



# BAIFA Committee Concept

Bay Area Infrastructure  
Financing Authority

January 25, 2023

# BAIFA Reconfiguration April 2022

BAIFA board is co-terminus with MTC board

Responsibilities include:

## Express Lanes

- Provide a forum that facilitates seamless regional tolling and network planning through coordinated policy and strategic planning (advisory)
- Deliver and operate MTC's express lane network in Alameda, Contra Costa and Solano counties (authorized by CTC)

## SR 37

- Serve as SR 37 Tolling Authority – Deliver and operate tolling on Sears Point – Mare Island segment (when authorized)

Regional Transportation Conduit Financing, e.g., BART car replacement

Committee structure TBD by action of BAIFA board

# Programs Are Protected

- Statute restricts use of express lane toll revenue to MTC's express lane network for
  - a) Debt obligations
  - b) Development (build out), O&M, rehabilitation & replacement
  - c) Reserves for above

Remaining revenue is restricted to transportation in the MTC corridor from which it was generated

- SR 37 authorization would similarly restrict use of revenue
- FTA revenue used to back transit financing cannot be used for express lanes or SR 37



# Original Committee Recommendation (January 2022)

Limitation: Committee did not fully address regional, seamless coordination role

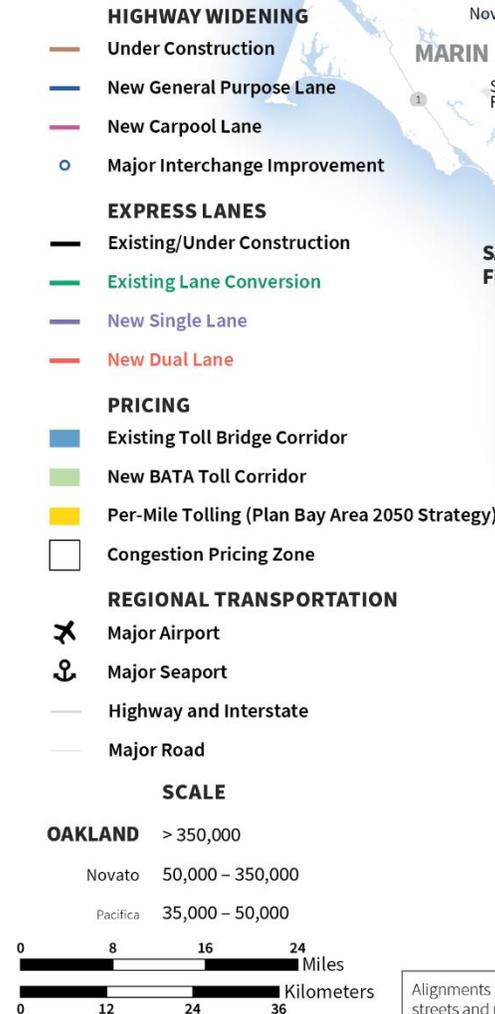
	Tolling Committee (9 members; 8 voting)	Full Board (21 members; 18 voting)
Membership	BATA Oversight Chair Operations Chair MTC Express Lane County Commissioners: ALA, CC, SOL* SR 37 County Commissioners: MRN, SON, NAP Cal STA (non-voting)  * Represents SOL for both express lanes and SR 37	Same as MTC
Authority	Provide policy and technical recommendations on tolling: <ul style="list-style-type: none"> <li>- Toll policy (rates, equity, HOV requirements, discounts)</li> <li>- Toll ordinance (violations)</li> <li>- Operating, capital and rehab budgets</li> <li>- Net revenue policy and expenditures</li> <li>- Grants and financing</li> </ul> Approve contracts and agreements	Issue transportation financing  Issue express lanes and SR 37 financing  Approve policy, technical and recommendations for express lanes and SR 37 (forwarded by committee)
Freq	Monthly	Monthly

# Seamless Regional Tolling

Develop advisory, regional policy approaches

- Toll policy: HOV requirements, discounts, equity, violation penalties, etc.
- Express Lanes Strategic Plan; Next Generation Freeways

## Plan Bay Area 2050 Pricing Investments



Alignments are for illustrative purposes only. Improvements to local streets and roads or highway projects costing less than \$100 million are not shown. For more information on the individual transportation projects included in Plan Bay Area 2050, see the Transportation Project List.

