



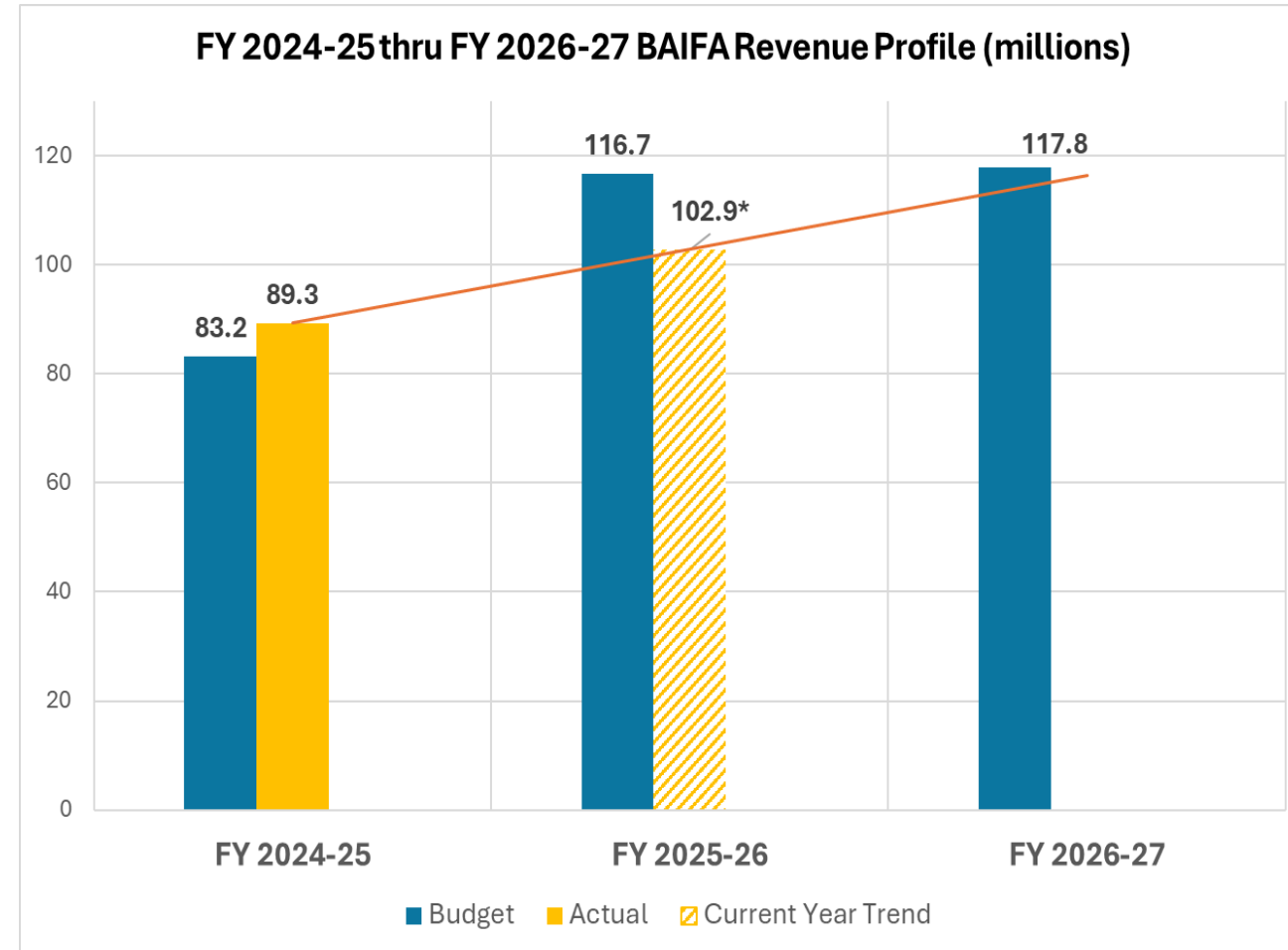
**Bay Area Infrastructure  
Financing Authority  
Draft FY 2026-27  
Operating & Capital Budget**

May 27, 2026

# Draft FY 2026-27 Operating Budget

## Operating Revenue

- Steady performance of I-680 and I-880 ELs.
- FY 25-26 Budget projected a significant toll revenue increase driven by an estimate of ~\$20 million for I-80 EL.
- I-80 EL has realized lower revenue than projected.
- Actual operating data for I-80 EL provides a stronger basis for FY 26-27 revenue projections.
- FY 26-27 revenue growth over projected FY 25-26 results driven by full year operations of I-80 EL.
- Resulting budgeted toll revenue shows a minor (2.4%) decrease in FY 26-27 vs. FY 25-26.



