrans Traffic Management Center. In the first several years, Caltrans activities mainly provide routine maintenance and operations. Over time, the express lanes will require more substantial maintenance and rehabilitation, in conjunction with the remainder of the freeway. In November 2016, the BAIFA board authorized an agreement with Caltrans pursuant to this requirement, under which BAIFA would pay Caltrans for the actual costs of work performed that is associated with the express lanes.
- I-680 Contra Costa Express Lanes**
- In July 2018, BAIFA authorized allocation of \$600,000 for this agreement through Fiscal Year 2019-20. Staff estimates the cost of Caltrans services for the Fiscal Year 2020-21 at \$375,000 for the existing I-680 Express Lanes in Contra Costa County.
- I-880 Express Lanes**
- The I-880 Express Lanes between Oakland and Milpitas opened in October 2020. At 20 miles long northbound and 25 miles long southbound, the I-880 Express Lanes are twice as long as BAIFA's I-680 Express Lanes, so staff is projecting \$600,000 for Caltrans services through June 2021.
- Recommendation:** Staff recommends that the Authority authorize an allocation to pay Caltrans in an amount of \$975,000 for express lane roadway operations and maintenance services through June 30, 2021.
- Attachments:** Request for Committee Approval – Summary of Proposed Increase in Contract Allocation

  
Therese W. McMillan



## REQUEST FOR COMMITTEE APPROVAL

### Summary of Proposed Increase in Contract Allocation

Work Item No.:	6861,6864
Contractor:	California Department of Transportation (Caltrans)
Work Project Title:	Express Lanes Operations and Maintenance Services
Purpose of Project:	To reimburse Caltrans for roadway operations and maintenance services for BAIFA's express lanes.
Brief Scope of Work:	Caltrans will coordinate with BAIFA on express lane operations and incident management. Caltrans will perform routine maintenance on express lane roadway infrastructure.
Project Cost Not to Exceed:	<p>\$975,000 this action</p> <p>Total contract allocation before this action: \$600,000</p> <p>Total approved contract allocation with this action: \$1,575,000</p>
Funding Source:	BAIFA Capital Budget and Operating Budget
Fiscal Impact:	Funding in the amount of \$600,000 is included in the BAIFA Capital Budget for FY 2020-21. Funding in the amount of \$375,000 is included in the BAIFA Operating Budget for FY 2020-21.
Motion by Authority:	That a contract allocation under BAIFA's cooperative agreement with Caltrans for operations and maintenance services is authorized, as described above and in the BAIFA Summary Sheet dated December 16, 2020, and the Chief Financial Officer is directed to set aside funds in the amount of \$975,000 for such agreement, and allow unused funds to roll over from previous fiscal years.
Bay Area Infrastructure Financing Authority:	<hr/> <p>Scott Haggerty, Chair</p>
Approval:	Date: December 16, 2020

## Legislation Details (With Text)

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<b>File #:</b>	20-1690	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	11/4/2020	<b>In control:</b>		Bay Area Infrastructure Financing Authority	
<b>On agenda:</b>	12/16/2020	<b>Final action:</b>			
<b>Title:</b>	BAIFA Express Lanes Means-Based Toll Discount Pilot				

Overview of plans to pilot a means-based toll discount on BAIFA's express lanes.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3a - 20-1690 - MTC EL Means-Based Toll Discount Pilot.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

BAIFA Express Lanes Means-Based Toll Discount Pilot

Overview of plans to pilot a means-based toll discount on BAIFA's express lanes.

**Presenter:**

Pierce Gould

**Recommended Action:**

Information

# Bay Area Infrastructure Financing Authority (BAIFA)

December 16, 2020

Agenda Item 3a - 20-1690

## BAIFA Express Lanes Means-Based Toll Discount Pilot

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**Subject:** Overview of plans to pilot a means-based toll discount on BAIFA's express lanes.

**Background:** MTC's Equity Platform establishes a commitment to address equity throughout the agency's work program and policies. Over the past year, staff has turned its attention to address equity directly in BAIFA's express lanes and has begun work on a means-based toll discount program to make express lanes more affordable and accessible to low-income travelers.

Staff committed to pilot a means-based toll on BAIFA's express lanes at MTC's June Operations Committee meeting, when presenting the Express Lanes Network for consideration in Plan Bay Area 2050. This pilot responds to several recent events and discussions highlighting the importance of affordability of express lanes. As part of the project performance evaluation phase of Plan Bay Area 2050, express lanes were evaluated and given a 'challenge' rating relative to equity, meaning that project benefits skew towards higher income individuals. Separately, while establishing tolling rules for the I-880 and I-680 Express Lanes extension, both Commissioners and members of the public noted concerns about affordability of express lanes to low income travelers. Similar themes emerged in discussions with the Equity and Access Subcommittee of MTC's Policy Advisory Council and the Council itself in March and May of this year. Both Commissioners and members of the Policy Advisory Council underscored the importance of near-term action.

