Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Agenda

Bay Area Infrastructure Financing Authority

Alfredo Pedroza, Chair *Nick Josefowitz, Vice Chair*

Wednesday, November 16, 2022 **9:50 AM** **HYBRID (In-Person Option Available)**

The Bay Area Infrastructure Financing Authority is scheduled to meet on Wednesday, November 16, 2022 at 9:50 a.m. or immediately following the 9:45 a.m. BAHA meeting, in the Bay Area Metro Center (HYBRID with In-person option available). In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov/whats-happening/meetings/live-webcasts. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number:
Attendee Link: https://bayareametro.zoom.us/j/84743341073
Or iPhone one-tap: US: +13462487799,,84743341073# or +16694449171,,84743341073#
Or Join by Telephone: (for higher quality, dial a number based on your current location) US:
+1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 346 248 7799 or
+1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or
877 853 5247 (Toll Free) or 888 788 0099 (Toll Free)
Webinar ID: 847 4334 1073
International numbers available: https://bayareametro.zoom.us/u/kxymsp7Ga

Detailed instructions on participating via Zoom are available at: https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom. Committee members and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial "*9". In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

BAIFA Roster:
Alfredo Pedroza (Chair), Nick Josefowitz (Vice Chair), Margaret Abe-Koga, Eddie Ahn, David Canepa, Cindy Chavez, Damon Connolly, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacopini*, Federal D. Glover, Sam Liccardo, Nate Miley, Gina Papan, David Rabbitt, Hillary Ronen, Libby Schaaf, James P. Spering, Amy R. Worth
***Non-Voting Members**

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this Authority shall be a majority of its regular voting members (10).

2. Chair's Report

3. Consent Calendar

3a. 22-1630 Minutes of the October 26, 2022 meeting

Action: Authority Approval

Attachments: 3a_22-1630_October_26_2022_BAIFA_Draft_Minutes.pdf

3b. 22-1631 BAIFA Resolution No. 40 Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Authority Approval

Attachments: 3b_22-1631_BAIFA_Resolution_40_AB361.pdf

3c. 22-1461 Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP ($9,602,323)

Action: Authority Approval

Presenter: Ken Hoang

Attachments: 3c_22-1461_Contract Change Order_EL TSI_TransCore LP.pdf

4. Authority Approval

4a. 22-1338 Cooperative Agreement - Funding for I-880 Capital Preservation Maintenance Project

A request to enter into a cooperative agreement with Caltrans to contribute an amount not to exceed $8,800,000 plus a contingency to be held by BAIFA of $900,000 for the Alameda I-880 Capital Preventative Maintenance pavement rehabilitation project subject to BAIFA budget approval.

Action: Authority Approval

Presenter: Stephen Wolf

Attachments: 4a_22-1338_Caltrans_Cooperative_Agreement_I880.pdf

4b. 22-1503 BAIFA Resolution No. 31, Revised - Fiscal Year (FY) 2022-23 Bay Area Infrastructure Financing Authority (BAIFA) - Operating and Capital Budget Amendment

A request that BAIFA Resolution No. 31, Revised, which amends the FY 2022-23 Operating and Capital Budget, be approved by the Authority.

Action: Authority Approval

Presenter: Derek Hansel

Attachments: 4bi_22-1503_BAIFA_Resolution_31_FY 2022-23_Budget_Amendment.pdf

4bii_22-1503_Presentation_BAIFA_Resolution_31_FY 2022-23_Budget_Amen

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on December 21, 2022. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Authority meetings by completing a request-to-speak card (available from staff) and passing it to the Authority secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Authority may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Authority meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

可及性和法令第六章：MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

Acceso y el Titulo VI: La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

Attachments are sent to Authority members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Authority. Actions recommended by staff are subject to change by the Authority.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-1630	**Version:**	1	**Name:**	
Type:	Minutes			**Status:**	Authority Approval
File created:	10/6/2022			**In control:**	Bay Area Infrastructure Financing Authority
On agenda:	11/16/2022			**Final action:**	
Title:	Minutes of the October 26, 2022 meeting				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3a_22-1630_October_26_2022_BAIFA_Draft_Minutes.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Minutes of the October 26, 2022 meeting

Recommended Action:
Authority Approval

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Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes

Bay Area Infrastructure Financing Authority

Alfredo Pedroza, Chair *Nick Josefowitz, Vice Chair*

Wednesday, October 26, 2022 **9:50 AM** **HYBRID (In-Person Option Available)**

Call Remote Meeting to Order

1. Roll Call / Confirm Quorum

Present: 14 - Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Vice Chair Josefowitz, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Chair Pedroza, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Canepa, Commissioner Glover and Commissioner Schaaf

Non-Voting Member Present: Commissioner Giacopini
Non-Voting Member Absent: Commissioner El-Tawansy

2. Chair's Report

3. Consent Calendar

Upon the motion by Commissioner Dutra-Vernaci and seconded by Commissioner Papan, the Authority unanimously approved the Consent Calendar by the following vote:

Aye: 14 - Commissioner Ahn, Commissioner Chavez, Commissioner Connolly, Commissioner Dutra-Vernaci, Commissioner Fleming, Vice Chair Josefowitz, Commissioner Liccardo, Commissioner Miley, Commissioner Papan, Chair Pedroza, Commissioner Rabbitt, Commissioner Ronen, Commissioner Spering and Commissioner Worth

Absent: 4 - Commissioner Abe-Koga, Commissioner Canepa, Commissioner Glover and Commissioner Schaaf

3a. 22-1368 Minutes of the September 28, 2022 meeting

Action: Authority Approval

3b. 22-1369 BAIFA Resolution No. 39 Providing for Remote Meetings Pursuant to Assembly Bill 361

Action: Authority Approval

3c. 22-1501 MTC Express Lanes Quarterly Report: Annual Year Second Quarter (April - June 2022)

Action: Information

Presenter: Barbara Laurenson

4. Information

4a. 22-1399 Express Lanes START Update

An update on the development of preliminary targets to measure results of the Express Lanes START toll discount pilot on the I-880 Express Lanes.

Action: Information

Presenter: Pierce Gould and Barbara Laurenson

Rich Hedges was called to speak.

5. Public Comment / Other Business

6. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on November 16, 2022. Any changes to the schedule will be duly noticed to the public.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-1631	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Authority Approval
File created:	10/6/2022			**In control:**	Bay Area Infrastructure Financing Authority
On agenda:	11/16/2022			**Final action:**	
Title:	BAIFA Resolution No. 40 Providing for Remote Meetings Pursuant to Assembly Bill 361				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3b_22-1631_BAIFA_Resolution_40_AB361.pdf				

Date	Ver.	Action By	Action	Result

Subject:
BAIFA Resolution No. 40 Providing for Remote Meetings Pursuant to Assembly Bill 361

Recommended Action:
Authority Approval

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Bay Area Infrastructure Financing Authority
BAIFA

November 16, 2022 **Agenda Item 3b - 22-1631**

BAIFA Resolution No. 40 Providing for Remote Meetings Pursuant to AB 361

Subject:

Approval of BAIFA Resolution No. 40 Regarding Remote Meetings Pursuant to AB 361

Background:

AB 361 provides for continuing availability of remote meetings during the pandemic-related state of emergency in California. In order to invoke this option, governing boards of Brown Act bodies, or their authorized designated committees must make certain findings in support of remote meetings within 30 days of the first meeting occurring after October 1, 2021, and every 30 days thereafter. Attached for your review and approval is a resolution invoking AB 361 and providing for remote meetings prospectively for 30 days following the Bay Area Infrastructure Financing Authority's action.

