



# BAIFA Express Lane Network

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

Andrew B. Fremier, Deputy Executive Director

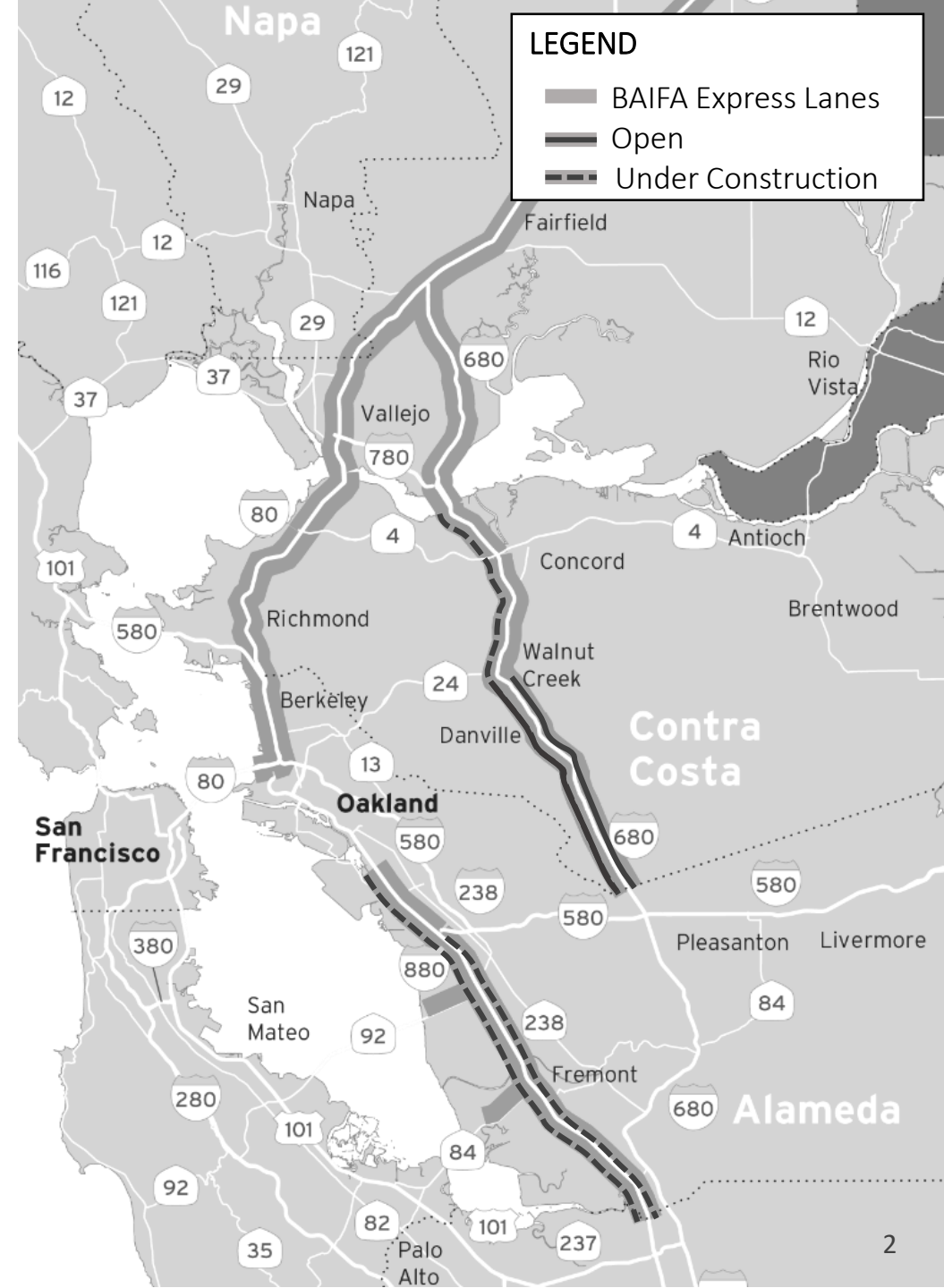


BAY AREA  
EXPRESS LANES

# 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

Daily vehicle hours of delay

6,000



**50** miles

7,000







**50** miles

11,000

Source: MTC, Top 50 Congested Locations, 2017