In response, BAIFA's means-based toll discount pilot is intended to be a feasible near-term action and will leverage the systems, services and concepts developed for Clipper<sup>®</sup> START<sup>SM</sup>, the means-based transit discount program launched this summer by MTC.

Since June, staff has organized an internal team to deliver the pilot, drafted a preliminary work plan, schedule and budget, and further engaged the Equity & Access Subcommittee on pilot plans. Staff also plans to engage other express lanes operators to ensure the pilot builds something that can be expanded in the future if desired. Concurrently, staff is participating in studies lead by other express lane partner agencies seeking to make express lanes more equitable for low-income individuals.

Staff will present the concept and status for the BAIFA means-based toll discount pilot at the December 16 meeting. Preliminarily, staff intends to fund the development of the pilot with up to \$3.0 million of BAIFA program funds. Since BAIFA will build a scalable platform that could serve other express lane operators, staff will seek other funding opportunities to help offset key system development costs. In addition, by expanding the Clipper


START model to FasTrak<sup>®</sup>, this pilot serves as a building block toward an integrated regional mobility account that merges transportation services for the customer.

In order to implement the pilot expeditiously and leverage Clipper START, staff envisions the pilot will rely on some existing contractors including those providing application-related customer service systems and eligibility verification for Clipper START. In addition, the express lanes means-based toll discount program will need to be integrated with the FasTrak<sup>®</sup> Customer Service Center. As such, staff will seek contract approvals from committees other than BAIFA. Further, the BAIFA Toll Facility Ordinance will need to be amended to address means-based toll discounts. Staff will keep BAIFA up to date on the pilot schedule, cost and implementation.

**Issues:** Based on preliminary cost estimates and available funds as well as a desire to reduce complexity in order to implement the pilot sooner, staff plans to focus the pilot initially on only one of BAIFA's express lanes. Staff reviewed potential considerations for prioritizing where to pilot with the Equity & Access Subcommittee, which supported staff's assessment. Staff recommends deploying initially on the I-880 Express Lanes because they have more potential to serve low-income individuals. Depending on cost and funding availability, the pilot could be expanded to other BAIFA express lanes.

**Recommendation:** This item is presented for information only.

**Attachments:** Presentation – BAIFA Express Lanes: Means-Based Toll Discount Pilot

  
Therese W. McMillan



# **BAIFA Express Lanes: Means-Based Toll Discount Pilot**

Bay Area Infrastructure Financing Authority

December 16, 2020

# Approach to Equity Has Evolved Over Time

## Before:

Express lanes are a choice

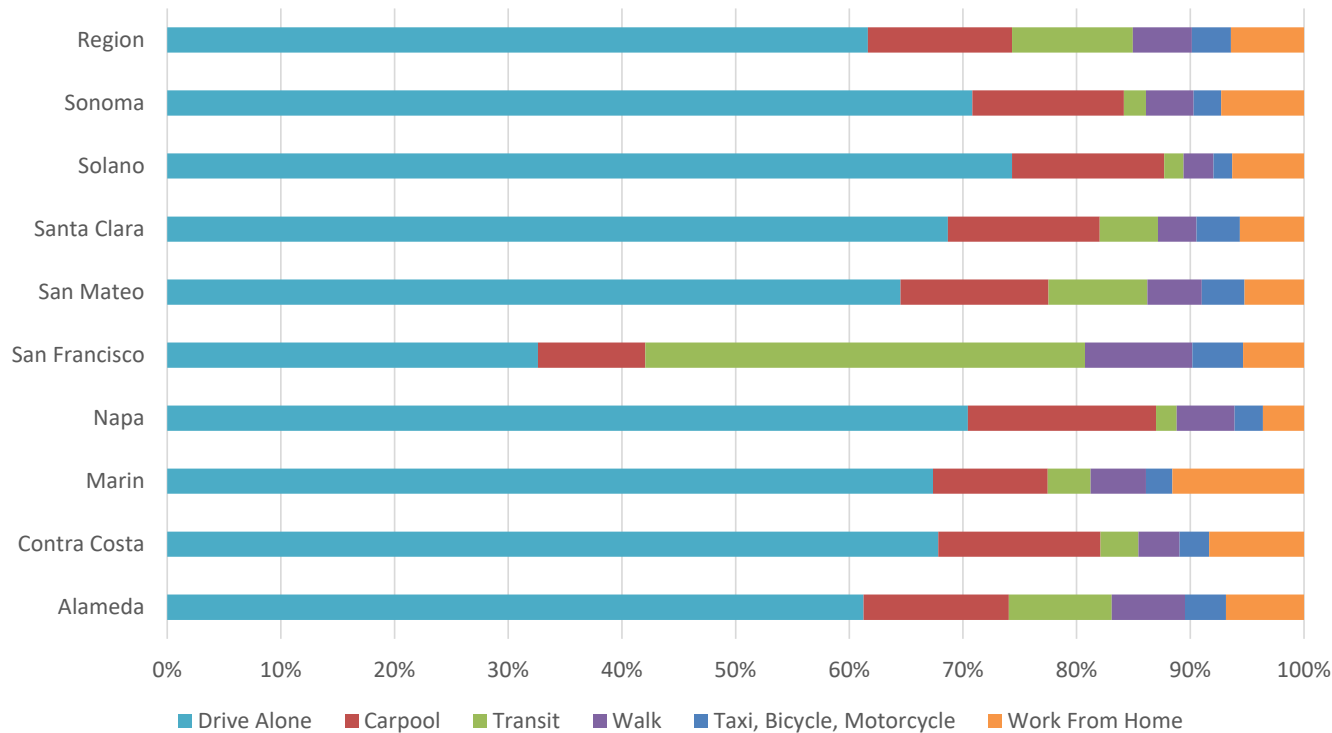
## Now:

Choice is limited without  
the means to pay



Photo - Sharon McCutcheon, unsplash.com

# A majority of low-income workers are drivers



**62% of workers making less than \$35,000 per year drive alone to work, region-wide**

Source: U.S. Census American Community Survey, 2018, 5-Year Average

Note: Individuals with less than \$35,000 have been categorized as low-income.

## MTC's commitment to equity for express lanes

- Issue: low-income adults cannot afford to use express lanes and transit may not be an equally good option
- Opportunity to expand customer base
- Near-term pilot on BAIFA's express lanes
  - Leverage tools and rules of Clipper START pilot
  - Engage low-income drivers in pilot design





# Potential pilot goals

## IMPLEMENTATION

## IMPACT

PERFORMANCE



Alternative to  
Congestion

AWARENESS



Customers aware  
of program

POSITIVE  
EXPERIENCE



Easily  
accessible

FINANCIAL  
VIABILITY



Feasible for  
operators and  
region

ADMINISTRATIVE  
FEASIBILITY



Management  
feasible

AFFORDABILITY



Participants  
less burdened

INCREASED  
ACCESS



Access to  
opportunities

# Synergies with Clipper START pilot

## Clipper START

### Pilot Locations

- 10 transit agencies (incl. BART, Caltrain, Golden Gate, SF Muni); +11 by Jan 2021

### Eligibility

- Adults earning 200% or less of federal poverty level (~\$52,000 for family of four)

### Implementation

- Offered through Clipper®
- Duration: 18 months
- Centrally administered: Customer services systems and eligibility contractor
- Outreach: Social service agencies, community-based organizations & advertising

## BAIFA Pilot

### Pilot Location(s)

- BAIFA express lanes (I-680 Contra Costa and/or I-880)

### Eligibility

- Adults earning 200% or less of federal poverty level (~\$52,000 for family of four)

### Implementation

- Offered through FasTrak®
- Duration: est. 18 months
- Centrally administered: Customer service systems and eligibility contractor
- Outreach: Social service agencies, community-based organizations & advertising

# Pilot Area: BAIFA express lanes

- Initially I-880
- Potential to expand to I-680 Contra Costa and I-80 Solano



## Pilot Corridor Considerations

Potential Considerations	Favors I-880	Favors I-680
1. More potential to serve low-income drivers	X	
2. More FasTrak cash payment locations	X	
3. Worse congestion and delay	X	
4. More jobs (potential opportunities) in corridor	X	
5. Less transit (driving alone may be more important)		X
6. Higher HOV eligibility (harder to carpool toll-free)	X	
7. More historical performance data for evaluation		X

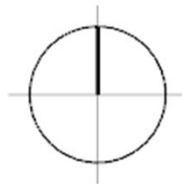
# Low-Income Tracts (28%+) & FasTrak® Cash Payment



## Means-Based Toll Discount Pilot Low-Income Tracts

- Low-Income Tract
- I-680 and I-880
- FasTrak Cash Payment Location
- I-680 Buffer (7mi)
- I-880 Buffer (7mi)