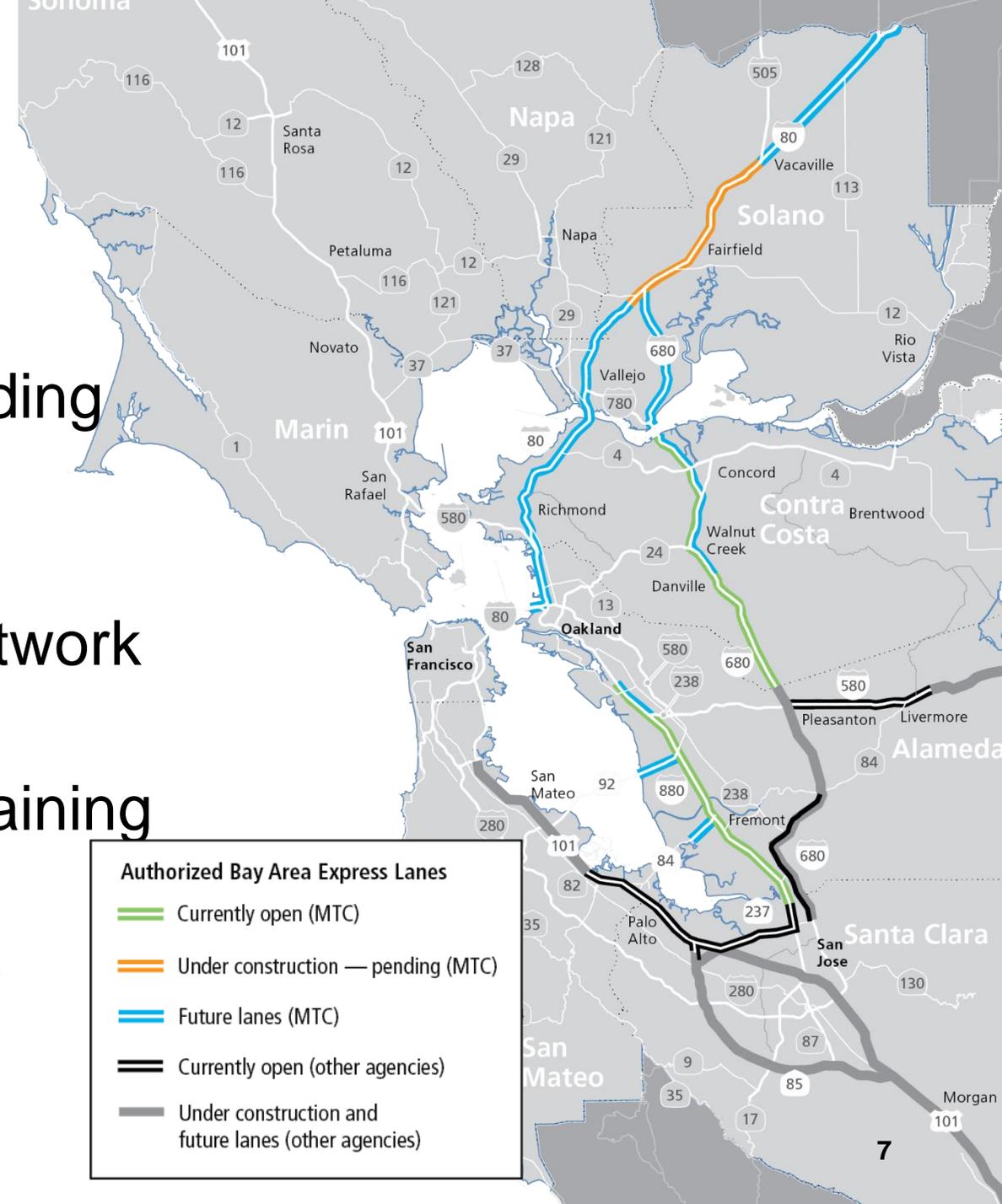
# Seamless Tolling Landscape

Understand synergies and conflicts in tolling policies and develop advisory policy

	BATA	SR 37 (pending authorization)	Express Lanes Voluntary alignment among operators
<b>Toll Rates</b>	Based on statute and number of axles. Must cover debt service, O&M and Rehab and Regional Measures	Likely aligned with BATA	Based on congestion
<b>Discounts</b>	HOV: 50% Clean air vehicles: 50%	TBD	HOV: free or 50% Clean air vehicles: 50%
<b>Violation Penalties</b>	\$5 + \$10 Low-income payment plan	Likely aligned with BATA	\$10 + \$20 Low-income payment plan
<b>HOV Hours</b>	Peak periods (match express lanes in future?)	TBD	5 AM to 8 PM (same as tolling)
<b>HOV Occupancy</b>	HOV 2+/HOV 3+ Consultation with Caltrans	TBD Consultation with Caltrans	HOV 2+/HOV 3+ Consultation with Caltrans
<b>Equity</b>	Reduced fees and penalties; payment plan; mobile app; language support	Build on BATA and express lanes. Pursue option for low-income discount	Pilots underway (BAIFA and San Mateo)

