

Meeting Agenda

Bay Area Infrastructure Financing Authority

Alfredo Pedroza, Chair

Nick Josefowitz, Vice Chair

Wednesday, May 24, 2023

9:50 AM

Board Room - 1st Floor

The Bay Area Infrastructure Financing Authority (BAIFA) is scheduled to meet on Wednesday, May 24, 2023 at 9:50 a.m. or immediately following the 9:45 a.m. BATA meeting in the Bay Area Metro Center at 375 Beale Street, Board Room (1st Floor).

Meeting attendees may opt to attend in person for public comment and observation. 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>. Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Zoom Attendee Link: <https://bayareametro.zoom.us/j/84073952647>

Or iPhone one-tap: US:

+13462487799,,84073952647# US (Houston) or +17193594580,,84073952647# US

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: 840 7395 2647

International numbers available: <https://bayareametro.zoom.us/u/ku92Bn0cf>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>.

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, Carol Dutra-Vernaci, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacomini*, Federal D. Glover, Matt Mahan, Nate Miley, Stephanie Moulton-Peters, Sue Noack, Gina Papan, David Rabbitt, Hillary Ronen, James P. Spering, Sheng Thao, Vacant*

***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. [23-0608](#) Minutes of the April 26, 2023 meeting
- Action: Authority Approval
- Attachments: [3a 23-0608 April 26 2023 Draft BAIFA Minutes.pdf](#)
- 3b. [23-0609](#) Contract Amendment - Express Lanes Program Advisor: WSP USA, Inc. (\$2,100,000)
- Action: Authority Approval
- Presenter: Pierce Gould
- Attachments: [3b 23-0609 Contract Amendment WSP USA Summary.pdf](#)
- 3c. [23-0643](#) Amendment to Cooperative Agreement -- Express Lane Operations: Alameda County Transportation Commission
- Action: Authority Approval
- Presenter: Beth Zelinski
- Attachments: [3c 23-0643 Coop Agreement Amendment ACTC.pdf](#)
- 3d. [23-0610](#) Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP (\$1,020,000)
- Action: Authority Approval
- Presenter: Ken Hoang
- Attachments: [3d 23-0610 Contract Change Order TransCore.pdf](#)
- 3e. [23-0679](#) Cooperative Agreement - Regional Tolling Infrastructure Maintenance Services - Bay Area Toll Authority
- Action: Authority Approval
- Presenter: James Go
- Attachments: [3e 23-0679 Coop Agreement Regional Tolling BATA.pdf](#)

4. Authority Approval

- 4a. [23-0612](#) BAIFA Resolution No. 36, Revised - Revision to Toll Violation Penalties and Exception to Assessment of Penalties

A request to adopt the BATA low-income payment plan and for approval of BAIFA Resolution No. 36, Revised, Revision to Toll Violation Penalties and Exception to Assessment of Penalties, adding an exception to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Action: Authority Approval

Presenter: Stephen Wolf

Attachments: [4a 23-0612 BAIFA Resolution 36 Toll Violation Penalties & Exceptions.pdf](#)
[4a 23-0612 Attachment C Presentation.pdf](#)

5. Information

- 5a. [23-0681](#) Draft Bay Area Infrastructure Financing Authority (BAIFA) FY 2023-24 Operating and Capital Budgets

An informational presentation to the Authority of the Draft Bay Area Infrastructure Financing Authority (BAIFA) Fiscal Year 2023-24 Operating and Capital Budgets

Action: Information

Presenter: Derek Hansel

Attachments: [5a 23-0681 Draft BAIFA FY2023-24 Budget Summary.pdf](#)
[5a 23-0681 Draft BAIFA FY2023-24 Budget Attachments.pdf](#)
[5a 23-0681 Draft BAIFA FY2023-24 Budget Presentation.pdf](#)

6. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

7. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held at 9:45 a.m. on June 28, 2023. 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 Título 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.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0608 **Version:** 1 **Name:**

Type: Minutes **Status:** Consent

File created: 4/12/2023 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 5/24/2023 **Final action:**

Title: Minutes of the April 26, 2023 meeting

Sponsors:

Indexes:

Code sections:

Attachments: [3a_23-0608_April_26_2023_Draft_BAIFA_Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Minutes of the April 26, 2023 meeting

Recommended Action:
Authority Approval



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, April 26, 2023

9:45 AM

Board Room - 1st Floor

Chair Pedroza called the meeting to order at 11:30 a.m.

Non-Voting Member Present: Commissioner Giacomini

Non-Voting Member Absent: Commissioner El-Tawansy

1. Roll Call / Confirm Quorum

Present: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spering

Absent: 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

2. Chair's Report

There was nothing to report.

3. Consent Calendar

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

Aye: 13 - Chair Pedroza, Vice Chair Josefowitz, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Canepa, Commissioner Chavez, Commissioner Dutra-Vernaci, Commissioner Glover, Commissioner Miley, Commissioner Moulton-Peters, Commissioner Papan, Commissioner Ronen and Commissioner Spering

Absent: 5 - Commissioner Fleming, Commissioner Mahan, Commissioner Noack, Commissioner Rabbitt and Commissioner Thao

3a. [23-0386](#) Minutes of the February 22, 2023 meeting

Action: Authority Approval

3b. [23-0398](#) Fiscal Year 2022-23 Bay Area Infrastructure Financing Authority (BAIFA)
Second Quarter Financial Statements (Unaudited)

Action: Information

Presenter: Alita Reinecker

- 3c.** [23-0503](#) MTC Express Lanes Quarterly Report: Annual Year Fourth Quarter
(October 2022-December 2022)

Action: Information

Presenter: Barbara Laurenson

- 3d.** [23-0534](#) BAIFA Resolution No. 46, Revised - Committee Structure

Action: Authority Approval

- 3e.** [23-0505](#) Cooperative Agreement Amendment - Funding for I-880 Capital
Preservation Maintenance Budget

Action: Authority Approval

Presenter: Stephen Wolf

4. Public Comment / Other Business

5. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held at 9:45 a.m. on May 24, 2023. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0609 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/12/2023 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 5/24/2023 **Final action:**

Title: Contract Amendment - Express Lanes Program Advisor: WSP USA, Inc. (\$2,100,000)

Sponsors:

Indexes:

Code sections:

Attachments: [3b_23-0609_Contract_Amendment_WSP_USA_Summary.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Amendment - Express Lanes Program Advisor: WSP USA, Inc. (\$2,100,000)

Presenter:
Pierce Gould

Recommended Action:
Authority Approval

**Bay Area Infrastructure Financing Authority
BAIFA**

May 26, 2023

Agenda Item 3b - 23-0609

Contract Amendment – Express Lanes Program Advisor: WSP USA, Inc. (\$2,100,000)

Subject:

A request to negotiate and enter into a contract amendment with WSP USA, Inc. (WSP) in an amount not to exceed \$2,100,000 to provide technical expertise and staff resources for implementation and operation of express lanes for a one year extension, subject to approval of the Fiscal Year 2023-24 BAIFA Budget.

Background:

The Express Lanes Program Advisor provides technical expertise and augments staff resources to perform a broad range of work related to planning, policy, implementation, and operations of BAIFA's Express Lanes Network as well as for regional coordination on express lanes issues. The Program Advisor also supports BAIFA in meeting its contractual obligations to provide operational services for San Mateo County Express Lanes JPA. (Refer to Attachment A)

In January 2018, the Authority approved a contract award to WSP for program advisor services for the BAIFA express lanes program. The procurement anticipated a base term of 3.5 years with a completion date of June 30, 2021, with the option to extend up to two additional years. BAIFA exercised the option to extend. This contract expires June 30, 2023.

Staff began development of a new procurement for Program Advisor services. Staff expects to release a Request for Proposal in May 2023, execute a contract by end of 2023, and then complete a transition to the new consultant. For this reason, staff seeks to extend the contract for one-year, on a sole source basis to ensure continuous support through the procurement process and transition.

The estimated cost of services during this extension is \$2,100,000, which is subject to approval of the Fiscal Year 2023-24 BAIFA Express Lanes Capital budget. Attachment B includes a summary of WSP and its project team's small business and disadvantaged business enterprise status.

Issues:

None.

Recommendations:

Staff recommends authorization for the Executive Director or designee to negotiate and enter into a contract amendment not to exceed \$2,100,000 with WSP for a one-year extension for program advisor services, subject to the adoption of the Fiscal Year 2023-24 BAIFA Budget.

Attachments:

- Attachment A: Express Lane Program Advisor Scope of Work
- Attachment B: Small Business and Disadvantaged Business Enterprise Status For WSP, USA, Inc.
- Request for Authority Approval – Summary of Proposed Contract Amendment



Andrew B. Fremier

Attachment A

Express Lane Program Advisor Scope of Work

Required Tasks

1. Technical/strategic advice for implementation, operations and policy issues;
2. Toll system project assistance to support oversight of the BAIFA toll system integrator;
3. Operations/maintenance planning and support to open new BAIFA lanes or for changes to existing lanes;
4. Public education to augment staff when opening new BAIFA lanes;
5. Program controls, e.g., cost, change, quality, risk, documents (MTC will manage some controls, such as schedule and reporting, in-house) ; and
6. Contract management/administration.

Optional Tasks if needed

7. Project/contract management for civil construction, communications and utilities work for BAIFA lanes;
8. Program controls beyond the current anticipated division of labor with BAIFA staff;
9. Ongoing express lanes operations beyond the initial opening of a new lane;
10. Express lanes toll system maintenance to support BAIFA staff with management and coordination activities; and
11. Procurement support for planning and implementation of future BAIFA express lanes.

