



**BAY AREA INFRASTRUCTURE FINANCING
AUTHORITY (BAIFA)**

FY 2022-23

**OPERATING & CAPITAL BUDGET
AMENDMENT**

Resolution No. 31 Revised

November 16, 2022

I-680 and I-880 Violation Penalties

Stopped collecting tolls and violations in March 2020 and restarted in June 2020.

Reduced toll violation penalties effective October 2022

- BAIFA reduced its penalties to \$10 (from \$25) for the first notice plus \$20 (from \$45) for the second notice approved in July 2022, effective October 3, 2022
- BATA reduced its penalties \$5 + \$10 (total of \$15 due at the time of second notice) in October 2021 effective December 2021

I-680 violation revenue decreases by \$1.125 million from \$3.2 million to \$2.075 million

I-880 violation revenue decreases by \$1.125 million from \$6.2 million to \$5.075 million

BAIFA FY 2022-23 Operating Budget-Amended

Estimated Total Surplus **\$20.7M**

- Better performance for both I-680 and I-880

Operating Revenue **\$69.0M**

- Violation revenue at reduced structure

Operating Expense * **\$31.3M**

- No change from approved operating expense
- Change to transfer out for additional transfer to the capital development budget

Surplus transferred to reserves

- Reduced due to violation reduction and additional transfers to the capital development program

	FY 2022-23 Approved (thousands)	FY 2022-23 Amendment (thousands)	Change
Revenue			
I-680 tolls	\$11,000	\$11,000	--
I-880 tolls	45,000	45,000	--
SM 101	5,417	5,417	--
Violation	9,400	7,150	-24%
Other	423	423	--
Total Revenue	\$71,240	\$68,990	-3%
Expense			
Fastrak O&M	\$8,857	\$8,857	--
EX Lane O&M	13,444	13,444	--
Admin	3,614	3,614	--
Other	5,417	5,417	--
Capital Reserve	15,000	15,000	--
Transfer Out	1,305	1,935	566%
Total Expense & Transfer	\$47,637	\$48,267	1.3%
Ending Surplus (Deficit)	23,603	\$20,722	

BAIFA FY 2022-23 REHABILITATION PROGRAM-AMENDED

- **BAIFA will share into the Caltrans Capital Preventative Maintenance pavement rehab project for discussion**
- **Funding comes from the I-880 operating reserve**

Project Title	Approved LTD Budget Thru FY2022-23	FY 2022-23 Amendment	LTD Budget Thru FY2022-23
680 - Toll System	\$ 500,000	-	\$ 500,000
880 - Toll System	520,000	-	520,000
680 - Backhaul	1,960,000	-	1,960,000
Centralized - Contingency	100,000	-	100,000
880 - Civil II	-	\$ -	-
BAIFA Express Lanes Total	\$ 3,080,000	\$ -	\$ 3,080,000

BAIFA FY 2022-23 Capital Program - Amended

- **Total Express Lane Capital Budget**

- FY 2022-23 LTD **\$447.08M**
- BAIFA 2022-23 **\$215.2M**
- BAIFA Expense **\$148.8M**
(June 2022 unaudited)
- Balance **\$ 65.2M**
(June 2022 unaudited)

- **Amendment for FY 2022-23 of \$630k for costs of project staff**

Project Title	FY 2022-23 Amendment	Life to Date Project Budget	LTD BAIFA EL Budget
BAIFA Express Lanes			
Program Costs: Planning, Coordination & Management	\$ -	\$ 28,437,000	\$ 8,182,020
Centralized Toll System	-	31,659,778	10,679,304
CC-680 Southern Segment Conversion	-	53,398,590	978,131
Capitalized Start-up O&M	-	15,539,321	10,686,732
ALA-880 Conversion ⁽ⁱⁱ⁾	-	136,798,000	32,675,699
CC-680 Northern Segment - Southbound Conversion	-	53,623,000	36,667,758
Program Contingency	-	2,249,954	2,249,954
SOL-80 Express Lane Conversion	-	20,378,000	8,743,936
84/Dumbarton Bridge	-	323,140	-
92/San Mateo Bridge	-	369,303	-
EL Means-Based Toll Discount	630,000	4,160,000	4,160,000
CC-680 Southbound Gap to I-580 ^(iv)	-	2,325,034	2,325,034
SOL-80 Toll System Conversion	-	2,822,000	2,822,000
BAIFA Express Lanes Total	\$ 630,000	\$ 352,083,120	\$ 120,170,568
Other Express Lanes			
San Mateo 101	-	95,000,000	95,000,000
Total Express Lanes Capital Budget	\$ 630,000	\$ 447,083,120	\$ 215,170,568