# Local Control in BAIFA Context

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

# Tolling Experience

## BAIFA



23 miles in operation today  
11 mile extension to open in 2022

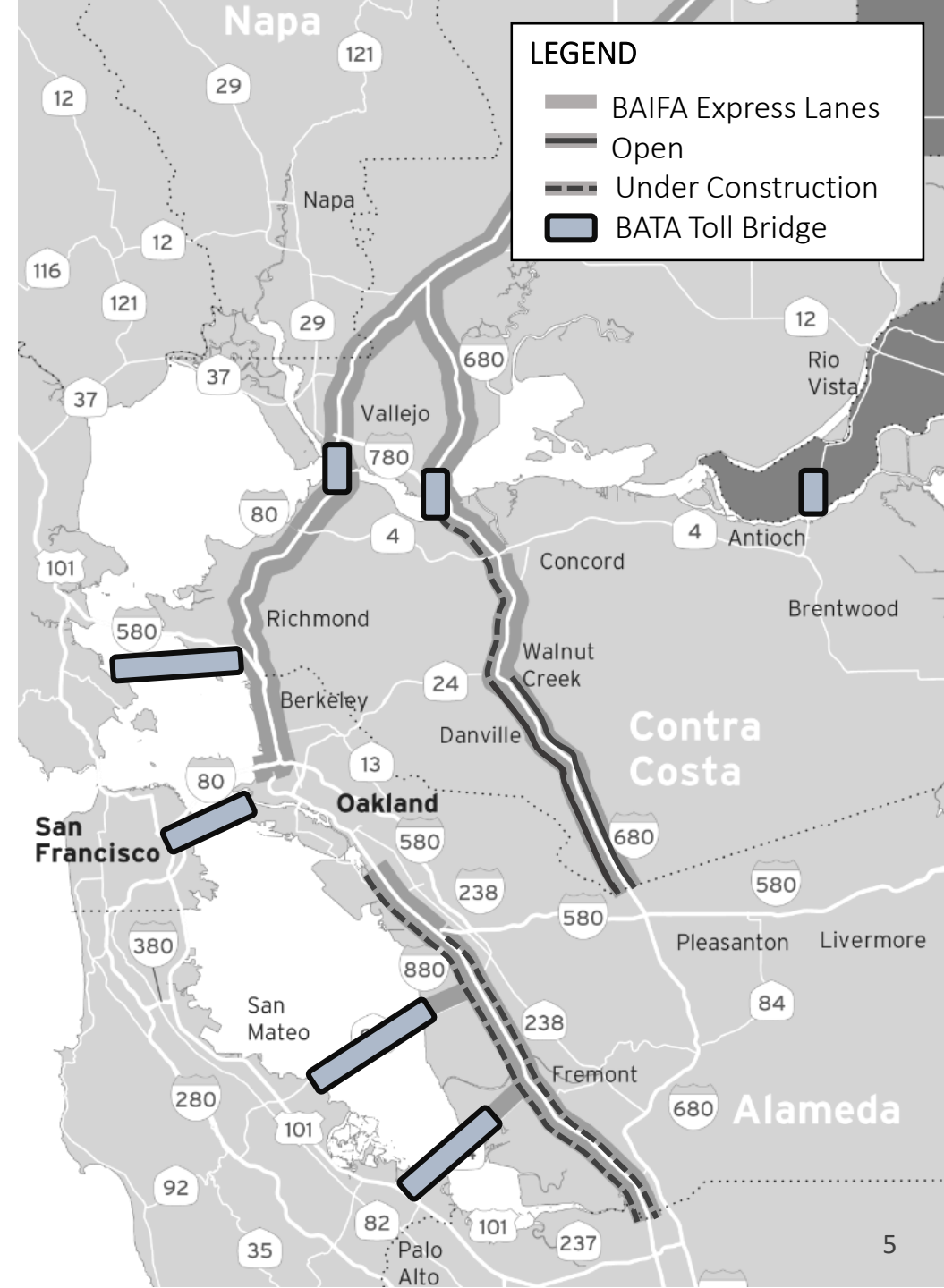


50 miles to open in 2020

## BATA



7 toll bridges  
FasTrak® Customer Service Center



# Regional Investments → Benefits San Mateo Customers

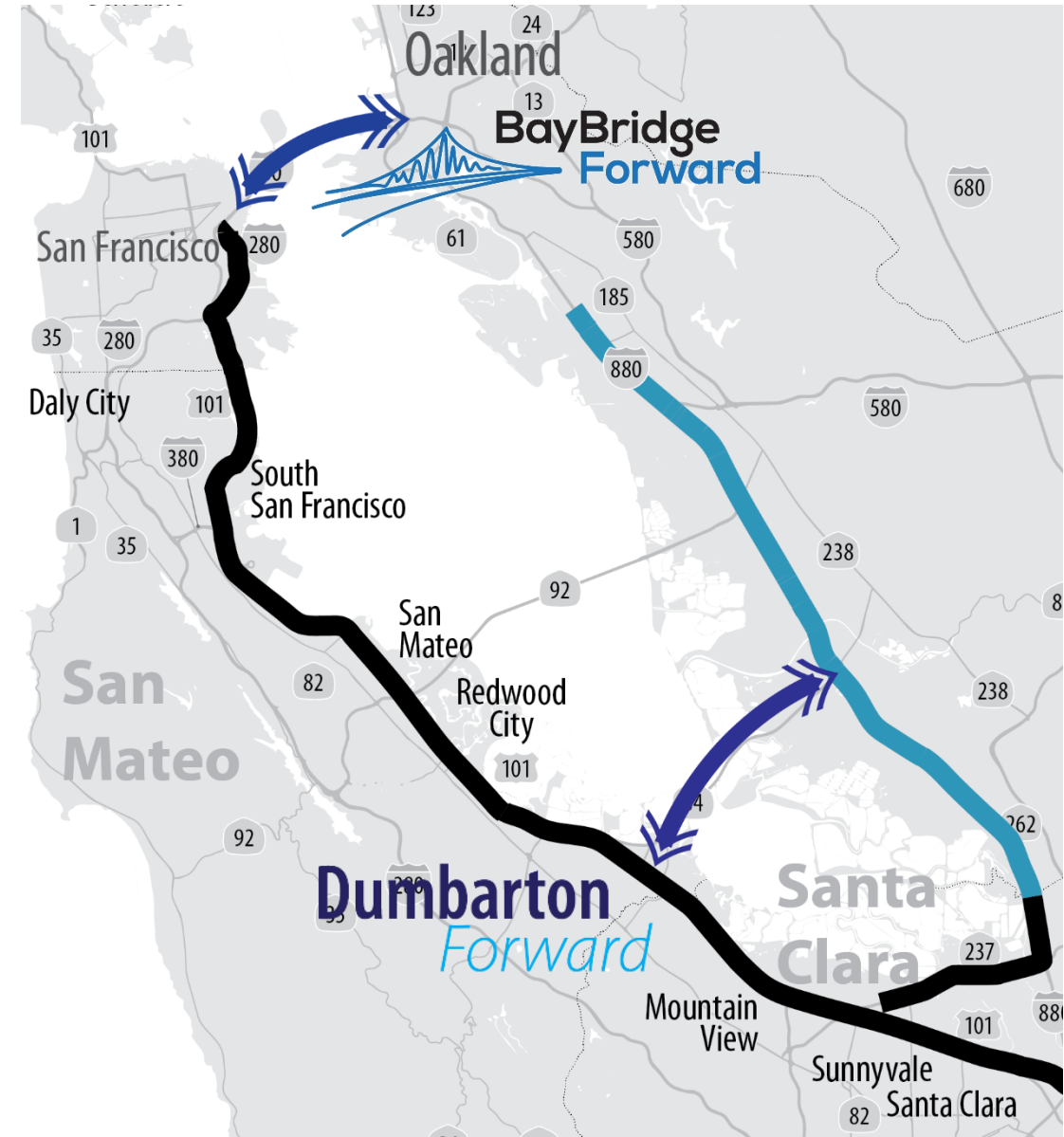
## Move More People



## Create Mobility Hubs



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





# Serving San Mateo Customers



Since 2009

October 2018 trips

SamTrans

460,000

Caltrain

478,000

**2.7** million accounts, total

**22** partner agencies

**2019** start of Means Based Fare Program



Since 2004

October 2018 trips, westbound 3-7 PM

Dumbarton Br. 126,000

San Mateo Br.