Attachment B

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
WSP USA, Inc.	Prime			X			X
William R. Gray and Company (dba Gray-Bowen-Scott)	Subconsultant			X	X	1756291	
Kazoo Studios East	Subconsultant			X			X
Silicon Transportation Consultants	Subconsultant	X	43097		X	1802481	
Zoon Engineering	Subconsultant			X	X	58549	

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

**Denotes certification by the State of California.

Request for Authority Approval

Summary of Proposed Contract Amendment

Work Item No.: 6840

Consultant: WSP USA, Inc. (San Francisco, CA)

Work Project Title: Express Lanes Program Advisor

Purpose of Project: Provide technical expertise for implementation and operation of express lanes, augmenting staff resources as needed.

Brief Scope of Work: Technical and strategic advice; operations/maintenance planning and support; public education; program controls and coordination; contract management and additional support as needed.

Project Cost Not to Exceed: \$2,100,000 (this amendment)

Total contract authorization before this amendment: \$10,445,000

Total contract authorization after this amendment: \$12,545,000

Funding Source: BAIFA Express Lanes Capital Project Budget

Fiscal Impact: Funding is subject to adoption of the Fiscal Year 2023-24 BAIFA Budget.

Motion by Authority: That the Executive Director or designee is authorized to negotiate and enter into a contract amendment with WSP USA, Inc. for Express Lanes Program Advisor Services described above and in the Bay Area Infrastructure Financing Authority Summary Sheet dated May 24, 2023 and that the Chief Financial Officer is authorized to set aside \$2,100,000 for such contract amendment, subject to adoption of the Fiscal Year 2023-24 BAIFA Budget.

Bay Area Infrastructure
Financing Authority:

Alfredo Pedroza, Chair

Approved: May 24, 2023

Legislation Details (With Text)

File #:	23-0643	Version:	1	Name:	
Type:	Contract	Status:		Consent	
File created:	4/17/2023	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	5/24/2023	Final action:			
Title:	Amendment to Cooperative Agreement -- Express Lane Operations: Alameda County Transportation Commission				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	3c 23-0643 Coop Agreement Amendment ACTC.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Amendment to Cooperative Agreement -- Express Lane Operations: Alameda County Transportation Commission

Presenter:

Beth Zelinski

Recommended Action:

Authority Approval

**Bay Area Infrastructure Finance Authority
(BAIFA)**

May 24, 2023

Agenda Item 3c - 23-0643

**Amendment to Cooperative Agreement -- Express Lane Operations: Alameda County
Transportation Commission**

Subject:

A request for approval to extend for an additional two years the cooperative agreement with Alameda County Transportation Commission (Alameda CTC) under which BAIFA manages operations through the Regional Operations Center for the I-580 and I-680 Sunol Express Lanes. Alameda CTC will reimburse BAIFA for these services.

Background:

BAIFA owns and operates express lanes on I-680 in Contra Costa County and I-880 in Alameda County and will do so for the express lanes in construction on I-80 in Solano County. Additionally, BAIFA operates the San Mateo 101 Express Lanes for the San Mateo Express Lanes Joint Powers Authority under a cooperative agreement with them.

Under a cooperative agreement with Alameda CTC approved by BAIFA in October 2020, BAIFA also manages operations for the I-580 Express Lanes in Alameda County and the I-680 Sunol Express Lanes, which span from State Route (SR) 84 near Pleasanton to SR 237 in the City of Milpitas, on behalf of the Sunol Smart Carpool Lane Joint Powers Authority (Sunol JPA).

Under this cooperative agreement, BAIFA manages (through its operational services contract with Iteris, Inc.) the day-to-day operation of the Alameda I-580 and I-680 Sunol Express Lanes, including real-time monitoring of the lanes during tolling hours. On April 14, 2023, the MTC Operations Committee authorized a four-year extension of the contract with Iteris, Inc. through June 30, 2027.

Staff seeks approval from BAIFA to amend the cooperative agreement with Alameda CTC to manage the day-to-day operations of the Alameda I-580 and I-680 Sunol Express Lanes for an additional two years through June 30, 2025. Under the amendment, Alameda CTC would pay BAIFA a fixed-monthly fee of \$18,000 for operational costs in Fiscal Year 2023-24 and \$18,450 in Fiscal Year 2024-25. This amount may be revised to reflect additional staffing needs as

necessary. In 2025, Alameda CTC anticipates opening the I-680 Express Lane gap closure project from Alcosta Boulevard to SR-84. At that time, BAIFA and Alameda CTC will reevaluate operational needs and support costs and may further revise and extend the cooperative agreement.

Issues:

None identified.

Recommendations:

Staff recommends authorization for the Executive Director or designee to negotiate and enter into a cooperative agreement amendment between BAIFA and the Alameda CTC for operations of the Alameda I-580 and I-680 Sunol Express Lanes for an additional two years through June 30, 2025.

Attachments:

- Request for Authority Approval



Andrew B. Fremier

Request for Authority Approval

Summary of Proposed Cooperative Agreement Amendment

Work Item No.: 6852

Agency: Alameda County Transportation Commission (Alameda CTC)
1111 Broadway, Suite 800
Oakland, CA 94607

Work Project Title: Express Lanes Operations for Alameda I-580 and I-680 Sunol Express Lanes

Purpose of Project: Extend the day-to-day operational management of Alameda CTC's Alameda I-580 and I-680 Sunol Express Lanes.

Brief Scope of Work: BAIFA to extend the management, through its 511 and Express Lanes operational services contract, of the day-to-day operation of Alameda CTC's Alameda I-580 and I-680 (Sunol) Express Lanes.

Project Cost Not to Exceed: N/A

Funding Source: Alameda CTC will compensate BAIFA for these services.

Fiscal Impact: Iteris operating costs as approved by the MTC Operations Committee and subject to inclusion in the Fiscal Year 2023-24 and Fiscal Year 2024-25 BAIFA budgets. Alameda CTC will compensate BAIFA for these costs.

Motion by Authority: That the Executive Director or designee is authorized to negotiate and enter into a Cooperative Agreement amendment with Alameda CTC to continue operational responsibility of the Alameda I-580 and I-680 Sunol Express Lanes as described above and in the BAIFA Summary Sheet dated May 24, 2023.

Authority:

Alfredo Pedroza, Chair

Approved: May 24, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0610 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/12/2023 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 5/24/2023 **Final action:**

Title: Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP (\$1,020,000)

Sponsors:

Indexes:

Code sections:

Attachments: [3d_23-0610_Contract_Change_Order_TransCore.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP (\$1,020,000)

Presenter:
Ken Hoang

Recommended Action:
Authority Approval

**Bay Area Infrastructure Finance Authority
(BAIFA)**

May 24, 2023

Agenda Item 3d - 23-0610

**Contract Change Order – Express Lane Toll System Integrator (TSI): TransCore, LP
(\$1,020,000)**

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: \$1,020,000 to replenish the BAIFA I-680 and I-880 express lanes spare parts inventory.

Background:

The Fiscal Year 2021-22 and 2022-2023 BAIFA Express Lane Rehab Budgets included \$470,000 and \$550,000, respectively, designated for toll system spare parts. This action seeks authority to use the approved budget at the Executive Director's or designee's determination.

After a competitive selection, BAIFA originally awarded the Toll System Integrator (TSI) contract to TransCore in June 2014 for the implementation and operation of the toll system for BAIFA's express lanes on I-680, I-880 and I-80 and other corridors that might be added. The I-680 corridor began operations in 2017 and the I-880 corridor in 2020. Tolling equipment for these corridors is no longer under warranty. Staff will utilize funds to replenish the spare parts inventory for aging equipment including, but not limited to, LED panels for the Variable Toll Message Sign (VTMS), power supplies, violation enforcement cameras, transponder readers, vehicle detection systems, uninterruptible power supply (UPS) units, controllers, traffic sensors, as well as hardware and software components for the toll collection application system.

Attachment A includes a summary of TransCore's 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

\$1,020,000 to be used at the Executive Director's or designee's determination to replenish the I-680 and I-880 express lane spare parts inventory.

Attachments:

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



Andrew B. Fremier

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.: 6870, 6871

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 to procure replacement and spare parts for the I-680 and I-880 express toll collection system.

Project Cost Not to Exceed: This amendment: \$1,020,000
Current contract amount before this amendment: \$138,300,231
Total contract amount after this amendment: \$139,320,231

Funding Source: BAIFA Express Lanes Rehab Budget

Fiscal Impact: Funding is included in the Fiscal Year 2022-23 BAIFA Express Lanes Rehab Budget

Motion by Authority: That the Executive Director or designee is authorized to negotiate and enter into a Contract Change Order with TransCore, LP for spare parts inventory and unanticipated repairs and replacements as described above and in the BAIFA Summary Sheet dated May 24, 2023 and the Chief Financial Officer is authorized to set aside funds in the amount of \$1,020,000 for such Contract Change Order.

BAIFA:

Alfredo Pedroza, Chair

Approved: May 24, 2023



Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Details (With Text)

File #: 23-0679 **Version:** 1 **Name:**

Type: Contract **Status:** Consent

File created: 4/23/2023 **In control:** Bay Area Infrastructure Financing Authority

On agenda: 5/24/2023 **Final action:**

Title: Cooperative Agreement - Regional Tolling Infrastructure Maintenance Services - Bay Area Toll Authority

Sponsors:

Indexes:

Code sections:

Attachments: [3e 23-0679 Coop Agreement Regional Tolling BATA.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:
Cooperative Agreement - Regional Tolling Infrastructure Maintenance Services - Bay Area Toll Authority

Presenter:
James Go

Recommended Action:
Authority Approval

**Bay Area Infrastructure Financing Authority
(BAIFA)**

May 24, 2023

Agenda Item 3e - 23-0679

**Cooperative Agreement – Regional Tolling Infrastructure Maintenance Services –
Bay Area Toll Authority**

Subject:

Recommendation to approve a cooperative agreement with the Bay Area Toll Authority (BATA) to delegate authority to BATA for managing BAIFA's Express Lanes highway maintenance contract.