Issues:

Findings in support of Resolution No. 40 are found in the attached. Given the continuing state of public health emergency and the improved public access afforded by holding public meetings of regional bodies in a virtual setting, the resolution under AB 361 is supportable.

Recommended Action:

The Bay Area Infrastructure Financing Authority is requested to adopt Resolution No. 40, authorizing its committees and related entities, to meet remotely pursuant to the provisions of AB 361.

Attachments:

- Attachment A: BAIFA Resolution No. 40

Therese W. McMillan

Date: November 16, 2022
Referred By: BAIFA

ABSTRACT

Resolution No. 40

This resolution makes findings pursuant to AB 361 to continue virtual public meetings for the Bay Area Infrastructure Financing Authority (BAIFA) during the COVID-19 State of Emergency.

Further discussion of this subject is contained in the BAIFA Summary Sheet dated November 16, 2022.

Date: November 16, 2022
Referred By: BAIFA

RE: Findings Pursuant to AB 361 to Continue Virtual Public Meetings for the Bay Area Infrastructure Financing Authority (BAIFA), During the COVID-19 State of Emergency

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
RESOLUTION NO. 40

WHEREAS, on March 4, 2020, the Governor of the State of California declared a state of emergency, as defined under the California Emergency Services Act, due to the COVID-19 pandemic; and

WHEREAS, the State of Emergency remains in effect; and

WHEREAS, beginning in March 2020, the Governor's Executive Order N-29-20 suspended Brown Act requirements related to teleconferencing during the COVID-19 pandemic provided that notice, accessibility, and other requirements were met, and the public was allowed to observe and address the legislative body at the meeting; and

WHEREAS, Executive Order N-08-21 extended the previous order until September 30, 2021; and

WHEREAS, the Bay Area Infrastructure Financing Authority (BAIFA) and its related entities and committees have conducted their meetings virtually, as authorized by the Executive Order, since March 17, 2020; and

WHEREAS, on September 16, 2021, the Governor signed into law AB 361, an urgency measure effective upon adoption, that provides flexibility to government bodies, allowing them to meet virtually without conforming to the Brown Act teleconferencing rules if: (i) the legislative body holds a meeting during a proclaimed state of emergency, and state or local officials have imposed or recommended measures to promote social distancing; (ii) the legislative body holds a meeting during a proclaimed state of emergency for the purpose of determining, by majority vote, whether, as a result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; or (iii) the legislative body holds a meeting during a proclaimed state of emergency and has determined, by majority vote, that, as a

result of the emergency, meeting in person would present imminent risks to the health or safety of attendees; and

WHEREAS, the San Francisco Public Health Department continues to recommend and/or require measures to promote social distancing in combination with other safety precautions when activities occur in shared indoor spaces to mitigate the risk of COVID-19 transmission; and

WHEREAS, recently, multiple COVID-19 variants have surged in the United States and are believed by medical experts to be more contagious than previous variants, and data has shown these variants have increased transmissibility even among some vaccinated people; and

WHEREAS, due to uncertainty and concerns about recent COVID-19 variants and current conditions, many workplaces that had announced a return to regular in-person operations have pushed back the full return date; and

WHEREAS, virtual meetings have not diminished the public's ability to observe and participate and have expanded opportunities to do so for some communities; and

WHEREAS, given the heightened risks of the predominant variant of COVID-19 in the community, holding meetings with all members of the legislative body, staff, and the public in attendance in person in a shared indoor meeting space would pose an unnecessary and immediate risk to the attendees;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Infrastructure Financing Authority hereby determines that, as a result of the emergency, meeting in person presents imminent risks to the health or safety of attendees; and be it further

RESOLVED, that in accordance with AB 361, based on the findings and determinations herein, meetings of BAIFA, its related entities and its committees will be held virtually, with Brown Act teleconferencing rules suspended; and be it further

RESOLVED, that this resolution shall be effective upon adoption and remain in effect for 30 days in accordance with AB 361.

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

_____

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Infrastructure Financing Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on November 16, 2022.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-1461	**Version:**	1	**Name:**	
Type:	Contract			**Status:**	Authority Approval
File created:	9/1/2022			**In control:**	Bay Area Infrastructure Financing Authority
On agenda:	11/16/2022			**Final action:**	
Title:	Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP ($9,602,323)				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3c_22-1461_Contract Change Order_EL TSI_TransCore LP.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP ($9,602,323)

Presenter:
Ken Hoang

Recommended Action:
Authority Approval

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Bay Area Infrastructure Finance Authority
(BAIFA)

November 16, 2022 **Agenda Item 3c - 22-1461**

Contract Change Order – Express Lane Toll System Integrator (TSI): TransCore, LP ($9,602,323)

Subject:

A request for approval to enter into a contract change order with TransCore, LP (TransCore) to add funds in an amount not to exceed: $9,602,323, including $8,102,323 for express lanes operations and maintenance services; and $1,500,000 for changes in scope of the San Mateo US 101 express lane capital project.

Background:

In June 2022, BAIFA approved BAIFA Resolution No. 31, the FY 2022-2023 BAIFA Operating and Capital Budgets. The FY 2022-23 BAIFA Operating Budget includes $8,102,323 for express lanes operations and maintenance services. This action would provide contract authority for the funds approved in the budget.

In February 2019, BAIFA approved an arrangement whereby BAIFA will implement and operate the San Mateo US 101 Express Lanes toll system for the owner, San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). The project involves (1) converting an existing HOV lane to an Express Lane from the Santa Clara County line to Whipple Avenue in San Mateo County (Southern Segment, opened February 2022), and (2) constructing a new express lane from Whipple Avenue in San Mateo County to Interstate 380 in San Mateo County (Northern Segment, projected to open early 2023).

The FY 2022-23 BAIFA Capital Budget includes $95 million for the San Mateo 101 capital project. The $95 million includes $45 million to pay for BAIFA's costs to implement the San Mateo 101 toll system and $50 million to help fund contracts for civil construction. Of the $45 million, $3.5 million sits in a shared contingency managed by a cost management board comprised of staff from BAIFA, City/County Association of Governments, and San Mateo County Transportation Authority.

The cost management board has agreed to assign $1,500,000 of the shared contingency to BAIFA to add to the TransCore contract for scope changes necessitated largely by the resequencing of

Caltrans' civil contractor's work to complete the civil work early and limit time related overhead costs on that contract. The additional scope performed by TransCore includes resequencing of its work, corrective lane striping, and installation and removal of sign overlays. In light of this additional work, staff is requesting authority to add $1,500,000 to the TSI's contract.