Scale:  
Miles  
0 3 6 9 12  
Kilometers  
0 4 8 12 16



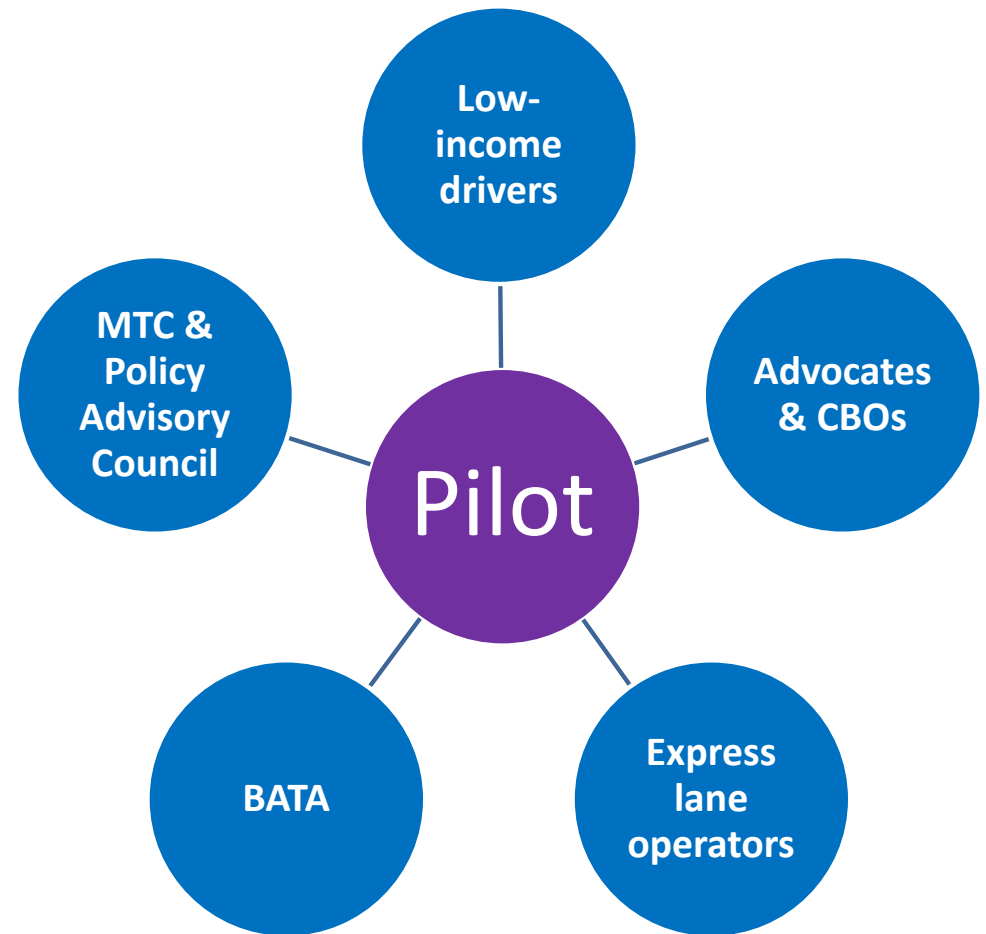
Source: Communities of Concern - Plan Bay Area 2050, 2020  
Map Author: MDS, Data and Visualization Unit, MTC 08/2020

I-680 Contra Costa  
9 within 7 miles  
None from Walnut Creek to Pleasanton

I-880 Alameda  
24 within 7 miles  
More evenly spread throughout corridor

# Who are the stakeholders and how will they be engaged?

1. Advisory Committee
  - Express lane operators
  - Bridge operators
2. Pilot Design & Evaluation
  - Low-income drivers
  - Advocates
3. Customer Outreach
  - Community-Based Organizations
4. Progress Reports and Policy
  - BAIFA
  - Equity & Access Subcommittee to MTC's Policy Advisory Council



# Preliminary Schedule and Risks

Work Area	2020	2021				2022				2023
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1
Planning & Contracts										
Pilot Design										
Technical Systems										
Toll Ordinance										
Data & Evaluation										
Operations										
Customer Outreach										

- Possible schedule impacts:
  - Scope revisions based on stakeholder input
  - Ability to sequence interdependent work
  - Ability to sequence FasTrak Customer Service Center work with express lanes openings in 2021

# Preliminary Cost Estimate

Pilot Corridor	Start-Up Cost Estimate*
Initial Deployment: I-880	\$3.0 million
Expansion: I-680 Contra Costa	\$1.0 million
Total	\$4.0 million

*\*Mostly outreach, system development and evaluation costs; not monthly operations costs*

1. Intend for up to \$3.0 million of BAIFA capital program funds
2. Seek other funds for systems costs to support a scalable platform and regional mobility account building block
3. Ability to expand to 680 depends ultimately on total cost and funding
4. Operations budget to be established by BAIFA later