Background:

BAIFA is currently operating approximately 130 miles of Express Lanes along I-680 in Contra Costa County, I-880 in Alameda County, and US-101 in San Mateo County (the latter, through agreement with the San Mateo County Express Lanes Joint Powers Authority). Approximately 35 miles of BAIFA express lanes are under construction on I-80 in Solano County and are expected to be operational in 2025.

On March 22, 2017, BAIFA authorized a 3-year contract with Econolite Systems, Inc. to provide routine and as-needed comprehensive maintenance services for express lanes civil infrastructure and field elements of the backhaul communications network along multiple corridors. The scope includes: routine preventative maintenance; corrective maintenance as needed, including emergency repairs; and spare parts for express lane infrastructure such as fiber optic cable, cabinets, signs, roadway lighting, conduit, and pull boxes. On March 25, 2020, BAIFA authorized an amendment and extension of the contract for an additional three (3) years. The contract has since been extended by four additional months to August 31, 2023 under Executive Director authority to allow incorporation of BAIFA's maintenance scope in a procurement underway by BATA, as described below.

In parallel, BATA has a separate contract with Econolite Systems, Inc. to provide comprehensive maintenance services for the seven state-owned toll bridge facilities to support toll equipment and operations. This contract is also set to expire August 31, 2023.

Since both BAIFA and BATA maintenance contracts have similar scopes of work and are managed by the same project manager, staff have elected to combine the two contracts for efficiency in oversight and in an attempt to attract interest from more contractors. The combined, single maintenance services contract will be administered by BATA, and the contract award and any future contract amendments will be brought only to the BATA Oversight Committee for

action. However, BAIFA budget and budget amendments to fund the maintenance work related to express lanes will still be brought to BAIFA for approval. Therefore, the Cooperative Agreement with BATA will document BATA and BAIFA's roles and expectations for this contract and reimbursement for maintenance, other work, and related expenses pertaining to their respective assets.

A Request for Proposal (RFP), titled Regional Tolling Infrastructure Maintenance, that combines comprehensive management and maintenance services for both the BAIFA Express Lanes and BATA Bridge Toll Facilities was advertised through BATA on February 10, 2023. The RFP is in the final stages of review. The contract award (to one contractor) is scheduled for BATA Committee approval on June 14, 2023.

The contract will also include options, on an as-needed basis, to maintain transportation field equipment owned and/or operated by MTC and MTC SAFE. Similarly, MTC and MTC/SAFE budget and budget amendments for maintenance of their specific equipment will still be brought to the MTC Operations committee for action. This will be documented within the same Cooperative Agreement with BATA and presented to their respective committees for approval.

Issues:

None.

Recommendations:

Staff recommends authorization for the Executive Director or designee to negotiate and enter into a cooperative agreement with BATA to delegate authority to BATA for managing BAIFA's Express Lanes highway maintenance contract.

Attachments:

Request for Authority Approval



Andrew B. Fremier

Request for Authority Approval

Summary of Proposed Cooperative Agreement

Work Item No.:	6861, 6863, 6864
Agency:	Bay Area Toll Authority (BATA)
Work Project Title:	Regional Tolling Infrastructure Maintenance Services
Purpose of Project:	Agreement for BATA to manage the maintenance contract for civil infrastructure and field elements of the backhaul communications network along multiple BAIFA-operated Express Lanes corridors.
Brief Scope of Work:	BATA to manage, through its Regional Tolling Infrastructure Maintenance Services contract, routine and as-needed comprehensive maintenance services for civil infrastructure and field elements of the backhaul communications network along multiple Express Lanes corridors and other related expenses.
Project Cost Not to Exceed:	Cost to be included as part of annual BAIFA budgets
Funding Source:	BAIFA Operating Budget
Fiscal Impact:	Funding is subject to the adoption of a BAIFA operating budget for FY 2023/2024, FY 2024/2025, and FY 2025/2026.
Motion by Authority:	That the Executive Director or designee is authorized to negotiate and enter into a Cooperative Agreement with BATA to manage the maintenance services for BAIFA Express Lanes as described above and in the BAIFA Summary Sheet, dated May 24, 2023.
Authority:	<hr/> Alfredo Pedroza, Chair
Approved:	May 24, 2023

Legislation Details (With Text)

File #:	23-0612	Version:	1	Name:	
Type:	Resolution	Status:		Authority Approval	
File created:	4/12/2023	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	5/24/2023	Final action:			
Title:	BAIFA Resolution No. 36, Revised - Revision to Toll Violation Penalties and Exception to Assessment of Penalties				

A request to adopt the BATA low-income payment plan and for approval of BAIFA Resolution No. 36, Revised, Revision to Toll Violation Penalties and Exception to Assessment of Penalties, adding an exception to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Sponsors:

Indexes:

Code sections:

Attachments: [4a 23-0612 BAIFA Resolution 36 Toll Violation Penalties & Exceptions.pdf](#)
[4a 23-0612 Attachment C Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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Subject:

BAIFA Resolution No. 36, Revised - Revision to Toll Violation Penalties and Exception to Assessment of Penalties

A request to adopt the BATA low-income payment plan and for approval of BAIFA Resolution No. 36, Revised, Revision to Toll Violation Penalties and Exception to Assessment of Penalties, adding an exception to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Presenter:

Stephen Wolf

Recommended Action:

Authority Approval

BAIFA Resolution No. 36, Revised – Revision to Toll Violation Penalties and Exception to Assessment of Penalties

Subject:

A request to adopt the BATA low-income payment plan and for approval of BAIFA Resolution No. 36, Revised, Revision to Toll Violation Penalties and Exception to Assessment of Penalties, adding an exception to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Background:

Since the pandemic began in March 2020, BAIFA has delayed sending unpaid violation notices to the Department of Motor Vehicles (DMV) for registration holds or to collections, while all other express lanes operators resumed sending violation notices to DMV as of January 2021.

In July 2022, BAIFA approved staff's recommendation to lower penalties to \$10 for the first notice plus \$20 for the second notice (for a total of \$30 after two notices). Attachment A to the Resolution's statement of the penalty amounts created a potential ambiguity where the second notice did not take into account the accumulation of penalties. Resolution No. 36, Revised provides clarification.

Low-Income Payment Plan

In September 2022, AB 2594 was signed into legislation; it includes new requirements for California and Bay Area toll facilities. One of the requirements, as presented in [Item 5a](#) at the October 2022 BATA Oversight Committee meeting and [Item 4a](#) at the January 25, 2023 BAIFA meeting, is the adoption of a payment plan for low-income individuals.

In February 2023, all members of the Bay Area Express Lanes Network Executive Steering Committee (ESC), which is comprised of executive staff from the Bay Area express lanes operators and other state and local agencies with an interest in express lanes tolling, supported the decision to implement the low-income payment plan on the same timeframe as the Bay Area toll bridges and with the same policies, which are identified in Attachment A. Qualifying drivers will be able to enter a single payment plan with a single set of rules for violations incurred across all Bay Area toll bridges and express lanes. See Attachment A for the payment plan policies that will apply to all Bay Area toll operators.

One-Time Violation Penalty Waiver

On May 10, 2023, the BATA Oversight Committee acted to refer BATA Resolution No. 52, Revised to BATA for approval to add the policies of the low-income payment plan and to adopt a One-Time Waiver Program offering the waiver of violation penalties on state-owned bridges to all customers with no limitation on the timeframe when the violations occurred. This waiver serves two purposes: (1) address the requirement in AB2594 to provide a waiver of violation penalties for low-income drivers who received bridge toll violations occurring between March 20, 2020 and January 1, 2023 (“COVID Waiver”); and (2) expand on the requirements of the AB2594 COVID Waiver by offering it to anyone with violations on state-owned bridges regardless of income level, which will assist the FasTrak® Customer Service Center in more efficiently handling the increase in calls starting July 1. To obtain the waiver, a customer must call the FasTrak® Customer Service Center and pay all tolls and DMV fees owed, or if eligible, enter into a payment plan and make the first payment. Customers will also be provided information on how to pay tolls to avoid receiving future violations and will be encouraged to open a FasTrak® account. This one-time waiver will be available through September 30, 2024, which is consistent with the COVID Waiver requirements in AB2594.

When the low-income payment plan begins July 1, 2023, BAIFA will resume release of outstanding second notices of toll violation to DMV hold, as will BATA. From January 2021 through January 2023, more than 140,000 vehicles have aggregate tolls due of \$5 or more. This represents approximately 1.5 million outstanding violations not yet released to DMV for a registration hold or to collections. This accounts for more than \$6.8 million in outstanding tolls. These violations carry \$70 or \$30 in penalties depending on whether they were incurred before or after October 3, 2022, respectively, the effective date of BAIFA’s reduced penalties.

BAIFA staff recommend the adoption of the One-Time Waiver Program. Although express lanes are not required to provide the AB 2594 COVID-era waiver, BAIFA customers will be similarly impacted as BATA customers by the release of BAIFA DMV holds. Adopting the One-Time Waiver Program helps BAIFA’s express lanes users make a fresh start and helps BAIFA collect the tolls due. Furthermore, this standardized waiver program is simple and easy to communicate to the public and for the FasTrak® Customer Service Center to administer.

