

Bay Area Toll Authority (BATA) Draft FY 2023-24 Operating and Capital Budget



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FY 2023-24 Budget Assumptions

General Budget assumptions

- 85.2 full time BATA staff
 - Minor increase for Rehab staff
 - 4.5% contracted salary increase
- Other increases in SFOBB maintenance, FasTrak, BART IG, legal and admin transfer from RM3

Revenue

- Traffic remains at 90% of FY 2018-19 total
- Traffic up 13% over FY 2022-23 estimate
- Toll revenue up 12% over FY 2022-23 estimate but same level as FY 2022-23 budget
- RM3 revenue recorded and deposited unrestricted fund

Capital funding

- Funded solely by bond proceeds
- FY 2023-24 proposal \$185M

Reserve

- Maintain \$1.0 B liquidity reserve

BATA Draft FY 2023-24 Operating Budget

Changes from the May 24 draft budget

Operating Expenses

- \$420k increase in staff costs for adjustments in position allocations between entities
- \$175k increase in RM2 project monitoring budget
- \$150k increase in transfers to MTC for funding provided by BATA for the Travel Diary Survey project
- \$150k decrease in miscellaneous toll administration expense to cover above transfer to MTC

Operating Surplus

- \$595k reduction due to additional operating expenses

	FY 2022-23 Budget (millions)	FY 2023-24 Draft Budget (millions)	Change
Revenue			
Toll	\$894	\$894	0%
Interest	8	62	696%
Other	112	114	2%
Total Revenue	\$1,014	\$1,070	6%
Expense			
Caltrans Ops	\$9	\$12	26%
Fastrak Ops	91	110	21%
BATA Direct Costs	42	42	0%
Debt Service	525	546	4%
RM2 Ops	50	50	0%
Transfers	28	38	36%
RM3 Fund	233	228	(2%)
Extraordinary Costs	22	15	(33%)
Total Operating Expense	\$1,000	\$1,041	4%
Operating Surplus/(Deficit)	\$14	\$29	

BATA Draft FY 2023-24 Rehab Budget

- **Annual capital budget requests**

- FY 2021 budget \$ 51 million
- FY 2022 budget \$ 137 million
- FY 2023 budget \$ 157 million
- FY 2024 budget \$ 185 million
- 10-Year CIP \$1,865 million
(FY 2024-33)

- **Notable changes between draft FY 2023-24 budget and CIP**

- Recurring Annual Work

- FHWA required testing of select “T-1” steel
- Increased cost for BASE, Investigations, FasTrak® Customer Service Center
- Accelerated funding for Yerba Buena Island parking lot (East Span Seismic Closeout)

- Paint

- Increased cost for State Painters

- **New funding in FY 2023-24 - ACTC-Measure B and ATP- Cycle 5 received via funding agreements**

Category	FY 2024-33 10-Year CIP* (thousands)	FY 2023-24 Draft Budget (thousands)
Recurring Annual Work	\$437,140	\$71,979
Bridge Integrity	345,385	15,500
Paint	741,252	61,840
Other	341,365	35,877
Total	\$1,865,142	\$185,196

* 10-Year CIP as approved in February 2023 will be updated to reflect FY 2023-24 budget adoption

FY 2023-24 BATA Capital Budget

BATA Capital programs have remaining balances

of \$619M* as of February 2023

RM2	\$ 46 million
AB1171 (RM1)	\$ 67 million
Core Capacity Challenge Program	\$ 81 million
Bridge Rehab	\$425 million

***Excludes RM3 capital projects \$4.5 billion**