Attachment A includes a summary of TransCore and its project team's small business and disadvantaged business enterprise status.

Issues:

None identified.

Recommendations:

Staff recommends the Authority authorize the Executive Director or designee to negotiate and enter into a contract change order with TransCore to add funds in an amount not to exceed $9,602,323, which includes $8,102,323 for FY22-23 operations and maintenance and $1,500,000 for changes in scope of the US 101 express lane capital project.

Attachments:

- Attachment A: TransCore, LP DBE and SBE Status; and Request for Authority Approval Sheet

Therese W. McMillan

Attachment A

Disadvantaged Business Enterprise and Small Business Enterprise Status

	Firm Name	Role on Project	DBE * Yes	If DBE Yes, List #	DBE No	SBE** Yes	If SBE Yes, List #	SBE No
Prime Contractor	TransCore, LP	Toll System Integrator			X			X
Subcontractor	IBI Group	Subcontractor			X			X
Subcontractor	KRC Safety	Subcontractor	X	447		X	6897	
Subcontractor	Lane Safety Co.	Subcontractor			X	X	45978	
Subcontractor	Nexus IS	Subcontractor			X			X
Subcontractor	TJKM	Subcontractor	X	40772		X	38780	
Subcontractor	Traffic Solutions	Subcontractor			X			X

*Denotes certification by the California Unified Certification Program (CUCP).

**Denotes certification by the State of California.

Request for Authority Approval

Summary of Proposed Contract Change Order

Work Item No.:	6861, 6863, 6864, 6853
Contractor:	TransCore, LP San Diego, CA
Work Project Title:	Regional Express Lane Toll System Integrator (TSI)
Purpose of Project:	Design, implement, and operate express lanes in the Bay Area
Brief Scope of Work:	The contract change order will authorize TSI for work related to operations and maintenance for fiscal year FY 2022- 23, and unanticipated items related to the installation and testing of the toll system for San Mateo 101.
Project Cost Not to Exceed:	This amendment: $9,602,323 Current contract amount before this amendment: $128,697,908 Total contract amount after this amendment: $138,300,231
Funding Source:	BAIFA Operating and Capital Budget Funds
Fiscal Impact:	Funding is included in the FY 2022-23 BAIFA Operating and Capital Budgets (BAIFA Resolution No. 31).
Motion by Authority:	That the Executive Director or designee is authorized to negotiate and enter into a Contract Change Order with TransCore, LP for operations and maintenance services and unanticipated scope as described above and in the BAIFA Summary Sheet dated November 16, 2022 and the Chief Financial Officer is authorized to set aside funds in the amount of $9,602,323 for such Contract Change Order, as specified above.

BAIFA:

Alfredo Pedroza, Chair

Approved: November 16, 2022

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-1338	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Authority Approval
File created:	8/17/2022			**In control:**	Bay Area Infrastructure Financing Authority
On agenda:	11/16/2022			**Final action:**	
Title:	Cooperative Agreement - Funding for I-880 Capital Preservation Maintenance Project A request to enter into a cooperative agreement with Caltrans to contribute an amount not to exceed $8,800,000 plus a contingency to be held by BAIFA of $900,000 for the Alameda I-880 Capital Preventative Maintenance pavement rehabilitation project subject to BAIFA budget approval.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4a_22-1338_Caltrans_Cooperative_Agreement_I880.pdf				

Date	Ver.	Action By	Action	Result

Subject:
Cooperative Agreement - Funding for I-880 Capital Preservation Maintenance Project

A request to enter into a cooperative agreement with Caltrans to contribute an amount not to exceed $8,800,000 plus a contingency to be held by BAIFA of $900,000 for the Alameda I-880 Capital Preventative Maintenance pavement rehabilitation project subject to BAIFA budget approval.

Presenter:
Stephen Wolf

Recommended Action:
Authority Approval

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Bay Area Infrastructure Finance Authority
(BAIFA)

November 16, 2022 **Agenda Item 4a - 22-1338**

Cooperative Agreement – Funding for I-880 Capital Preservation Maintenance Project

Subject:

A request to enter into a cooperative agreement with Caltrans to contribute an amount not to exceed $8,800,000 plus a contingency to be held by BAIFA of $900,000 for the Alameda I-880 Capital Preventative Maintenance pavement rehabilitation project subject to BAIFA budget approval.

Background:

In December 2018, BAIFA entered into an operations and maintenance (O&M) agreement with Caltrans covering BAIFA's express lanes facility as required by statute. The agreement defines each agency's responsibilities for performing and funding O&M and rehabilitation work. Generally, BAIFA owns and is fully responsible for toll system assets and any civil asset that exists for the sole purpose of supporting express lanes tolling. Caltrans owns the roadway, including the lane used as the express lane but BAIFA is responsible for the cost of maintaining and rehabilitating the express lane pavement and adjacent shoulder. The O&M agreement requires BAIFA contributions to rehabilitation work be memorialized in separate cooperative agreements. The division of responsibility for rehabilitation is graphically depicted in Attachment A.

In October 2020, BAIFA completed the conversion of the high occupancy vehicle (HOV) lanes on I-880 in Alameda County into express lanes. Concurrently, Caltrans completed a pavement rehabilitation project on the segment of the Alameda I-880 express lane corridor north of Fremont Boulevard; the project included BAIFA-funded work to repair pavement scarred during the conversion to express lanes. Pavement on the corridor south of the Fremont Boulevard overcrossing was left in its existing condition.

In the coming months, Caltrans intends to advertise a project to perform pavement rehabilitation from the Fremont Boulevard overcrossing south to the Santa Clara County line. Caltrans intends to grind and repave to add 10 to 15 years of useful life to the roadway. Staff recommends that BAIFA contribute to the project, which is projected to have a total cost of $74 million. The

methodology for calculating BAIFA's contribution is still being evaluated at the time of packet publication. Staff will provide a recommendation for an authorization amount at the meeting.

Item 4b funds this project in the Rehabilitation Budget from the (unaudited) $38 million surplus operating revenue.

Prospective rehabilitation projects on BAIFA express lane corridors that may be eligible for a BAIFA contribution are identified in the State Highway Operations and Protection Program (SHOPP) Ten-Year Project Book and include:

No.	County	Route	Location	Category of Rehabilitation	SHOPP Estimate	Ready to List Date
	Contra Costa	I-680	Danville and San Ramon	Pavement	$44	FY25
	Contra Costa	I-680	Rte. 242 to Benicia Martinez Bridge	Pavement	$36	FY25
	Contra Costa	I-680 NB	Rudgear Rd. to Monument Blvd.	Pavement	$11	FY32
	Solano	I-80	Tennessee Street to Leisure Town	Pavement	$112	FY32

The O&M agreement provides the framework for determining BAIFA's responsibility for these projects and includes: conducting a joint walkthrough prior to express lanes construction; Caltrans' consulting with BAIFA on its preventative maintenance program; BAIFA's consulting with Caltrans on its expenditure plan; and memorialization in cooperative agreements. BAIFA's share of the cost of each project would be determined by BAIFA and Caltrans based on the project scope and the terms in the O&M agreement.