Other Bay Area express lanes operators resumed sending violations to DMV hold in 2021 and do not have a backlog of violations to send. They are not adopting the One-Time Waiver Program for all violators; instead, the other express lanes operators will allow a one-time waiver of penalties for people who qualify as low-income. In addition, other express lanes operators will continue to make use of existing settlement practices.

Next Steps:

BATA will conduct outreach from July to November 2023 to make the public aware of the payment plan, as presented at the December 2022 BATA Oversight Committee meeting. The strategy is two-pronged, with a general outreach to the broader Bay Area and targeted outreach to Equity Priority Communities, and will include information on express lanes.

Issues:

None identified.

Recommendations:

Staff recommends the Authority adopt the BATA low-income payment plan and approve BAIFA Resolution No. 36, Revised, Revision to Toll Violation Penalties and Exception to Assessment of Penalties, clarifying the penalties and adding an exception to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Attachments:

- Attachment A: Payment plan policies
- Attachment B: BAIFA Resolution No. 36, Revised – Revision to BAIFA Toll Violation Penalties and Exception to Assessment of Penalties.
- Attachment C: PowerPoint Presentation



Andrew B. Fremier

Attachment A – AB2594 and BATA Payment Plan

	AB 2594 (Ting) Section 40269.5	BATA Payment Plan
Open to	Low income (up to 200% federal poverty guidelines)	Low income (up to 200% federal poverty guidelines)
Where and when effective	Bridges 7/1/23 Express lanes 7/1/24	<u>All agencies by 7/1/23</u>
Minimum owed	\$100 in penalties (includes DMV fees)	\$100 in tolls/penalties and DMV fees <u>combined</u>
Maximum owed	\$2,500 in penalties	<u>Unlimited</u>
Both tolls and penalties included in payment plan	Penalties and DMV fees only	<u>Partial tolls</u> and all penalties & DMV fees
Minimum first payment amount to enter plan and release DMV holds	Full amount of tolls owed plus first payment plan payment	<u>50% of tolls owed or \$100, whichever is lower</u>
Maximum number of plans	No concurrent plans; 2 in 6 years	No concurrent plans; 2 in <u>4</u> years

Note: Underlined text exceeds requirements in AB2594

Date: July 27, 2022
Referred by: BAIFA
Revised: 05/24/23

ABSTRACT

BAIFA Resolution No. 36, Revised

This resolution adopts revised violation penalties for the BAIFA Express Lanes, effective October 3, 2022, as set forth in Attachment A of the BAIFA Toll Facility Ordinance.

This resolution was revised on May 24, 2023 to address revisions to exceptions to the assessment of violation penalties. Attachment A to this Resolution was also revised on May 24, 2023 to clarify penalty amounts and to revise the exceptions to the assessment of penalties to include a One-Time Waiver Program effective July 1, 2023 and expiring September 30, 2024.

Further discussion of this resolution is contained in the Executive Director's memoranda dated July 27, 2022 and May 24, 2023.

Date: July 27, 2022
Referred by: BAIFA
Revised: 5/24/2023 - BAIFA

Re: Adoption of revised violation penalties for the BAIFA Express Lanes and exceptions to the assessment of penalties, as set forth in Attachment A of the BAIFA Toll Facility Ordinance

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
RESOLUTION No. 36, Revised

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, the Metropolitan Transportation Commission (“MTC”) has been authorized by the State of California to develop and operate high-occupancy toll lane facilities constituting the Bay Area Express Lane Network (“Project”) pursuant to California Streets and Highways Code section 149.7 (“Express Lanes Statute”); and

WHEREAS, the Bay Area Infrastructure Financing Authority (“BAIFA”) is authorized by the Joint Exercise of Powers Agreement between MTC and the Bay Area Toll Authority (“BATA”) dated as of August 1, 2006, as amended, to develop and operate high-occupancy toll lane facilities pursuant to the Express Lanes Statute; and

WHEREAS, Vehicle Code authorizes penalties for certain types of violations; and

WHEREAS, BAIFA adopted a Toll Facility Ordinance that sets forth penalties for certain violations of the Toll Facility Ordinance (“Penalties”) and amended the Toll Facility Ordinance in June 2022 to allow revision of penalties and exceptions to the assessment of penalties by resolution;

NOW, THEREFORE, BE IT RESOLVED, that BAIFA hereby adopts revised penalties and exceptions to the assessment of penalties as set forth in Attachment A to this Resolution, and incorporated herein as though set forth at length; and be it further

RESOLVED, that Attachment A to the BAIFA Toll Facility Ordinance shall be updated to reflect the changes adopted through this Resolution No. 36 and posted on the agency website.

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

A handwritten signature in dark ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution, revising and superseding the resolution approved on July 27, 2022, was entered into by the Bay Area Infrastructure Financing Authority at a regular meeting of the Authority held in San Francisco, California on May 24, 2023.

Date: July 27, 2022
Referred by: BAIFA
Revised: 5/24/2023 - BAIFA

Attachment A
Resolution No. 36
Page 1 of 7

**BAIFA Express Lanes Violation Penalties and Exceptions to the
Assessment of Penalties on the
BAIFA Express Lanes**

Attachment A

ATTACHMENT A TO BAY AREA INFRASTRUCTURE FINANCING AUTHORITY TOLL FACILITY ORDINANCE

Facilities and Tolls

Under the Bay Area Infrastructure Financing Authority Toll Facility Ordinance, the minimum toll per zone, the hours of operation, and Discounts available for high occupancy vehicles (HOVs) and clean air vehicles for each BAIFA toll facility listed below shall be as set forth in this table:

BAIFA Toll Facilities and Zones	Minimum Toll per Zone	Maximum Hours of Operation	HOV Requirement and Occupancy Discount*	Clean Air Vehicle Discount*
I-680 San Ramon to Martinez Five zones southbound: <ol style="list-style-type: none"> 1. Monument Zone: Marina Vista Avenue to Monument Boulevard 2. South Main Zone: Monument Boulevard to South Main Street 3. El Cerro Zone: South Main Street to El Cerro Boulevard 4. Crow Canyon Zone: El Cerro Boulevard to Crow Canyon Road 5. Alcosta Zone: Crow Canyon Road to Alcosta Boulevard Two zones northbound: <ol style="list-style-type: none"> 6. Crow Canyon Zone: Alcosta Boulevard to Crow Canyon Road 7. Livorna Zone: Crow Canyon Road to Livorna Road 	\$0.50	Monday to Friday from 5AM to 8PM	100% for two or more persons (HOV 2+)	50%
I-880 Oakland to Milpitas Six zones southbound: <ol style="list-style-type: none"> 1. Washington/238 Zone: Hegenberger Road to Washington Avenue/238 2. Tennyson Zone: Washington Avenue/238 to Tennyson Road 3. Alvarado-Niles Zone: Tennyson Road to Alvarado-Niles Road 4. Thornton Zone: Alvarado-Niles Road to Thornton Avenue 5. Auto Mall Zone: Thornton Avenue to Auto Mall Parkway 6. Dixon Landing Zone: Auto Mall Parkway to Dixon Landing Road Five zones northbound: <ol style="list-style-type: none"> 7. Auto Mall Zone: Dixon Landing Road to Auto Mall Parkway 8. Mowry Zone: Auto Mall Parkway to Mowry Avenue 9. Decoto/84 Zone: Mowry Avenue to Decoto Road/84 10. Whipple Zone: Decoto Road/84 to Whipple Road 11. Hesperian/238 Zone: Whipple Road to Hesperian Boulevard/238 	\$0.50	Monday to Friday from 5AM to 8PM	100% for three or more persons (HOV 3+) 50% for two persons, with the exception of 100% for two persons in a class 1 vehicle designed by the manufacturer to be occupied by no more than two persons, including the driver.	50%

*Discounts cannot be combined across discount categories; for example, a two-person clean air vehicle on I-880 cannot receive a 100% discount (50% for two persons plus 50% for clean air vehicle).

For all BAIFA toll facilities, the surcharge for “pay-by-plate” transactions shall be \$0.

Penalties for Violations

All Violations

1st Notice Penalty
\$10

2nd Notice Penalty
Additional \$20 (for a total penalty of \$30 from the 1st and 2nd notices)

Exceptions:

1. If the violation is determined to be the fault of the toll agency.
2. For FasTrak[®] account holders in good standing, toll-only will be posted to the account balance. If the account balance is less than the amount of the toll, the account balance must be brought to the replenishment threshold amount prior to posting the violation toll amount.
3. One-Time Waiver: Upon request, violation penalties will be waived for all open violations at the time of request, up to and including violations on DMV registration hold or at collections. A customer is eligible for this waiver one time only. To receive the waiver, the customer must pay all outstanding tolls and DMV processing fees or, if eligible, enter into a low-income payment plan in accordance with BATA Resolution No. 52, Revised, and make the first payment. This waiver is effective July 1, 2023 and expires September 30, 2024.

A processing fee will be applied to violations sent to the Department of Motor Vehicles (DMV) for a registration hold in the amount of the DMV recording fee authorized pursuant to Vehicle Code Section 4773 (currently \$3, as said amount may subsequently be revised by the DMV).

