BAIFA Express Lane Network

San Mateo City/County Association of Governments
December 13, 2018

Andrew B. Fremier, Deputy Executive Director
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)
BAIFA Express Lanes are Comparable to San Mateo 101

- 34 miles
- 50 miles
- 50 miles

Daily vehicle hours of delay:
- 6,000
- 7,000
- 11,000

Source: MTC, Top 50 Congested Locations, 2017
### Local Control in BAIFA Context

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<th>BAIFA</th>
<th>San Mateo/VTA</th>
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<tr>
<td>Toll discounts</td>
<td>match regional practice (1 set of rules)</td>
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<td>Violation penalties</td>
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<td>Caltrans decision</td>
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<td>Hours of operation</td>
<td>implement with net revenue &amp; regional coordination</td>
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<td>Equity program</td>
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<td>same definition of net</td>
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<td>San Mateo sets priorities</td>
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<td>Net toll revenue</td>
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Tolling Experience

BAIFA

- 23 miles in operation today
- 11 mile extension to open in 2022
- 50 miles to open in 2020

BATA

- 7 toll bridges
- FasTrak® Customer Service Center
Regional Investments ➔ Benefits San Mateo Customers

Create Mobility Hubs

Modernize Existing Ramp Meters: Fixed Time of Day ➔ Adaptive Meters
Serving San Mateo Customers

**CLIPPER**

Since 2009

- SamTrans: 460,000
- Caltrain: 478,000

October 2018 trips

- 2.7 million accounts, total
- 22 partner agencies

2019 start of Means Based Fare Program

**FastTrak**

Since 2004

- Dumbarton Br.: 126,000
- San Mateo Br.: 250,000

October 2018 trips, westbound 3-7 PM

- 2.5 million accounts, total
- 5 partner agencies
Down Payment on San Mateo 101: $95 million

Toll Bridge Revenue County of Origin

San Francisco: 10%
San Mateo: 8%
Santa Clara: 2%
Other Counties: 81%

San Mateo/BAIFA Term Sheet

1. $50 M to be paid back with toll revenue; patient lender
2. Cost overruns
   - Commitment in SB1 application
   - Toll system
3. Commitment to pursue corridor completion
4. Control over net toll revenue, including ability to implement an equity program
BAIFA Add-Ons

- At the table for all decisions – policy, operational & contractual
- Net revenue return to source
- Means based fare program

Responsibilities that would otherwise belong to San Mateo

- Revenue risk
- Liability
- Bond financing
- Administration