In addition, Staff has initiated development of a long-range plan that will allow for a more comprehensive policy on revenue and its uses including a structured and collaborative approach with Caltrans to develop and jointly fund a civil rehabilitation program for BAIFA's express lanes corridors.

Issues:

BAIFA's commitment of funds would come as staff is developing a reserves policy informed by a long-range plan in which consideration will be given to network development, toll system replacement and appropriately allocated share of express lane roadway maintenance and rehabilitation (consistent with BAIFA's O&M Agreement with Caltrans). To the extent opportunities and needs arise before BAIFA approval of the long-range plan, staff will make one-off recommendations.

Recommendations:

That the Authority authorize a cooperative agreement with Caltrans to contribute an amount to be memorialized in the minutes for this item for the Alameda I-880 Capital Preventative Maintenance pavement rehabilitation project subject to BAIFA budget approval.

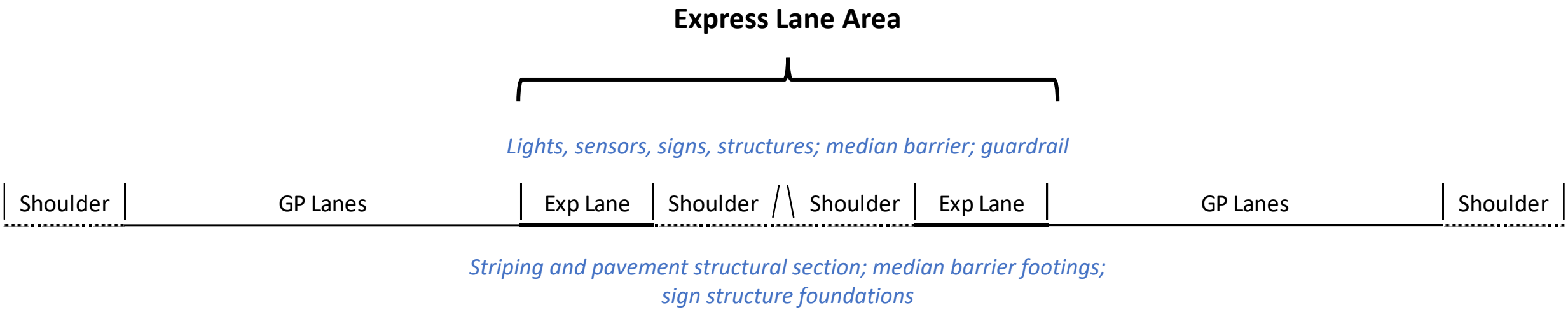
Attachments:

- Attachment A: Graphic representation of express lanes responsibility
- Authority Approval Sheet

Therese W. McMillan

Attachment A
BAIFA Financial Responsibility for Roadway per Express Lanes O&M Agreement

- BAIFA has financial responsibility for rehabilitation of the Express Lane (EL) Area, except for the median barrier (split proportionally with the State) and drainage (100% State).
- Other items are eligible for excess revenue in the expenditure plan
- BAIFA is not responsible for pre-existing conditions



Request for Authority Approval

Summary of Proposed Cooperative Agreement

Work Item No.:	6864
Agency:	Caltrans
Work Project Title:	Funding Agreement for I-880 Capital Preservation Maintenance Project
Purpose of Project:	Fund BAIFA's share of pavement rehabilitation project on I-880 in Alameda County
Brief Scope of Work:	Pavement rehabilitation on I-880 in Alameda County from the Fremont Boulevard overcrossing south to the county line.
Project Cost Not to Exceed:	To be finalized with approval of this item
Funding Source:	BAIFA toll funds
Fiscal Impact:	Funding is subject to BAIFA approval of an amendment to FY 2022-23 BAIFA budget.
Motion by Authority:	That the Executive Director or designee is authorized to negotiate and enter into a cooperative agreement with Caltrans as described above and in the BAIFA Summary Sheet dated October 26, 2022 and that the Chief Financial Officer is authorized to set aside an amount and contingency to be finalized in the oral motion on this item, to be used at the discretion of the Executive Director or designee, for such agreement, subject to BAIFA budget approval.
Authority:	
	Alfredo Pedroza, Chair
Approved:	November 16, 2022

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Details (With Text)

File #:	22-1503	**Version:**	1	**Name:**	
Type:	Resolution			**Status:**	Authority Approval
File created:	9/15/2022			**In control:**	Bay Area Infrastructure Financing Authority
On agenda:	11/16/2022			**Final action:**	
Title:	BAIFA Resolution No. 31, Revised - Fiscal Year (FY) 2022-23 Bay Area Infrastructure Financing Authority (BAIFA) - Operating and Capital Budget Amendment A request that BAIFA Resolution No. 31, Revised, which amends the FY 2022-23 Operating and Capital Budget, be approved by the Authority.				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	4bi_22-1503_BAIFA_Resolution_31_FY 2022-23_Budget_Amendment.pdf 4bii_22-1503_Presentation_BAIFA_Resolution_31_FY 2022-23_Budget_Amendment.pdf				

Date	Ver.	Action By	Action	Result

Subject:
BAIFA Resolution No. 31, Revised - Fiscal Year (FY) 2022-23 Bay Area Infrastructure Financing Authority (BAIFA) - Operating and Capital Budget Amendment

A request that BAIFA Resolution No. 31, Revised, which amends the FY 2022-23 Operating and Capital Budget, be approved by the Authority.

Presenter:
Derek Hansel

Recommended Action:
Authority Approval

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Bay Area Infrastructure Financing Authority (BAIFA)

November 16, 2022 **Agenda Item 4b - 22-1503**

BAIFA Resolution No. 31, Revised – Fiscal Year (FY) 2022-23 Bay Area Infrastructure Financing Authority (BAIFA) - Operating and Capital Budget Amendment

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Subject:

A request that BAIFA Resolution No. 31, Revised, which amends the FY 2022-23 Operating and Capital Budget, be approved by the Authority. The FY 2022-23 BAIFA Operating Budget proposes to amend the operating budget revenue for a $2.25 million reduction. The operating budget remains balanced with a projected operating surplus of $20.7 million after depreciation and transfer, which will be transferred to reserves for future operations, maintenance and repairs. The FY 2022-23 BAIFA Express Lanes Development Capital Budget proposes a change to the budgeted expenses of $630 thousand and the Express Lanes Rehabilitation Capital Budget proposes a change to the budgeted expenses in an amount to be provided consistent with the discussion in the staff report for Agenda Item 4a - 22-1338.

Background:

BAIFA continues to operate express lanes on two corridors, the I-680 and the I-880, and manages the toll collection system on the San Mateo County Highway 101 on a reimbursable basis. Staff requests amendment to the I-680 and I-880 operating budget revenue reducing the violation revenue by $2.25 million due to the reduction in toll violation penalties adopted by BAIFA in July 2022. Changes related to the capital budget for additional staffing costs of $630 thousand and for project funding in the capital rehabilitation program for a pavement rehabilitation project are also requested.