BAIFA Express Lanes - Policy Recommendation for Unpaid Violations

Bay Area Infrastructure Financing Authority
May 24, 2023



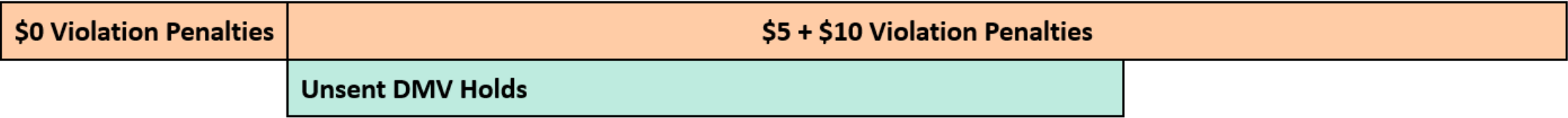
BAIFA DMV Hold Release Recommendations

- Adopt low-income payment plan along same timeline as BATA and with same policies
- Adopt BATA's One-Time Waiver Program for outstanding violation penalties to all drivers who:
 - Contact the FasTrak CSC between 7/1/23 and 9/30/24
 - Pay all tolls and DMV fees owed, or, if eligible, enter into a payment plan and make the first payment

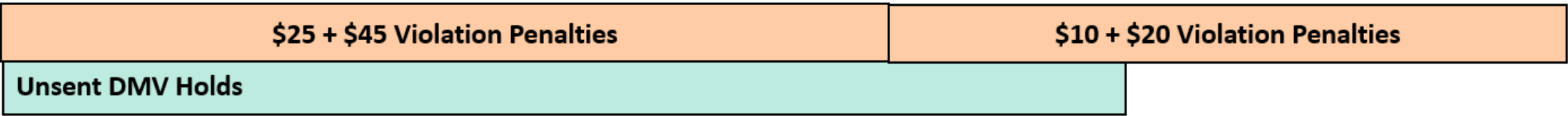
DMV Hold Timeline



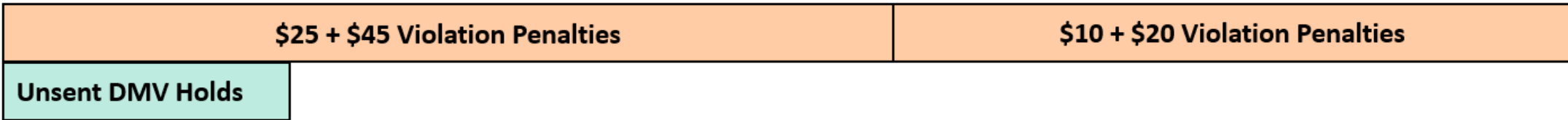
BATA



BAIFA



Express Lanes Partners



Penalty Waiver Policy

Background

- For low income, AB 2594 (Ting) requires payment plan and waiver of COVID-era **bridge** penalties
- All Bay Area toll operators agree to start payment plan 7/1/23 with same policies, which meet or exceed AB 2594 requirements

Waiver Policy: Other Operators

- Other express lanes operators will offer low income a one-time waiver of all penalties
- BATA will offer One-Time Waiver Program for bridge violators due to DMV Hold backlog

Recommendation: BAIFA adopt One-Time Waiver Program

- BAIFA DMV Hold backlog: 1.8 million violations from 3/30/20 – 1/31/23
 - ~1/10th BATA's
 - Other express lanes operators do not have backlog

Backlog of Violations Pending Action

- From January 2021 through January 2023, more than 140,000 vehicles have aggregate tolls due of \$5 or more. This represents approximately 1.5 million outstanding violations not released to DMV for a registration hold or to collections
- This accounts for more than \$6.8 million in outstanding tolls
- BAIFA will begin releasing unpaid violations to DMV and collections starting September 1, 2023

Proposed One-time Waiver (same as BATA policy)

- One-time only waiver of violation penalties
- To obtain waiver:
 - Must contact the FasTrak® customer service center
 - Pay all tolls and DMV fees owed or, if eligible, enter into payment plan and make first payment
- DMV registration holds (if any) will be withdrawn
- Provide information on how to pay tolls and encourage opening a FasTrak® account
- Available July 1, 2023 through September 30, 2024

High Level Schedule for FasTrak Payment Plan

PROJECT	2023									2024	
	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb
Develop payment plan											
Prepare for operations											
Deploy payment plan											
Campaign											
Send unpaid violations to DMV/ collections											

Legislation Details (With Text)

File #:	23-0681	Version:	1	Name:	
Type:	Report	Status:		Informational	
File created:	4/23/2023	In control:		Bay Area Infrastructure Financing Authority	
On agenda:	5/24/2023	Final action:			
Title:	Draft Bay Area Infrastructure Financing Authority (BAIFA) FY 2023-24 Operating and Capital Budgets				
	An informational presentation to the Authority of the Draft Bay Area Infrastructure Financing Authority (BAIFA) Fiscal Year 2023-24 Operating and Capital Budgets				
Sponsors:					
Indexes:					
Code sections:					
Attachments:	5a 23-0681 Draft BAIFA FY2023-24 Budget Summary.pdf				
	5a 23-0681 Draft BAIFA FY2023-24 Budget Attachments.pdf				
	5a 23-0681 Draft BAIFA FY2023-24 Budget Presentation.pdf				

Date	Ver.	Action By	Action	Result
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Subject:

Draft Bay Area Infrastructure Financing Authority (BAIFA) FY 2023-24 Operating and Capital Budgets

An informational presentation to the Authority of the Draft Bay Area Infrastructure Financing Authority (BAIFA) Fiscal Year 2023-24 Operating and Capital Budgets

Presenter:

Derek Hansel

Recommended Action:

Information

Bay Area Infrastructure Financing Authority (BAIFA)

May 24, 2023

Agenda Item 5a - 23-0861

Draft Bay Area Infrastructure Financing Authority (BAIFA) Fiscal Year (FY) 2023-24 Operating and Capital Budgets

Subject:

An informational presentation to the Authority of the Draft BAIFA FY 2023-24 Operating and Capital Budgets.

The FY 2023-24 BAIFA Operating Budget is balanced as presented. It includes total operating revenue of \$78.7 million and total operating expenses of \$36.8 million before transfers. Total transfers amount to \$41.3 million. The projected operating surplus of \$628 thousand will be transferred to reserves for future operations, maintenance, and repairs. The proposed FY 2023-24 BAIFA Capital Budget increases the BAIFA Express Lanes Capital Development Program Budget by \$31.9 million and the BAIFA Express Lanes Rehabilitation Program Budget by \$22.6 million.

Background:

BAIFA continues to operate express lanes on two corridors: the I-680 express lanes (EL) and the I-880 express lanes (EL). The first corridor is I-680 in Contra Costa County and includes 37 lane miles of express lanes from Martinez to San Ramon. The second corridor is I-880 in Alameda County, which has 46 lane miles of express lanes between Oakland and Milpitas. BAIFA also provides the toll system to 58 lane miles of the San Mateo 101 express lanes; expenses are reimbursed by the San Mateo project.

While I-680 EL has increasing demand that is trending toward pre-COVID levels, demand is less than its former peak. The I-880 EL corridor continues to experience strong traffic, that is outperforming FY 2020-21 levels but is approximately 8.4% below comparable FY 2022-23 levels. Below shows total average monthly paid traffic in thousands.

EL	Fiscal Year	Full Year	First 9 mos.
I-880	FY 2020-21	-	596
	FY 2021-22	727	722
	FY 2022-23	-	661
I-680	FY 2017-18	-	423
	FY 2018-19	377	
	FY 2019-20	274	
	FY 2020-21	230	
	FY 2021-22	367	359
	FY 2022-23	-	381

Operating Budget:

Total FY 2023-24 revenue for all express lanes operation is \$78.7 million with total operating expenses before transfer of \$36.8 million.

The I-680 EL steadily brings in more revenues than prior post-pandemic fiscal years as volume steadily rises while the I-880 EL continues to generate strong traffic and solid revenue collection. Total EL revenue is estimated to increase by 5.5% or approximately \$9.7 million in FY 2023-24. Violation revenue estimates are based on the revised lower violation penalty structure of \$10 for the first notice plus \$20 for the second notice. The BAIFA express lanes will resume sending unpaid second notices to the DMV and collection agency which accounts for the 6% increase in violation revenue. Interest earnings are projected to increase to \$3.5 million due to higher interest rates.

FasTrak[®] operating and maintenance (O&M) expenses are projected to increase due to escalation in contractual services, costs associated with more trip transactions including toll collection fees, banking and credit card fees, and the fees for DMV holds and for the collection agency. The express lane (O&M) expenses, on the contrary, are projected to decrease as they transition to a lower transaction unit cost for Manual Image Review. A higher share of the O&M expenses are also being allocated to the San Mateo 101 EL based on its number of read points. Other increases in administration costs are for training of fully staffed BAIFA team and additional procurement of services.

The projected operating surplus before transfer on I-680 is \$4.2 million and the projected operating surplus on I-880 is \$37.7 million for a total operating surplus before transfer of \$41.9 million. The budget includes transfers from both corridors to capital development and rehabilitation programs totaling \$26.3 million and to the capital reserve of \$15 million which results in a total operating surplus of \$628 thousand.

BAIFA has a cooperative agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) for BAIFA to manage the tolling system on SM 101 EL and SMCELJPA to reimburse the associated operating expenses to BAIFA. There will be \$8.3 million of reimbursement revenue budget with equivalent operating expenses associated in managing the express lanes. This budget is a 54% increase over the previous year budget due to full operation of the SM 101 EL in FY 2023-24.

The budget is summarized below (in thousands).

