

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

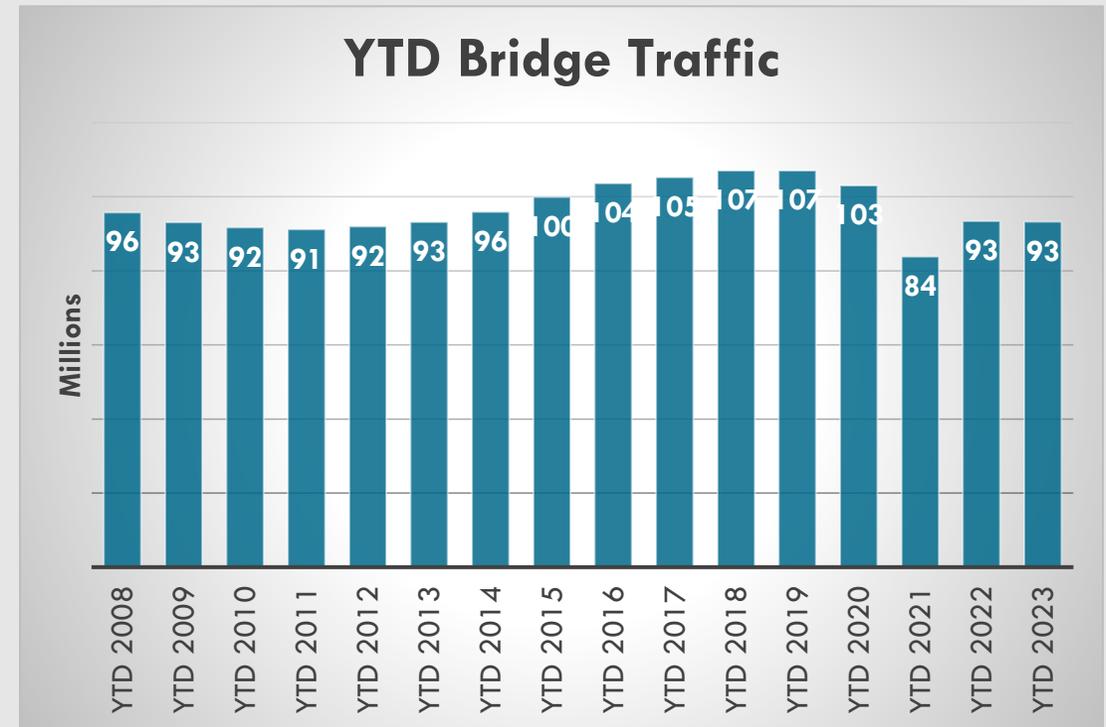


Presenter: Derek Hansel

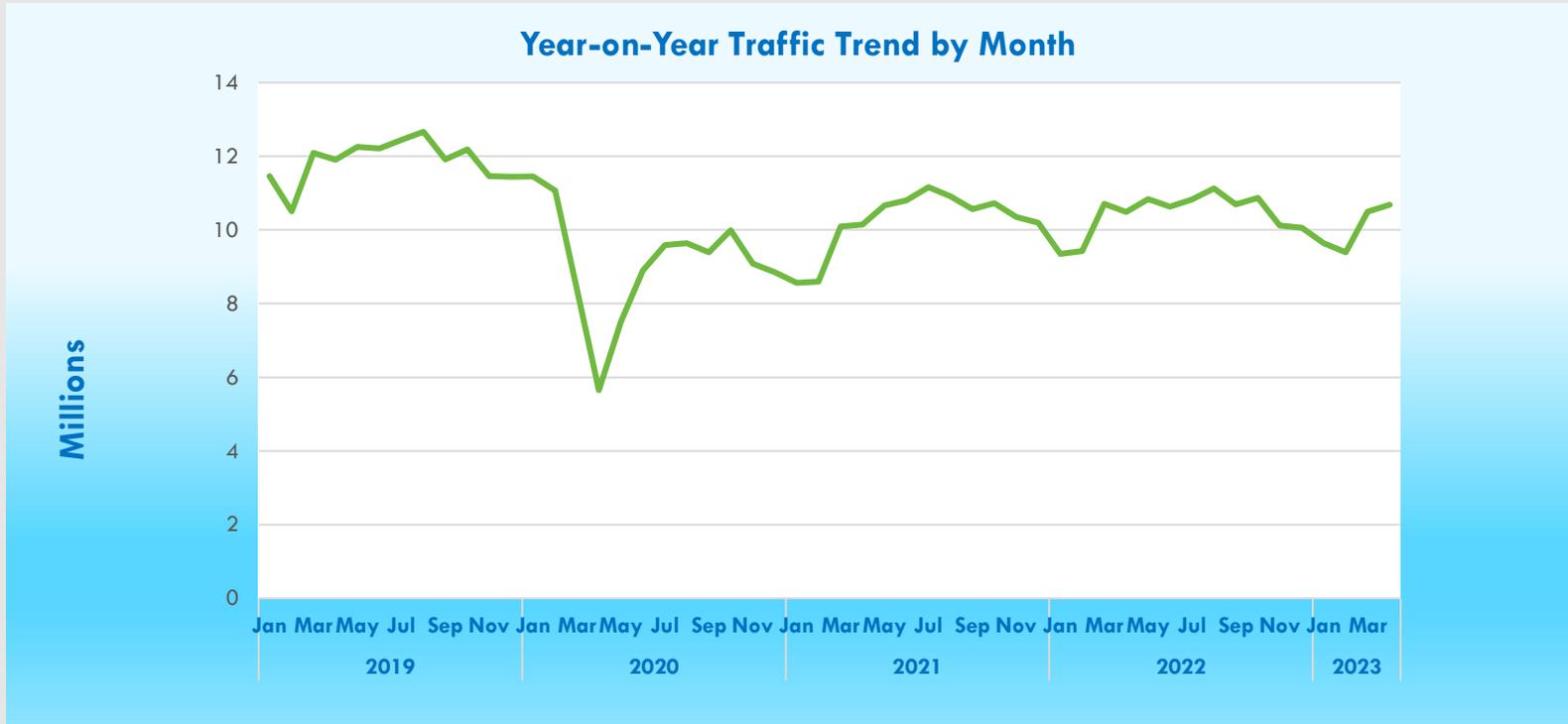
Date: May 24, 2023

BATA Draft FY 2023-24 Operating Budget

- **FY 2023-24 Budget remains at 90% of FY 2018-19 paid traffic**
 - Toll traffic at 124 M
 - Fifth straight year paid traffic below pre-pandemic total
 - Toll traffic 13% increase over FY 2022-23 year-end estimate
- **FY 2023-24 Budget toll revenue of \$894 M**
 - Toll revenue up 12% over FY 2022-23 year-end estimate of \$795 M
 - Surpass FY 2018-19 pre-pandemic total because of RM3
 - Same level as FY 2022-23 Budget



* YTD for first nine months of each FY



Bridge Traffic affected by “return-to-office”

- FY2023-24 budget increases versus FY2022-23 year-end estimate

FY 2024 Budget Assumptions

General Budget assumptions

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

Revenue

- Traffic remains at 90% of FY 2018-19 total
- Traffic up 13% over FY2022-23 estimate
- Toll revenue up 12% over FY 2022-23 estimate but same level as FY 2022-23 budget
- RM3 revenue recorded and deposited unrestricted fund

Capital funding

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

Reserve

- Maintain \$1.0 B liquidity reserve

BATA Draft FY 2023-24 Operating Budget

Operating revenue

- Includes RM3 Revenue (\$234 million) and BABs subsidy (\$70 million)