Operating Budget:

Amendments are proposed to reduce the violation revenue estimate for $1.125 million for the I-680 Express Lane (EL) and $1.125 million for the I-880 EL. The reductions are based on the newly adopted toll violation penalty structure of $10 for the first notice plus $20 for the second notice from $25 for the first notice plus $45 for the second notice. Staff was granted approval by

BAIFA for the reduced penalties in July 2022, effective October 3, 2022.The lower penalties charged under the new structure are estimated to result in reduced violation revenue of $2.1 million from $3.2 million for the I-60 EL and $5.1 million from $6.2 million for the I-880 EL.

Total FY 2022-23 operating revenue for all express lane operations is $69.0 million from $71.2 million per the FY 2022-23 approved budget. Total operating expenses of $31.3 million remain the same per approved budget.

The budget is balanced as presented, with projected operating surplus before transfers on I-680 EL of $3.2 million from $4.4 million and on I-880 EL of $34.4 million from $35.5 million for a total operating surplus of $37.6 million from original approved budget surplus of $39.9 million. The operating budget schedule is attached (Attachment A) and is summarized below (in thousands).

	FY 2022-23	Amendment No. 1
Toll Revenue		
I-680	$11,000	$11,000
I-880	45,000	45,000
Violation\Other		
I-680	3,200	2,075
I-880	6,200	5,075
Interest	423	423
Other	5,417	5,417
Total Revenue	$71,240	$68,990
Operating Expenses		
FasTrak	$ 8,857	$ 8,857
EL Operations	13,444	13,444
Administration	3,614	3,614
Other	5,417	5,417
Total Expenses	$31,332	$31,332
Operating Balance (Deficit)	$39,908	$ 37,658

The I-880 EL will continue to generate significant operating surplus and will transfer $630 thousand from its operating surplus to fund the budget changes in the capital development and an amount to be provided for the capital rehabilitation programs as discussed subsequently.

Capital Programs:

Express Lanes Development Program

An addition of $630 thousand for staffing costs not accounted for in the approved budget is requested for the Means-Based Toll Discount project in the Capital Program. BAIFA has a capital program budget of approximately $447 million covering 14 projects. No new project was adopted for FY 2022-23. A complete list of the BAIFA capital program is attached. (Attachment B).

Rehab Program

BAIFA programs rehabilitation of the existing express lanes for long-term maintenance and repair of the toll system. An amendment to transfer an amount yet to be established (and which amount will be recommended for authorization at or prior to the BAIFA Board Meeting) is requested to the rehab capital program to be funded from the operating surplus of the I-880 EL. The funding is for the 880 – Civil II project which includes BAIFA's share of the Caltrans Capital Preventative Maintenance pavement rehabilitation project as per the November 16, 2022 BAIFA approval of the cooperative agreement for this project, which was subject to budget approval.

Recommendations:

Staff recommends that the Authority approve BAIFA Resolution No. 31, Revised authorizing amendments to the BAIFA Operating and Capital Budgets for FY 2022-23.

Attachments:

- BAIFA Resolution No. 31, Revised with Attachments A, B and C
- Presentation

Therese W. McMillan

Date: June 22, 2022
W.I.: 6840, 6861
Referred by: BAIFA
Revised: November 16, 2022

ABSTRACT

BAIFA Resolution No. 31

This resolution approves the Operating and Capital Budgets for FY 2022-23 for the Bay Area Infrastructure Financing Authority (BAIFA).

Attachment A, B and C to this resolution was revised on November 16, 2022. The revision decreases the operating revenue budget by $2.25 million and increases the Capital budget by $630 thousand for the EL Means-Based Toll Discount project. and the Rehabilitation Capital budget by ___million for the 880-Civil II project. The budget as revised remains balanced.

Further discussion of the BAIFA Operating and Capital Budgets is contained in BAIFA's Summary Sheets dated June 22, 2022 and November 16, 2022.

Date: June 22, 2022
W.I.: 6840, 6861
Referred by: BAIFA
Revised: November 16, 2022

Re: Bay Area Infrastructure Financing Authority's Operating and Capital Budgets for FY 2022-23

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
RESOLUTION NO. 31

WHEREAS, the Metropolitan Transportation Commission ("MTC") and the Bay Area Toll Authority ("BATA") have executed a joint exercise of powers agreement dated as of August 1, 2006, as amended, which created and established the Bay Area Infrastructure Financing Authority ("BAIFA"): and

WHEREAS, BAIFA staff has prepared a budget setting forth the anticipated revenues and expenditures of BAIFA for FY 2022-23; now, therefore, be it

RESOLVED, that BAIFA's Operating and Capital Budgets for FY 2022-23, attached hereto as Attachments A, B, and C, and incorporated herein as though set forth in full, is approved; and be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BAIFA operating and capital budgets for FY 2022-23, provided that there shall be no increase in the overall BAIFA budget without prior approval of BAIFA; and be it further

RESOLVED, that the Executive Director or designee shall submit written requests to BAIFA for approval of consultants, professional services, and expenditures authorized in the BAIFA budget for FY 2022-23; and be it further

RESOLVED, that BAIFA's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all contracts, projects and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered which will take place in FY 2022-23; and be it further

RESOLVED, that BAIFA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to one year operating revenue and a capital repair and replacement reserve up to the level of accumulated depreciation expense, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Chief Financial Officer is authorized to restrict use of all funds remaining after provision for expenses including those related to debt service, development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation, including the operating and capital reserves, to the respective corridor for use on corridor projects to be approved by BAIFA pursuant to California Streets and Highways Code Section 149.7; and

RESOLVED, that BAIFA's Executive Director and Chief Financial Officer are authorized to utilize generally available cash as an advance for project cash flow purposes provided the advanced is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that the BAIFA staff shall furnish BAIFA with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by BAIFA.

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Infrastructure Financing Authority at a regular meeting of the Board held in San Francisco, California and at other remote locations, on June 22, 2022.

Date: June 22, 2022
W.I.: 6840, 6861
Referred by: BAIFA
Revised: November 16, 2022

Attachments A, B, and C
BAIFA Resolution No. 31

FY 2022-23 Bay Area Infrastructure Financing Authority (BAIFA)
Operating and Capital Budgets – Amendment 1

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2022-23

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6861, 6863, 6864
Revised: 11/16/2022

EXPRESS LANES REVENUE-EXPENSE SUMMARY

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Total Operating Revenue	**$ 45,753,547**	**$ 71,239,395**	**$ 68,989,395**	-3.2%	(2,250,000)
Total Operating Expense	**$ 26,875,079**	**$ 31,332,197**	**$ 31,332,197**	0.0%	-
Operating Surplus (Shortfall) before Depreciation & Transfer	**$ 18,878,468**	**$ 39,907,198**	**$ 37,657,198**	-5.6%	(2,250,000)
Transfer In/(Out)	**$ (4,895,000)**	**$ (1,304,593)**	**$ (1,934,593)**	48.3%	(630,000)
Depreciation/Capital Reserve	**$ 10,100,000**	**$ 15,000,000**	**$ 15,000,000**	0.0%	-
Total Operating Surplus (Shortfall)	**$ 3,883,468**	**$ 23,602,605**	**$ 20,722,605**	-12.2%	(2,880,000)
Transfer from (to) Operating Reserve	**$ (3,883,468)**	**$ (23,602,605)**	**$ (20,722,605)**	-12.2%	2,880,000
Beginning Balance	**$ 10,822,159**	**$ 14,705,627**	**$ 14,705,627**		
Ending Balance	**$ 14,705,627**	**$ 38,308,232**	**$ 35,428,232**		