	<u>FY 2022-23</u> Amendment No. 1	<u>FY 2023-24</u> Budget
Toll Revenue		
I-680	\$11,000	\$12,453
I-880	45,000	46,653
Violation\Other		
I-680	2,075	2,100
I-880	5,075	5,470
Interest	423	3,715
SM 101	<u>5,417</u>	<u>8,327</u>
Total Revenue	\$68,989	\$78,717
Operating Expenses		
FasTrak	\$8,857	\$11,343
EL Operations	13,444	13,349
Administration	3,614	3,804
SM 101	<u>5,417</u>	<u>8,327</u>
Total Expenses	\$31,332	\$36,823
Surplus (Shortfall)	\$37,657	\$41,895
Transfers	26,635	41,267
Operating Surplus	\$11,022	\$628

Capital Programs:

Express Lanes Development Program

BAIFA has 14 projects in the capital program with a life-to-date budget of approximately \$479 million. The FY 2023-24 budget increases the program by \$31.9 million, of which \$28.5 million is needed for the Solano-80 express lane toll system conversion funded by Regional Measure 3 (RM3). Approximately \$649 thousand of staff cost budget will be added to the Means-Based Toll Discount project and \$2.8 million will fund the program advisor contract which provides technical expertise to support the implementation of the EL development program. These capital expenses are funded from the estimated EL operating surplus. A complete list of the BAIFA capital program is attached. (Attachment B).

Rehabilitation Program

The long-term maintenance and repair of the toll system for existing and upcoming express lanes are provided by BAIFA through its rehabilitation program. The total proposed change to the FY 2023-24 BAIFA Rehab Program is a \$22.6 million increase with \$9.1 million needed for both I-680 and I-880 toll system rehab and \$13.5 million required for BAIFA's share to Caltrans' State Highway Operation and Protection Program (SHOPP) pavement projects. The additional budget is funded from the estimated operating surplus. The total life-to-date budget is \$35.4 million. A complete list is attached to the budget schedule (Attachment C).

Capital and Operating Reserves:

Statute requires that "net revenue" be restricted to uses in the respective express lane corridors. However, before net revenue is determined, there is provision for eligible expenses such as debt service, reserves for future operations and maintenance, rehabilitation improvements, and further development of the network.

At a later meeting, staff will present to the Authority a reserve policy proposal and plans to establish reserve accounts for express lane operations and maintenance and the capital reserve.

Recommendations:

This is an information item.

Attachments:

- Draft BAIFA FY 2023-24 Operating and Capital Budgets-Attachments A, B, C
- Draft BAIFA FY 2023-24 Budget PowerPoint Presentation



Andrew B. Fremier



ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
DRAFT OPERATING BUDGET FY 2023-24

Date: May 24, 2023
W.I.: 6861, 6863, 6864

EXPRESS LANES REVENUE-EXPENSE SUMMARY

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft Budget FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Revenue	\$ 35,607,252	\$ 68,989,395	\$ 78,717,316	14.1%	9,727,921
Total Operating Expense	\$ 7,503,818	\$ 31,332,197	\$ 36,822,691	17.5%	5,490,494
Operating Surplus (Shortfall) before Transfer	\$ 28,103,434	\$ 37,657,198	\$ 41,894,625	11.3%	4,237,426
Transfer In/(Out)	\$ (1,093,170)	\$ (11,634,593)	\$ (26,266,715)	125.8%	(14,632,121)
Capital Reserve	\$ -	\$ (15,000,000)	\$ (15,000,000)	0.0%	-
Total Operating Surplus (Shortfall)	\$ 27,010,264	\$ 11,022,605	\$ 627,910	-94.3%	(10,394,695)
Transfer from (to) Operating Reserve	\$ -	\$ (11,022,605)	\$ (627,910)	-94.3%	10,394,695
Beginning Balance	\$ 70,806,794	\$ 14,705,627	\$ 25,728,232		
Ending Balance	\$ 70,806,794	\$ 25,728,232	\$ 26,356,141		

REVENUE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft Budget FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 29,846,545	\$ 56,000,000	\$ 59,104,200	5.5%	3,104,200
EL Toll Revenue	\$ 29,846,545	\$ 56,000,000	\$ 59,104,200	5.5%	3,104,200
Violation Revenue (subtotal)	\$ 4,134,667	\$ 7,150,000	\$ 7,570,000	5.9%	420,000
Violations Revenue	\$ 4,134,667	\$ 7,150,000	\$ 7,570,000	5.9%	420,000
SM-101 Reimbursement	\$ 721,592	\$ 5,416,695	\$ 8,327,125	0.0%	2,910,430
Interest and Other Revenue	\$ 904,448	\$ 422,700	\$ 3,715,991	779.1%	3,293,291
Total Operating Revenue	\$ 35,607,252	\$ 68,989,395	\$ 78,717,316	14.1%	9,727,921

EXPENSE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft Budget FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 2,611,668	\$ 8,856,984	\$ 11,343,006	28.1%	2,486,022
RCSC Operations	\$ 2,043,195	\$ 5,554,984	\$ 6,223,806	12.0%	668,822
Banking/Credit Card Fees	478,473	1,872,000	2,016,000	7.7%	144,000
BATA Financial Services	90,000	270,000	270,000	0.0%	-
Collections/DMV Expenses	-	1,160,000	2,833,200	144.2%	1,673,200
Express Lanes Operations and Maintenance (Subtotal)	\$ 3,032,789	\$ 13,444,154	\$ 13,349,015	-0.7%	(95,139)
Operating Center	\$ 280,013	\$ 1,181,825	\$ 1,319,006	11.6%	137,181
California Highway Patrol Enforcement	333,944	2,100,000	2,400,000	14.3%	300,000
Roadway Maintenance	112,886	3,220,000	3,220,000	0.0%	-
Caltrans Expenditure	3,298	400,000	400,000	0.0%	-
Toll System Operations & Maintenance	2,214,650	6,041,681	5,563,869	-7.9%	(477,812)
Utility Service	85,523	230,000	230,000	0.0%	-
Backhaul Operations and Maintenance	2,475	270,648	216,140	-20.1%	(54,508)
Express Lanes Operations and Maintenance Total	\$ 5,644,457	\$ 22,301,138	\$ 24,692,021	10.7%	2,390,883
Express Lanes Administration (Subtotal)	\$ 1,178,889	\$ 3,614,364	\$ 3,803,545	5.2%	189,181
Salaries and Benefits	\$ 711,239	\$ 1,666,528	\$ 1,646,407	-1.2%	(20,121)
Professional/Consultant Service	20,000	811,757	399,865	-50.7%	(411,892)
Overhead	346,018	833,264	823,203	-1.2%	(10,061)
Audit/Accounting	78,300	106,500	109,000	2.3%	2,500
Insurance	11,789	15,450	15,140	-2.0%	(310)
Other	11,543	180,865	809,930	347.8%	629,065

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft Budget FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
San Mateo 101 Tolling Operations Services	\$ 680,472	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430
Total Operating Expense	\$ 7,503,818	\$ 31,332,197	\$ 36,822,691	17.5%	5,490,494

TRANSFER DETAIL
BUDGET FY 2023-24

	\$ -	Amendment No. 1 FY 2022-23	Draft Budget FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (13,170)	\$ (224,593)	\$ (193,715)	-13.7%	30,879
Transfer (To)/From Capital & Rehab Program	\$ (1,080,000)	\$ (11,410,000)	\$ (26,073,000)	128.5%	(14,663,000)
Transfer (To)/From Capital Reserve	\$ -	\$ (15,000,000)	\$ (15,000,000)	0.0%	-
Transfers (To)/From Operating Reserve	\$ -	\$ (11,022,605)	\$ (627,910)	-94.3%	10,394,695
Total Transfer	\$ (1,080,000)	\$ (37,657,198)	\$ (41,894,625)	11.3%	(4,237,426)



ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
DRAFT OPERATING BUDGET FY 2023-24

Date: May 24, 2023
W.I.: 6861

680 EXPRESS LANES REVENUE-EXPENSE

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Revenue	\$ 8,688,223	\$ 13,326,780	\$ 15,455,085	16.0%	2,128,305
Total Operating Expense	\$ 2,723,799	\$ 10,088,403	\$ 11,261,429	11.6%	1,173,027
Operating Surplus (Shortfall) before Transfer	\$ 5,964,424	\$ 3,238,377	\$ 4,193,656	29.5%	955,278
Transfer In/(Out)	\$ (256,585)	\$ (250,000)	\$ (17,473,357)	6889.3%	(17,223,357)
Capital Reserve	\$ -	\$ (3,500,000)	\$ (3,500,000)	0.0%	-
Total Operating Surplus (Shortfall)	\$ 5,707,839	\$ (511,623)	\$ (16,779,702)	3179.7%	(16,268,079)
Transfer from (to) Reserve	\$ -	\$ 623,919	\$ 16,779,702	2589.4%	16,155,782

REVENUE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 6,128,932	\$ 11,000,000	\$ 12,451,600	13.2%	1,451,600
CC-680 Toll Revenue	\$ 6,128,932	\$ 11,000,000	\$ 12,451,600	13.2%	1,451,600
Violation Revenue (subtotal)	\$ 1,654,843	\$ 2,075,000	\$ 2,100,000	1.2%	25,000
Violations Revenue	\$ 1,654,843	\$ 2,075,000	\$ 2,100,000	1.2%	25,000
Interest and Other Revenue	\$ 904,448	\$ 251,780	\$ 903,485	258.8%	651,705
Total Operating Revenue	\$ 8,688,223	\$ 13,326,780	\$ 15,455,085	16.0%	2,128,305