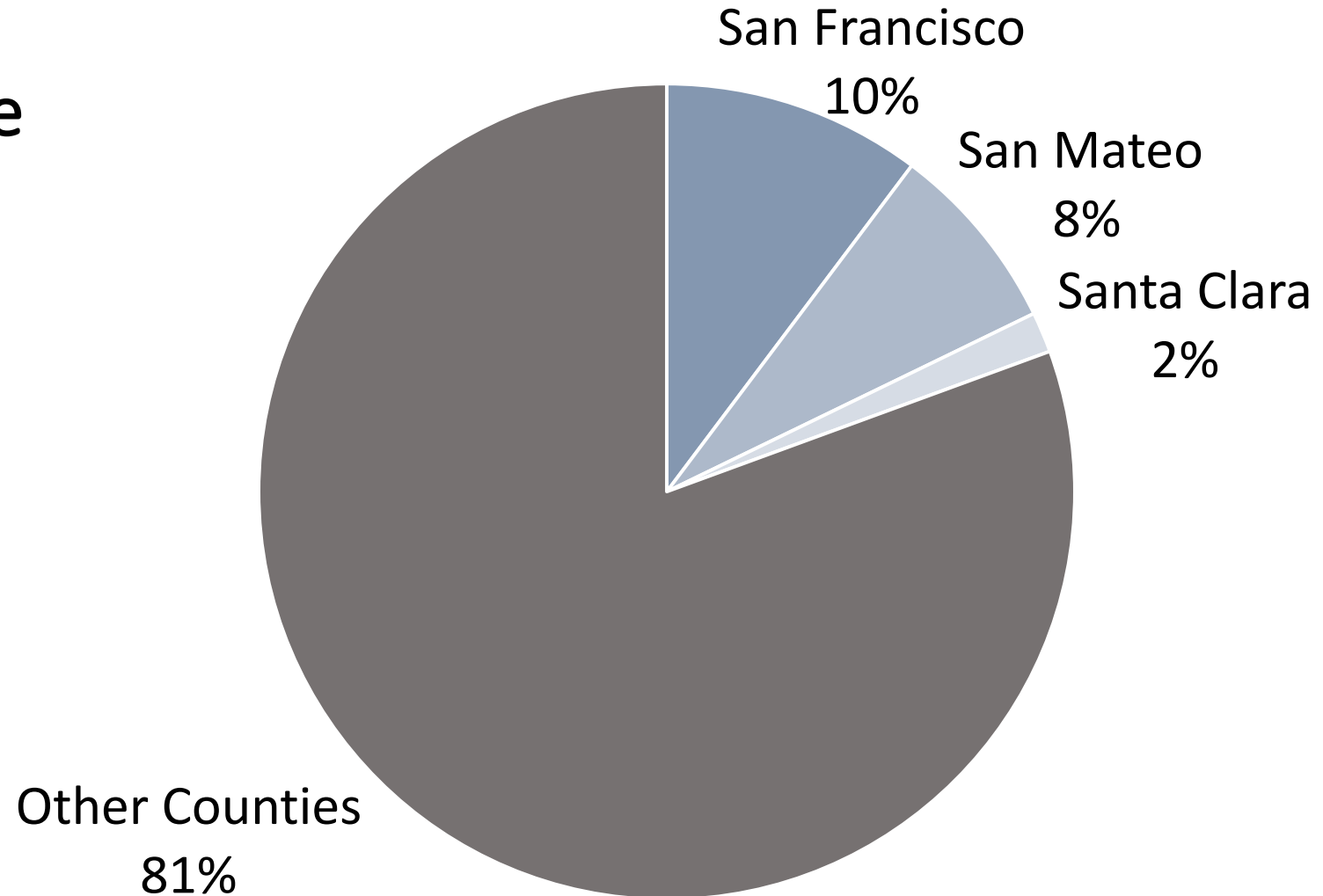
250,000

**2.5** million accounts, total

**5** partner agencies

# Down Payment on San Mateo 101: \$95 million

Toll Bridge Revenue  
County of Origin








# 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

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## Responsibilities that would otherwise belong to San Mateo

- ✓  Revenue risk
- ✓  Bond financing
- ✓  Liability
- ✓  Administration