REVENUE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
General Toll Revenue (subtotal)	**$ 38,500,000**	**$ 56,000,000**	**$ 56,000,000**	0.0%	-
EL Toll Revenue	$ 38,500,000	$ 56,000,000	$ 56,000,000	0.0%	-
Violation Revenue (subtotal)	**$ 4,056,864**	**$ 9,400,000**	**$ 7,150,000**	-23.9%	(2,250,000)
Violations Revenue	$ 4,056,864	$ 9,400,000	$ 7,150,000	-23.9%	(2,250,000)
Interest and Other Revenue	**$ 3,196,682**	**$ 5,839,395**	**$ 5,839,395**	0.0%	-
Total Operating Revenue	**$ 45,753,547**	**$ 71,239,395**	**$ 68,989,395**	-3.2%	(2,250,000)

EXPENSE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Operating Expense						
FasTrak Operations and Maintenance (Subtotal)	**$ 7,719,040**	**$ 8,856,984**	**$ 8,856,984**	0.0%	-	
RCSC Operations	$ 5,334,040	$ 5,554,984	$ 5,554,984	0.0%	-	L1
Banking/Credit Card Fees	1,655,000	1,872,000	1,872,000	0.0%	-	L2
BATA Financial Services	270,000	270,000	270,000	0.0%	-	L3
Collections/DMV Expenses	460,000	1,160,000	1,160,000	0.0%	-	L4
Express Lanes Operations and Maintenance (Subtotal)	**$ 12,647,135**	**$ 13,444,154**	**$ 13,444,154**	0.0%	-	
Operating Center	$ 1,181,360	$ 1,181,825	$ 1,181,825	0.0%	-	L5
California Highway Patrol Enforcement	346,085	2,100,000	2,100,000	0.0%	-	L6
Roadway Maintenance	2,925,000	3,220,000	3,220,000	0.0%	-	L7
Caltrans Expenditure	700,000	400,000	400,000	0.0%	-	L7.1
Toll System Operations & Maintenance	7,004,423	6,041,681	6,041,681	0.0%	-	L8
Utility Service	230,000	230,000	230,000	0.0%	-	L10
Backhaul Operations and Maintenance	260,267	270,648	270,648	0.0%	-	L11
Express Lanes Operations and Maintenance Total	**$ 20,366,175**	**$ 22,301,138**	**$ 22,301,138**	0.0%	-	
Express Lanes Administration (Subtotal)	**$ 3,617,221**	**$ 3,614,364**	**$ 3,614,364**	0.0%	-	
Salaries and Benefits	$ 1,973,434	$ 1,666,528	$ 1,666,528	0.0%	-	L12
Professional/Consultant Service	302,317	811,757	811,757	0.0%	-	L13
Overhead	987,905	833,264	833,264	0.0%	-	L14
Audit/Accounting	110,000	106,500	106,500	0.0%	-	L15
Insurance	16,000	15,450	15,450	0.0%	-	L16
Other	227,565	180,865	180,865	0.0%	-	L17

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
San Mateo 101 Tolling Operations Services	$ 2,891,682	$ 5,416,695	$ 5,416,695	0.0%	-	
Depreciation/Capital Reserve	$ 10,100,000	$ 15,000,000	$ 15,000,000	0.0%	-	L18
Total Operating Expense	**$ 36,975,079**	**$ 46,332,197**	**$ 46,332,197**	0.0%	-	

TRANSFER DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Transfer From/(To)					
Transfer (To)/From MTC	$ -	$ (224,593)	$ (224,593)	0.0%	-
Transfer (To)/From Capital Program	$ (4,895,000)	$ (1,080,000)	$ (1,710,000)	58.3%	(630,000)
Transfers (To)/From Operating Reserve	$ (3,883,468)	$ (23,602,605)	$ (20,722,605)	-12.2%	2,880,000
Total Transfer	**$ (8,778,468)**	**$ (24,907,198)**	**$ (22,657,198)**	-9.0%	2,250,000

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2022-23

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6861
Revised: 11/16/2022

680 EXPRESS LANES REVENUE-EXPENSE

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Total Operating Revenue	**$ 9,988,820**	**$ 14,451,780**	**$ 13,326,780**	-7.8%	(1,125,000)
Total Operating Expense	**$ 9,036,515**	**$ 10,088,403**	**$ 10,088,403**	0.0%	-
Operating Surplus (Shortfall) before Depreciation & Transfer	**$ 952,305**	**$ 4,363,378**	**$ 3,238,378**	-25.8%	(1,125,000)
Transfer In/(Out)	**$ (4,895,000)**	**$ (250,000)**	**$ (250,000)**	0.0%	-
Depreciation/Capital Reserve	**$ 5,100,000**	**$ 3,500,000**	**$ 3,500,000**	0.0%	-
Total Operating Surplus (Shortfall)	**$ (9,042,695)**	**$ 613,378**	**$ (511,622)**	-183.4%	(1,125,000)
Transfer from (to) Reserve	**$ 9,042,695**	**$ (501,081)**	**$ 623,919**	-224.5%	1,125,000

REVENUE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
General Toll Revenue (subtotal)	**$ 8,500,000**	**$ 11,000,000**	**$ 11,000,000**	0.0%	-	
CC-680 Toll Revenue	$ 8,500,000	$ 11,000,000	$ 11,000,000	0.0%	-	A
Violation Revenue (subtotal)	**$ 1,183,820**	**$ 3,200,000**	**$ 2,075,000**	-35.2%	(1,125,000)	
Violations Revenue	$ 1,183,820	$ 3,200,000	$ 2,075,000	-35.2%	(1,125,000)	B
Interest and Other Revenue	**$ 305,000**	**$ 251,780**	**$ 251,780**	0.0%	-	D
Total Operating Revenue	**$ 9,988,820**	**$ 14,451,780**	**$ 13,326,780**	-7.8%	(1,125,000)	

EXPENSE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Operating Expense						
FasTrak Operations and Maintenance (Subtotal)	**$ 2,300,947**	**$ 2,640,091**	**$ 2,640,091**	0.0%	-	
RCSC Operations	$ 1,576,332	$ 1,694,476	$ 1,694,476	0.0%	-	L1
Banking/Credit Card Fees	500,000	$ 576,000	$ 576,000	0.0%	-	L2
BATA Financial Services	124,615	$ 124,615	$ 124,615	0.0%	-	L3
Collections/DMV Expenses	100,000	$ 245,000	$ 245,000	0.0%	-	L4
Express Lanes Operations and Maintenance (Subtotal)	**$ 5,061,681**	**$ 5,709,260**	**$ 5,709,260**	0.0%	-	
Operating Center	$ 649,313	$ 642,614	$ 642,614	0.0%	-	L5
California Highway Patrol Enforcement	26,085	$ 700,000	$ 700,000	0.0%	-	L6
Roadway Maintenance	1,125,000	$ 1,330,000	$ 1,330,000	0.0%	-	L7
Caltrans Expenditure	100,000	$ 100,000	$ 100,000	0.0%	-	L7.1
Toll System Operations & Maintenance	2,976,781	$ 2,734,778	$ 2,734,778	0.0%	-	L8
Utility Service	80,000	$ 80,000	$ 80,000	0.0%	-	L10
Backhaul Operations and Maintenance	104,502	$ 121,868	$ 121,868	0.0%	-	L11
Express Lanes Operations and Maintenance Total	**$ 7,362,628**	**$ 8,349,351**	**$ 8,349,351**	0.0%	-	