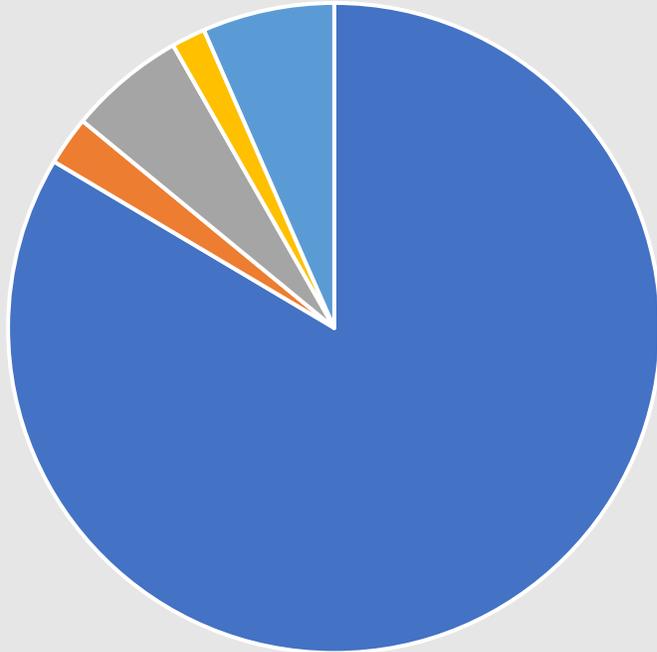
Operating expense

- Additional Caltrans staffing and contracts
- Fastrak increases - payment plan development, equity platform, tag replacements, resumption of DMV holds
- Transfers now include admin payment to MTC RM3, increases for BART Inspector General and legal
- RM3 budget is deposited to RM3 fund. Withdrawals for capital and operating costs not subject to BATA budgeting
- Extraordinary expense for DMV registration fees

| | FY 2022-23 Approved (millions) | FY 2023-24 Draft Budget (millions) | Change |
|------------------------------------|--------------------------------------|--|-----------|
| Revenue | | | |
| Toll | \$894 | \$894 | 0% |
| Interest | 8 | 62 | 696% |
| Other | 112 | 114 | 2% |
| Total Revenue | \$1,014 | \$1,070 | 6% |
| Expense | | | |
| Caltrans Ops | 9 | 12 | 30% |
| Fastrak Ops | 91 | 110 | 21% |
| BATA Direct Costs | 42 | 41 | (1%) |
| Debt Service | 525 | 546 | 4% |
| RM2 Ops | 50 | 50 | 0% |
| Transfers | 28 | 38 | 36% |
| RM3 Fund | 234 | 229 | (2%) |
| Extraordinary Costs | 22 | 15 | (33%) |
| Total Operating Expense | 1,000 | 1,040 | 4% |
| Operating Surplus/(Deficit) | \$14 | \$30 | |

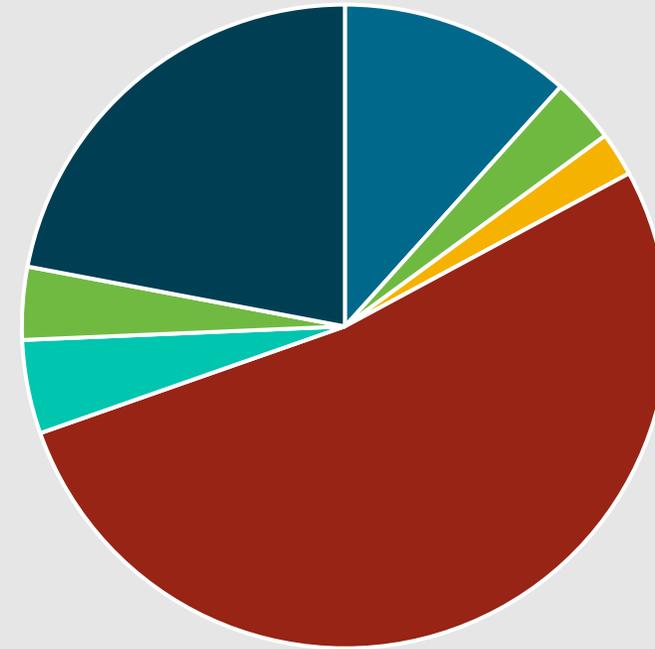
BATA Draft FY 2023-24 Operating Budget (cont.)

Fiscal 2023-24 Revenue - \$1.07 Billion



- Tolls
- Violations
- Interest Income
- Reimbursements
- BABs Rebate

Fiscal 2023-24 Expenses \$1.04 Billion



- O&M
- Toll Bridge Admin
- Other
- Debt Service
- RM2 Operating
- Transfers
- RM3 Fund

BATA Draft FY 2023-24 Rehab Budget

- **Annual capital budget requests**

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

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

- **Recurring Annual Work**

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

- **Paint**

- Increased cost for State Painters

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

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

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



FY 2023-24 BATA Capital Budget

BATA Capital programs have remaining balances

of \$397M* as of February 2023

| | |
|---------------------------------|---------------|
| RM2 | \$ 46 million |
| AB1171 (RM1) | \$ 67 million |
| Core Capacity Challenge Program | \$ 81 million |
| Bridge Rehab | \$203 million |

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



BATA Investable Balances

BATA Funds as of March 31, 2023 (\$ millions)
Total \$2.7 Billion