\*Straight line trend based on FY25-26 Q1-Q3 actuals extended over 12 months

# Draft FY 2026-27 Operating Budget

## Operating Revenue

- Overall revenue is projected to increase from \$116.7 million to \$117.8 million (~1%)
- San Mateo 101 reimbursement revenue projected to increase to \$7.2 million
  - This portion of the budget is self-balancing – BAIFA is fully reimbursed for expenses related to the SM 101 EL
- Violation revenue projected to increase by ~\$2 million
  - Growth from full year I-80 EL operations while moderating growth for I-680 and I-880 ELs from COVID-era backlogs

Revenue (millions)	FY 2025-26 Approved	FY2026-27 Draft	% change
I-680 Toll	\$16.5	\$18.7	13%
I-880 Toll	\$57.1	\$56.9	(1%)
I-80 Toll	\$19.6	\$15.3	(22%)
<b><u>Toll Sub-Total</u></b>	<b><u>\$93.2</u></b>	<b><u>\$90.9</u></b>	<b><u>(2%)</u></b>
SM 101	\$6.5	\$7.2	10%
Violation	\$7.9	\$10.0	26%
Interest + Other	\$9.1	\$9.7	7%
<b>Total Revenue</b>	<b>\$116.7</b>	<b>\$117.8</b>	<b>1%</b>

# Draft FY 2026-27 Operating Budget

## Operating Expense

- Primarily driven by first full year of I-80 EL.
- FasTrak® O&M decrease due to refinement in estimation methodology.
- EL Lanes O&M increase due to updated CHP enforcement agreement and Regional Operations Center transition costs.
- Administrative expense projections increase due to expanded advisor support on all EL corridors.

## Operating Surplus

- Sufficient operating and net surplus levels to continue robust capital programs and funding of reserves.

Expense	FY 2025-26 Approved (millions)	FY 2026-27 Draft (millions)	% Change
FasTrak® O&M	\$14.2	\$12.0	(15%)
EL Lanes O&M	\$18.8	\$23.0	22%
Admin	\$8.5	\$10.1	19%
Other – SM 101	\$6.6	\$7.2	10%
<b>Total Expense</b>	<b>\$48.1</b>	<b>\$52.3</b>	<b>9%</b>
<b>Operating Surplus/(Deficit)</b>	<b>\$68.6</b>	<b>\$65.4</b>	<b>(5%)</b>
Transfer to MTC	\$0.3	\$0.3	0
Capital Programs	\$51.6	\$44.1	(15%)
<b><u>Net Surplus</u></b>	<b><u>\$16.7</u></b>	<b><u>\$21.0</u></b>	<b><u>26%</u></b>

## Draft FY 2026-27 Capital Program

**Total Express  
Lane Capital  
Budget**

**FY 2026-27 LTD TOTAL  
\$515.7 Million**

**Total \$30 million  
for BAIFA EL**

- Contribution to the I-680 northbound express lane completion, \$25.3 million
- Refine and expand the means-based pilot program, \$2.1 million
- Continue program advisory consulting, \$1.5 million
- Enforcement, \$1.0 million



# BAIFA

## Draft FY 2026-27 Rehabilitation Program

**LTD Total Budget \$132.4 M**

**FY 2027-26 Addition \$14.1 M**

- 680 Toll System & Civil costs \$11.9 Million
- 880 Toll System, Backhaul & Civil Costs \$921k
- 80 Toll System & Civil Costs \$694k
- Centralized Rehab Project Costs \$573k

**Funding from Operating Surplus**