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Express Lanes Administration (Subtotal)	**$ 1,673,887**	**$ 1,739,051**	**$ 1,739,051**	0.0%	-	
Salaries and Benefits	$ 949,523	$ 814,589	$ 814,589	0.0%	-	L12
Professional/Consultant Service	139,531	$ 382,546	$ 382,546	0.0%	-	L13
Overhead	475,333	$ 407,295	$ 407,295	0.0%	-	L14
Audit/Accounting	51,000	$ 49,000	$ 49,000	0.0%	-	L15
Insurance	7,000	$ 6,760	$ 6,760	0.0%	-	L16
Other	51,500	$ 78,861	$ 78,861	0.0%	-	L17
Depreciation/Capital Reserve	**$ 5,100,000**	**$ 3,500,000**	**$ 3,500,000**	0.0%	-	L18
Total Operating Expense	**$ 14,136,515**	**$ 13,588,403**	**$ 13,588,403**	0.0%	-	

TRANSFER DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Inc./(Dec.)	Change $ Inc./(Dec.)	
Transfer From/(To)						
Transfer (To)/From MTC	**$ -**	**$ (112,297)**	**$ (112,297)**	0.0%	-	
Transfer (To)/From Capital Program	**$ (4,895,000)**	**$ (250,000)**	**$ (250,000)**	0.0%	-	
Transfer (To)/From From Capital Reserve	**$ -**	**$ -**	**$ -**	0.0%	-	L20
Transfer (To)/From Operating Reserve	**$ 9,042,695**	**$ (501,081)**	**$ 623,919**	-224.5%	1,125,000	
Total Transfer	**$ 4,147,695**	**$ (863,378)**	**$ 261,622**	-130.3%	1,125,000	

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2022-23

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6864
Revised: 11/16/2022

880 EXPRESS LANES REVENUE-EXPENSE

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Total Operating Revenue	**$ 32,873,044**	**$ 51,370,920**	**$ 50,245,920**	-2.2%	(1,125,000)	
Total Operating Expense	**$ 14,946,881**	**$ 15,827,099**	**$ 15,827,100**	0.0%	1	
Operating Surplus (Shortfall) before Depreciation & Transfer	**$ 17,926,163**	**$ 35,543,820**	**$ 34,418,819**	-3.2%	(1,125,001)	
Transfer In/(Out)	**$ -**	**$ (830,000)**	**$ (1,460,000)**	75.9%	(630,000)	
Depreciation/Capital Reserve	**$ 5,000,000**	**$ 11,500,000**	**$ 11,500,000**	0.0%	-	
Total Operating Surplus (Shortfall)	**$ 12,926,163**	**$ 23,213,820**	**$ 21,458,819**	-7.6%	(1,755,001)	
Transfer from (to) Reserve	**$ (12,926,163)**	**$ (23,101,524)**	**$ (21,346,524)**	-7.6%	1,755,000	

REVENUE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
General Toll Revenue (subtotal)	**$ 30,000,000**	**$ 45,000,000**	**$ 45,000,000**	0.0%	-	
AL-880 Toll Revenue	$ 30,000,000	$ 45,000,000	$ 45,000,000	0.0%	-	A
Violation Revenue (subtotal)	**$ 2,873,044**	**$ 6,200,000**	**$ 5,075,000**	-18.1%	(1,125,000)	
Violations Revenue	$ 2,873,044	$ 6,200,000	$ 5,075,000	-18.1%	(1,125,000)	B
Interest and Other Revenue	**$ -**	**$ 170,920**	**$ 170,920**	0.0%	-	D
Total Operating Revenue	**$ 32,873,044**	**$ 51,370,920**	**$ 50,245,920**	-2.2%	(1,125,000)	

EXPENSE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Operating Expense						
FasTrak Operations and Maintenance (Subtotal)	**$ 5,418,093**	**$ 6,216,893**	**$ 6,216,893**	0.0%	-	
RCSC Operations	$ 3,757,708	$ 3,860,508	$ 3,860,508	0.0%	-	L1
Banking/Credit Card Fees	1,155,000	$ 1,296,000	$ 1,296,000	0.0%	-	L2
BATA Financial Services	145,385	$ 145,385	$ 145,385	0.0%	-	L3
Collections/DMV Expenses	360,000	$ 915,000	$ 915,000	0.0%	-	L4
Express Lanes Operations and Maintenance (Subtotal)	**$ 7,585,454**	**$ 7,734,894**	**$ 7,734,894**	0.0%	-	
Operating Center	$ 532,047	$ 539,210	$ 539,210	0.0%	-	L5
California Highway Patrol Enforcement	320,000	$ 1,400,000	$ 1,400,000	0.0%	-	L6
Roadway Maintenance	1,800,000	$ 1,890,000	$ 1,890,000	0.0%	-	L7
Caltrans Expenditure	600,000	$ 300,000	$ 300,000	0.0%	-	L7.1
Toll System Operations & Maintenance	4,027,642	$ 3,306,904	$ 3,306,904	0.0%	-	L8
Utility Service	150,000	$ 150,000	$ 150,000	0.0%	-	L10
Backhaul Operations and Maintenance	155,765	$ 148,780	$ 148,780	0.0%	-	L11
Express Lanes Operations and Maintenance Total	**$ 13,003,547**	**$ 13,951,787**	**$ 13,951,787**	0.0%	-	

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
Express Lanes Administration (Subtotal)	**$ 1,943,334**	**$ 1,875,313**	**$ 1,875,313**	0.0%	-	
Salaries and Benefits	$ 1,023,911	$ 851,939	$ 851,939	0.0%	-	L12
Professional/Consultant Service	162,786	429,211	$ 429,211	0.0%	-	L13
Overhead	512,572	425,969	$ 425,969	0.0%	-	L14
Audit/Accounting	59,000	57,500	$ 57,500	0.0%	-	L15
Insurance	9,000	8,690	$ 8,690	0.0%	-	L16
Other	176,065	102,004	$ 102,004	0.0%	-	L17
Depreciation/Capital Reserve	**$ 5,000,000**	**$ 11,500,000**	**$ 11,500,000**	0.0%	-	L18
Total Operating Expense	**$ 19,946,881**	**$ 27,327,099**	**$ 27,327,099**	0.0%	-	