EXPENSE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 832,214	\$ 2,640,091	\$ 3,514,180	33.1%	874,089
RCSC Operations	\$ 650,871	\$ 1,694,476	\$ 1,996,366	17.8%	301,890
Banking/Credit Card Fees	139,805	\$ 576,000	\$ 579,600	0.6%	3,600
BATA Financial Services	41,538	\$ 124,615	\$ 124,614	0.0%	(1)
Collections/DMV Expenses	-	\$ 245,000	\$ 813,600	232.1%	568,600
Express Lanes Operations and Maintenance (Subtotal)	\$ 1,299,309	\$ 5,709,260	\$ 5,868,987	2.8%	159,727
Operating Center	\$ 151,604	\$ 642,614	\$ 698,464	8.7%	55,850
California Highway Patrol Enforcement	-	\$ 700,000	\$ 900,000	28.6%	200,000
Roadway Maintenance	55,772	\$ 1,330,000	\$ 1,330,000	0.0%	-
Caltrans Expenditure	1,649	\$ 100,000	\$ 100,000	0.0%	-
Toll System Operations & Maintenance	1,061,654	\$ 2,734,778	\$ 2,665,151	-2.5%	(69,627)
Utility Service	26,155	\$ 80,000	\$ 80,000	0.0%	-
Backhaul Operations and Maintenance	2,475	\$ 121,868	\$ 95,372	-21.7%	(26,496)
Express Lanes Operations and Maintenance Total	\$ 2,131,523	\$ 8,349,351	\$ 9,383,167	12.4%	1,033,816

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Express Lanes Administration (Subtotal)	\$ 592,276	\$ 1,739,051	\$ 1,878,262	8.0%	139,211
Salaries and Benefits	\$ 354,655	\$ 814,589	\$ 856,390	5.1%	41,801
Professional/Consultant Service	10,000	\$ 382,546	\$ 184,553	-51.8%	(197,993)
Overhead	172,540	\$ 407,295	\$ 428,195	5.1%	20,900
Audit/Accounting	36,092	\$ 49,000	\$ 50,100	2.2%	1,100
Insurance	11,789	\$ 6,760	\$ 6,988	3.4%	228
Other	7,200	\$ 78,861	\$ 352,036	346.4%	273,175
Total Operating Expense	\$ 2,723,799	\$ 10,088,403	\$ 11,261,429	11.6%	1,173,027

**TRANSFER DETAIL
BUDGET FY 2023-24**

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Inc.//(Dec.)	Change \$ Inc.//(Dec.)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (6,585)	\$ (112,297)	\$ (96,857)	-13.7%	15,439
Transfer (To)/From Capital & Rehab Program	\$ (250,000)	\$ (250,000)	\$ (17,376,500)	6850.6%	(17,126,500)
Transfer (To)/From Capital Reserve	\$ -	\$ (3,500,000)	\$ (3,500,000)	0.0%	-
Transfer (To)/From Operating Reserve	\$ -	\$ 623,919	\$ 16,779,702	2589.4%	16,155,782
Total Transfer	\$ (256,585)	\$ (3,238,377)	\$ (4,193,656)	29.5%	(955,278)



ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
DRAFT OPERATING BUDGET FY 2023-24

Date: May 24, 2023
W.I.: 6864

880 EXPRESS LANES REVENUE-EXPENSE

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Revenue	\$ 26,197,437	\$ 50,245,920	\$ 54,935,106	9.3%	4,689,186
Total Operating Expense	\$ 4,099,547	\$ 15,827,099	\$ 17,234,138	8.9%	1,407,039
Operating Surplus (Shortfall) before Transfer	\$ 22,097,890	\$ 34,418,821	\$ 37,700,968	9.5%	3,282,147
Transfer In/(Out)	\$ (836,585)	\$ (11,272,297)	\$ (8,793,357)	-22.0%	2,478,939
Capital Reserve	\$ -	\$ (11,500,000)	\$ (11,500,000)	0.0%	-
Total Operating Surplus (Shortfall)	\$ 21,261,305	\$ 11,646,524	\$ 17,407,610	49.5%	5,761,086
Transfer from (to) Reserve	\$ -	\$ (11,646,524)	\$ (17,407,611)	49.5%	(5,761,087)

REVENUE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 23,717,613	\$ 45,000,000	\$ 46,652,600	3.7%	1,652,600
AL-880 Toll Revenue	\$ 23,717,613	\$ 45,000,000	\$ 46,652,600	3.7%	1,652,600
Violation Revenue (subtotal)	\$ 2,479,824	\$ 5,075,000	\$ 5,470,000	7.8%	395,000
Violations Revenue	\$ 2,479,824	\$ 5,075,000	\$ 5,470,000	7.8%	395,000
Interest and Other Revenue	\$ -	\$ 170,920	\$ 2,812,506	1545.5%	2,641,586
Total Operating Revenue	\$ 26,197,437	\$ 50,245,920	\$ 54,935,106	9.3%	4,689,186

EXPENSE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 1,779,454	\$ 6,216,893	\$ 7,828,826	25.9%	1,611,933
RCSC Operations	\$ 1,392,324	\$ 3,860,508	\$ 4,227,440	9.5%	366,932
Banking/Credit Card Fees	338,668	\$ 1,296,000	\$ 1,436,400	10.8%	140,400
BATA Financial Services	48,462	\$ 145,385	\$ 145,386	0.0%	1
Collections/DMV Expenses	-	\$ 915,000	\$ 2,019,600	120.7%	1,104,600
Express Lanes Operations and Maintenance (Subtotal)	\$ 1,733,480	\$ 7,734,894	\$ 7,480,028	-3.3%	(254,866)
Operating Center	\$ 128,409	\$ 539,210	\$ 620,542	15.1%	81,332
California Highway Patrol Enforcement	333,944	\$ 1,400,000	\$ 1,500,000	7.1%	100,000
Roadway Maintenance	57,114	\$ 1,890,000	\$ 1,890,000	0.0%	-
Caltrans Expenditure	1,649	\$ 300,000	\$ 300,000	0.0%	-
Toll System Operations & Maintenance	1,152,996	\$ 3,306,904	\$ 2,898,718	-12.3%	(408,186)
Utility Service	59,368	\$ 150,000	\$ 150,000	0.0%	-
Backhaul Operations and Maintenance	-	\$ 148,780	\$ 120,768	-18.8%	(28,012)
Express Lanes Operations and Maintenance Total	\$ 3,512,934	\$ 13,951,787	\$ 15,308,854	9.7%	1,357,067

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Express Lanes Administration (Subtotal)	\$ 586,613	\$ 1,875,313	\$ 1,925,283	2.7%	49,971
Salaries and Benefits	\$ 356,584	\$ 851,939	\$ 790,017	-7.3%	(61,922)
Professional/Consultant Service	10,000	429,211	\$ 215,312	-49.8%	(213,899)
Overhead	173,478	425,969	\$ 395,008	-7.3%	(30,961)
Audit/Accounting	42,208	57,500	\$ 58,900	2.4%	1,400
Insurance	-	8,690	\$ 8,152	-6.2%	(538)
Other	4,343	102,004	\$ 457,894	348.9%	355,890
Total Operating Expense	\$ 4,099,547	\$ 15,827,099	\$ 17,234,137	8.9%	1,407,038

TRANSFER DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (6,585)	\$ (112,297)	\$ (96,857)	-13.7%	15,439
Transfer (To)/From Capital & Rehab Program	\$ (830,000)	\$ (11,160,000)	\$ (8,696,500)	-22.1%	2,463,500
Transfer (To)/From Capital Reserve	\$ -	\$ (11,500,000)	\$ (11,500,000)	0.0%	-
Transfer (To)/From Operating Reserve	\$ -	\$ (11,646,524)	\$ (17,407,611)	49.5%	(5,761,087)
Total Transfer	\$ (836,585)	\$ (34,418,821)	\$ (37,700,969)	9.5%	(3,282,148)



ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
DRAFT OPERATING BUDGET FY 2023-24

Date: May 24, 2023
W.I.: 6863

SM101 OPERATING REVENUE-EXPENSE

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Revenue	\$ 721,592	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430
Total Operating Expense	\$ 680,472	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430
Operating Surplus (Shortfall) before Transfer	\$ 41,120	\$ -	\$ -	0.0%	-

REVENUE DETAIL
BUDGET FY 2023-24

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
General Revenue (subtotal)	\$ 721,592	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430
SM-101 Reimbursement	\$ 721,592	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430
Interest Revenue	\$ -	\$ -	\$ -	N/A	-
Total Operating Revenue	\$ 721,592	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430

EXPENSE DETAIL

	Actual 12/31/2022	Amendment No. 1 FY 2022-23	Draft FY 2023-24	Change % Inc./{(Dec.)	Change \$ Inc./{(Dec.)
Operating Expense					
Express Lanes Operations and Maintenance (Subtotal)	\$ 466,901	\$ 4,478,885	\$ 6,900,852	54.1%	2,421,967
Express Lane Operations Center	\$ 44,664	\$ 325,187	\$ 566,582	74.2%	241,395
Roadway Maintenance	14,161	\$ 1,930,000	\$ 2,730,000	41.5%	800,000
Toll System Operations & Maintenance	408,076	\$ 2,060,641	\$ 3,431,552	66.5%	1,370,911
Backhaul Operations and Maintenance	-	\$ 163,057	\$ 172,718	5.9%	9,661
Express Lanes Operations and Maintenance Total	\$ 466,901	\$ 4,478,885	\$ 6,900,852	54.1%	2,421,967
Express Lanes Administration (Subtotal)	\$ 213,571	\$ 937,810	\$ 1,426,273	52.1%	488,463
Salaries and Benefits	\$ 143,674	\$ 343,067	\$ 349,700	1.9%	6,633
Professional/Consultant Service	-	\$ 323,209	\$ 501,722	55.2%	178,513
Overhead	69,897	\$ 171,534	\$ 174,850	1.9%	3,317
Other	-	\$ 100,000	\$ 400,000	300.0%	300,000
Total Operating Expense	\$ 680,472	\$ 5,416,695	\$ 8,327,125	53.7%	2,910,430