# Deliver and Operate MTC's Express Lane Network

- Approve toll rates and policies, including discounts and equity programs
- Adopt toll ordinance (toll violations)
- Deliver, operate and maintain the network
- Direct toll revenue: O&M, asset management, network buildout, remaining revenue, etc.
- Adopt annual budget and long-range financial plan



# Deliver and Operate State Route 37 Tolling Sears Point to Mare Island (when authorized)

In consultation with the SR 37 Policy Committee

- Approve toll rates, including discounts
- Adopt toll ordinance (toll violations)
- Deliver, operate & maintain toll system
- Direct toll revenue: O&M, interim and ultimate projects, other eligible corridor expenses



# Two-Committee Concept (Assuming SR 37 tolling authority)

	<b>Tolling Policy Committee</b> Coordinated policy & planning (advisory forum)	<b>Network and Operations Committee</b> Delivery & operation of MTC Express Lane Network & SR 37	<b>Full BAIFA Board</b>
<b>Membership</b>	<p>One commissioner representing each operator</p> <p>Express lanes: MTC Network, Alameda CTC, San Mateo County Express Lanes JPA, VTA</p> <p>Others: BATA, GGBHTD, TIMMA, SR 37 CalSTA (non-voting)</p>	<p>One commissioner representing each county</p> <p>MTC express lanes: ALA, CC, SOL</p> <p>SR 37: MRN, SON, NAP</p> <p>CalSTA (non-voting)</p> <p>Note: SOL commissioner represents both express lane and SR 37</p>	Same as MTC
<b>Freq</b>	As needed, likely 3- 6 times annually	Monthly	Monthly
<b>Scope</b>	Recommendations for consideration by BAIFA, BATA and other toll operators (e.g., toll policy and Express Lanes Strategic Plan)	<p>Policy, technical and financial recommendations to BAIFA board (e.g., toll rates, discounts, violations, budget and use of toll revenue)</p> <p>Approvals for implementation and operation contracts and for service agreements</p>	<p>Issue transportation financing</p> <p>Approve advisory policy approaches from Toll Policy Committee</p> <p>Approve policy, technical and financial items from Network &amp; Operations Committee</p>

# Examples

EL Strategic Plan	<ul style="list-style-type: none"><li>• Review by <b>Tolling Policy Committee</b></li><li>• Approval by <b>BAIFA board</b></li><li>• Application by <b>various agencies</b>, subject to actions by those boards, e.g., separate action by MTC to incorporate elements into Plan Bay Area</li></ul>
Violation Penalties	<ul style="list-style-type: none"><li>• Review potential for coordinated approach by <b>Tolling Policy Committee</b></li><li>• Approval of coordinated approach by <b>BAIFA board</b> (if desired)</li><li>• Approval for implementation by <b>various boards</b>, e.g., each EL operator board would approve penalties for their Express Lanes; BATA and GGBHTD would each approve for their toll bridges</li></ul>
SR 37 Toll Schedule and Toll Ordinance	<ul style="list-style-type: none"><li>• Review in context of coordinated approach by <b>Tolling Policy Committee</b></li><li>• Hearing and recommendation to BAIFA by <b>Network and Operations Committee</b></li><li>• Approval by <b>BAIFA board</b></li></ul>
BAIFA Annual Budget BAIFA Express Lanes Long-Range Financial Plan	<ul style="list-style-type: none"><li>• Review by <b>Network and Operations Committee</b></li><li>• Approval by <b>BAIFA board</b></li></ul>
Contracts for Express Lanes or SR 37	<ul style="list-style-type: none"><li>• Review and approval by <b>Network and Operations Committee</b></li></ul>
BART Car Financing	<ul style="list-style-type: none"><li>• Review and approval by <b>BAIFA board</b></li></ul>

# Schedule BAIFA Committees & SR 37 Tolling

	BAIFA Committees	SR 37 Tolling Authority
Dec 2022		BAIFA information item on SR 37 BAIFA approval to submit tolling application to CTC SR 37 MOU amendment (add BAIFA)
Jan 2023	Information item to BAIFA	Submit application to California Transportation Commission
Feb 2023	Approval item to BAIFA  Commission transition & committee assignments	
Mar 2023		California Transportation Commission considers tolling authority
Apr 2023	1 <sup>st</sup> Committee meetings	