TRANSFER DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Transfer From/(To)					
Transfer (To)/From MTC	**$ -**	**$ (112,297)**	**$ (112,297)**	0.0%	-
Transfer (To)/From Capital Program	**$ -**	**$ (830,000)**	**$ (1,460,000)**	75.9%	(630,000)
Transfer (To)/From Operating Reserve	**$ (12,926,163)**	**$ (23,101,524)**	**$ (21,346,524)**	-7.6%	1,755,000
Total Transfer	**$ (12,926,163)**	**$ (24,043,820)**	**$ (22,918,820)**	-4.7%	1,125,000

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2022-23

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6863
Revised: 11/16/2022

SM101 OPERATING REVENUE-EXPENSE SUMMARY

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Total Operating Revenue	**$ 2,891,682**	**$ 5,416,695**	**$ 5,416,695**	0.0%	-
Total Operating Expense	**$ 2,891,682**	**$ 5,416,695**	**$ 5,416,695**	0.0%	-
Operating Surplus (Shortfall) before Depreciation & Transfer	**$ -**	**$ -**	**$ -**	0.0%	-
Transfer In/(Out)	**$ -**	**$ -**	**$ -**	0.0%	-
Depreciation/Capital Reserve	**$ -**	**$ -**	**$ -**	0.0%	-
Total Operating Surplus (Shortfall)	**$ -**	**$ -**	**$ -**	0.0%	-

REVENUE DETAIL
BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Increase/(Decrease)	Change $ Increase/(Decrease)	
General Revenue (subtotal)	**$ 2,891,682**	**$ 5,416,695**	**$ 5,416,695**	0.0%	-	
SM-101 Reimbursement	$ 2,891,682	$ 5,416,695	$ 5,416,695	0.0%	-	C
Interest Revenue	**$ -**	**$ -**	**$ -**	N/A	-	
Total Operating Revenue	**$ 2,891,682**	**$ 5,416,695**	**$ 5,416,695**	0.0%	-	

EXPENSE DETAIL

BUDGET FY 2022-23

	Amendment No. 1 FY 2021-22	Approved FY 2022-23	Amendment No. 1 FY 2022-23	Change % Inc./(Dec.)	Change $ Inc./(Dec.)	
Operating Expense						
Express Lanes Operations and Maintenance (Subtotal)	**$ 2,476,447**	**$ 4,478,885**	**$ 4,478,885**	0.0%	-	
Express Lane Operations Center	$ 144,598	$ 325,187	$ 325,187	0.0%	-	L5
Roadway Maintenance	940,000	$ 1,930,000	$ 1,930,000	0.0%	-	L7
Toll System Operations & Maintenance	1,301,108	$ 2,060,641	$ 2,060,641	0.0%	-	L8
Backhaul Operations and Maintenance	90,741	$ 163,057	$ 163,057	0.0%	-	L11
Express Lanes Operations and Maintenance Total	**$ 2,476,447**	**$ 4,478,885**	**$ 4,478,885**	0.0%	-	
Express Lanes Administration (Subtotal)	**$ 415,235**	**$ 937,810**	**$ 937,810**	0.0%	-	
Salaries and Benefits	$ 212,398	$ 343,067	$ 343,067	0.0%	-	L12
Professional/Consultant Service	46,510	$ 323,209	$ 323,209	0.0%	-	L13
Overhead	106,327	$ 171,534	$ 171,534	0.0%	-	L14
Other	50,000	$ 100,000	$ 100,000	0.0%	-	L17
Depreciation	**$ -**	**$ -**	**$ -**	0.0%	-	L18
Total Operating Expense	**$ 2,891,682**	**$ 5,416,695**	**$ 5,416,695**	0.0%	-	

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6840-6856
Revised: 11/16/2022

Attachment B
Bay Area Infrastructure Financing Authority
Express Lanes (EL) LTD Capital Budget [i]

Project Title	Total EL Budget Thru FY2021-22	Approved FY 2022-23 Budget	Proposed Amendment 1 FY 2022-23	Life to Date Project Budget	LTD BATA EL Budget [iii]	LTD BAIFA EL Budget
BAIFA Express Lanes						
Program Costs: Planning, Coordination & Management	$ 28,437,000	$ -		$ 28,437,000	$ 20,254,980	$ 8,182,020
Centralized Toll System	31,659,778	-		31,659,778	20,980,474	10,679,304
CC-680 Southern Segment Conversion	53,398,590	-		53,398,590	52,420,459	978,131
Capitalized Start-up O&M	15,539,321	-		15,539,321	4,852,589	10,686,732
ALA-880 Conversion [ii]	139,098,000	(2,300,000)		136,798,000	104,122,301	32,675,699
CC-680 Northern Segment - Southbound Conversion	53,623,000	-		53,623,000	16,955,242	36,667,758
Program Contingency	2,249,954	-		2,249,954	-	2,249,954
SOL-80 Express Lane Conversion	18,078,000	2,300,000		20,378,000	11,634,064	8,743,936
84/Dumbarton Bridge	323,140	-		323,140	323,140	-
92/San Mateo Bridge	369,303	-		369,303	369,303	-
EL Means-Based Toll Discount	3,000,000	530,000	630,000	4,160,000	-	4,160,000
CC-680 Southbound Gap to I-580	2,325,034	-		2,325,034	-	2,325,034
SOL-80 Toll System Conversion	2,822,000	-		2,822,000	-	2,822,000
BAIFA Express Lanes Total	**$ 350,923,120**	**$ 530,000**	**$ 630,000**	**$ 352,083,120**	**$ 231,912,552**	**$ 120,170,568**
Other Express Lanes						
San Mateo 101	95,000,000	-	-	95,000,000	-	95,000,000
Total Express Lanes Capital Budget	**$ 445,923,120**	**$ 530,000**	**$ 630,000**	**$ 447,083,120**	**$ 231,912,552**	**$ 215,170,568**

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

BAIFA Resolution No. 31
Date: 6/22/2022
W.I.: 6870-6874
Revised: 11/16/2022

Attachment C
Bay Area Infrastructure Financing Authority
Express Lanes (EL) LTD Rehabilitation Budget

Project Title	FY 2021-22 Budget As Approved	Total Budget Thru FY2021-22 As Recorded	Approved FY 2022-23 Budget	Proposed Amendment 1 FY 2022-23	LTD Budget Thru FY2022-23
BAIFA Express Lanes Rehab Capital Program					
TransCore's Spare Parts	$ 470,000				
680 - Toll System		$ 250,000	$ 250,000	$ -	$ 500,000
Datacenter Switches To Upgrade	700,000				
880 - Toll System		220,000	300,000	-	$ 520,000
Fiber Reroutes	60,000				
680 - Backhaul		1,960,000	-	-	$ 1,960,000
Backhaul Core	1,200,000				
Centralized - Contingency		100,000	-	-	$ 100,000
Programmed and Pipelined SHOPP Projects	100,000				
880 - Civil II		-	-	-	$ -
BAIFA Express Lanes Total	**$ 2,530,000**	**$ 2,530,000**	**$ 550,000**	**$ -**	**$ 3,080,000**

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 & Managemer	$ -	$ 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**