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

Project Title	Total EL Budget Thru FY2022-23	Proposed FY 2023-24 Budget	Life to Date Project Budget	LTD BATA EL Budget ⁽ⁱⁱⁱ⁾	LTD BAIFA EL Budget
BAIFA Express Lanes					
Program Costs: Planning, Coordination & Management	\$ 27,347,214	\$ 2,800,000	\$ 30,147,214	\$ 20,254,980	\$ 9,892,234
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⁾	136,798,000	-	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	21,467,786	-	21,467,786	11,634,064	9,833,722
84/Dumbarton Bridge	323,140	-	323,140	323,140	-
92/San Mateo Bridge	369,303	-	369,303	369,303	-
EL Means-Based Toll Discount	4,160,000	649,000	4,809,000	-	4,809,000
CC-680 Southbound Gap to I-580	2,325,034	-	2,325,034	-	2,325,034
SOL-80 Toll System Conversion ^{iv}	2,822,000	28,454,000	31,276,000	-	31,276,000
BAIFA Express Lanes Total	\$ 352,083,120	\$ 31,903,000	\$ 383,986,120	\$ 231,912,552	\$ 152,073,568
Other Express Lanes					
San Mateo 101	95,000,000	-	95,000,000	-	95,000,000
Total Express Lanes Capital Budget	\$ 447,083,120	\$ 31,903,000	\$ 478,986,120	\$ 231,912,552	\$ 247,073,568

i - BAIFA Express Lanes Capital Budget is funded by BATA unless it is noted separately
ii - FY2018-19, SAFE transfer in \$3,000,000
iii - BATA transferred the remaining budget balance and fixed asset to BAIFA in FY2019-20
iv - FY 23-24 budget is funded by RM3



Date: May 24, 2023

W.I.: 6870-6876

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

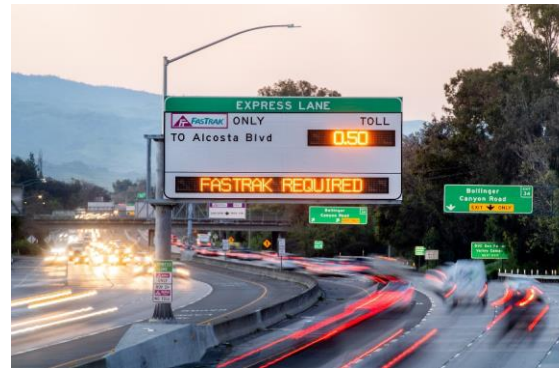
Project Title	FY 2022-23 Budget As Amended	Proposed FY 2023-24	LTD Budget Thru FY 2023-24
BAIFA Express Lanes Rehab Capital Program			
680 - Toll System	\$ 500,000	\$ 904,000	\$ 1,404,000
880 - Toll System	520,000	200,000	720,000
680 - Backhaul	1,960,000	-	1,960,000
Centralized - Contingency	100,000	2,295,000	2,395,000
880 - Civil II	9,700,000	1,300,000	11,000,000
680 - Civil II	-	9,925,000	9,925,000
Centralized - Toll System Host	-	8,000,000	8,000,000
BAIFA Express Lanes Total	\$ 12,780,000	\$ 22,624,000	\$ 35,404,000

Bay Area Infrastructure Financing Authority Draft FY 2023-24 Operating & Capital Budget



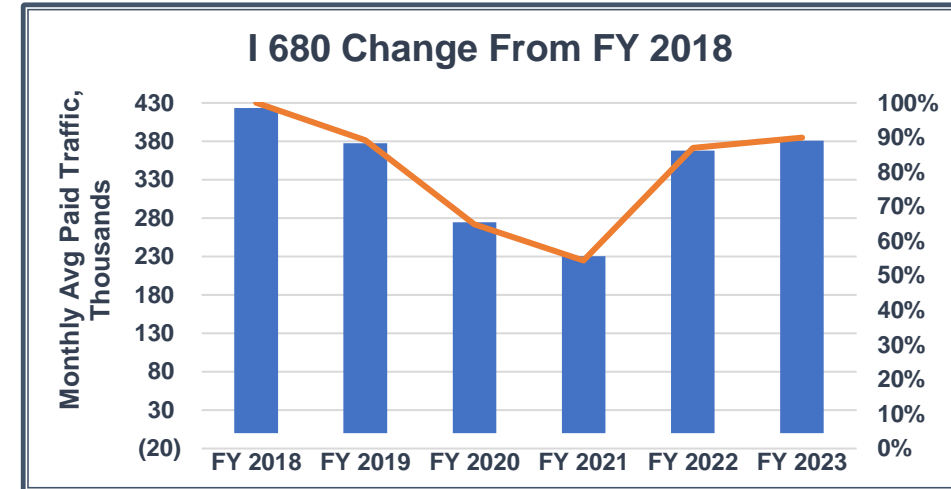
Presenter: Derek Hansel

Date: May 24, 2023

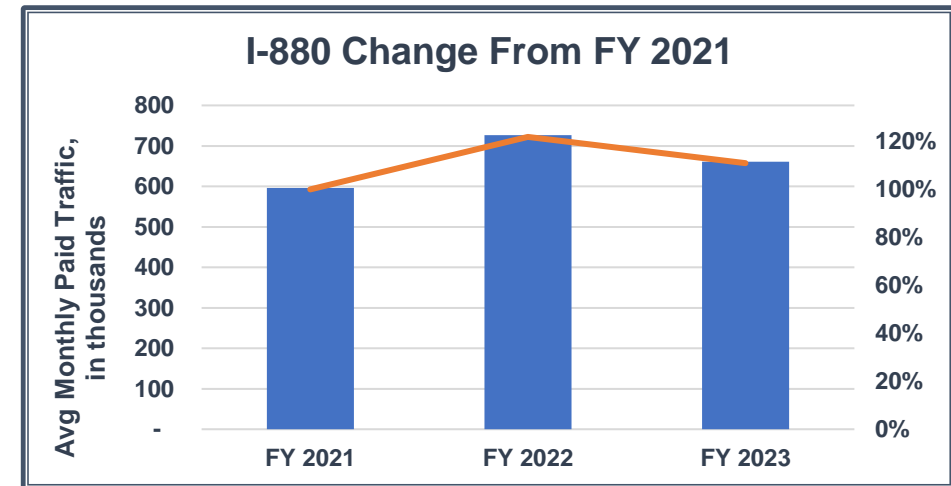


I-680 and I-880 Traffic

I-680 traffic is steadily reaching pre-pandemic levels



I-880 continues to generate strong traffic count and revenue



* FY2023 first 9 months

BAIFA FY 2023-24 Draft Operating Budget

• Operating Revenue

- I-880 and I-680 toll revenue increases by \$3 million
- San Mateo 101 operates full year for entire corridor
- Violation revenue based on new lower rates; resume sending unpaid second notices to DMV
- Interest revenue increases due to higher treasury rates and investable balance

• Operating Expense

- FasTrak O&M increased for costs associated with transactions (toll collection fees, bank fees, collections and DMV expenses)
- Increased utilization of BAIFA express lanes and reimbursed expenses associated with San Mateo 101
- DMV/Collection costs include costs for unpaid violations but does not include prior year DMV holds
- Transfers primarily funding to the capital and rehab programs

	FY 2022-23 Amend No. 1 (millions)	FY 2023-24 Draft Budget (millions)	Change
Revenue			
I-680	\$11.0	\$12.4	13%
I-880	45.0	46.7	4%
SM 101	5.4	8.3	54%
Violation	7.2	7.6	6%
Interest and Other	0.4	3.7	779%
Total Revenue	\$69.0	\$78.7	14%
Expense			
FasTrak® O&M	\$8.9	\$11.3	28%
EL Lanes O&M	13.4	13.3	-1%
Admin	3.6	3.8	5%
Other – SM 101	5.4	8.3	54%
Capital Reserve	15.0	15.0	0%
Transfer to Capital	11.6	26.3	126%
Total Expense	\$58.0	\$78.1	35%
Operating Surplus	\$11.0	\$0.6	

BAIFA FY2023-24 Draft Budget Operating Results



I-680 budget operating surplus before transfers is \$4.2 million



I-880 budget operating surplus before transfers is \$37.7 million



BAIFA fund balance is \$71 million

BAIFA Draft FY 2023-24 Capital Program



Total Express Lane Capital Budget

• FY 2023-24 LTD	\$479.0 M
BATA EL	\$231.9 M
BAIFA EL	\$247.1 M

FY 2023-24 Addition

Total \$31.9 million

- Project staff cost for Means Based Toll Discount project of \$649k funded by operations reserve
- Program advisory contract of \$2.8m
- Solano-80 express lane toll system conversion of \$28.5m funded by RM3

BAIFA Draft FY 2023-24 Rehabilitation Program

LTD total budget	\$35.0 million
FY 2024 addition	\$22.6 million
- Spare parts and staff costs – both EL	\$1.1 M
- SHOPP projects - 680	\$2.3 M
- Share in CAPM pavement rehab costs - 880	\$1.3 M
- Share in CT's SHOPP projects – 680	\$9.9 M
- Next gen toll system host – both EL	\$8.0 M

Funding provided by operating surplus

BAIFA will implement general system maintenance and repair, the Next Gen toll system, and shares in Caltrans Capital Preventative Maintenance (CAPM) pavement rehabilitation

