



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

Meeting Agenda

Bay Area Infrastructure Financing Authority Network and Operations Committee

Sue Noack, Chair

Mitch Mashburn, Vice Chair

Friday, June 12, 2026

9:35 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA
94533

Le Meridien Washington, DC, The Madison, 1177 15th Street, Executive Boardroom, 2nd floor,
NW, Washington, DC 20005 (Ezzy Ashcraft)

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. 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.

Attendee Link: <https://bayareametro.zoom.us/j/81526985956>

iPhone One-Tap: US: +16699006833,,81526985956#

Join by Telephone (for higher quality, dial a number based on your current location) US:
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 815 2698 5956

International numbers available: <https://bayareametro.zoom.us/j/81526985956>

All standing committee meeting agendas may also be accessed on

- MTC’s website here: <https://mtc.ca.gov/meetings-events>

- On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/j/81526985956>

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

Members of the public may participate by phone or Zoom during the meeting. In order to be
posted to the meeting’s web page and circulated to committee members prior to the meeting,
written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2)
business days before the scheduled meeting date. Please include the committee or board
meeting name and agenda item number in the subject line. All comments received will be
submitted into the record.

Clerks: Brittny Sutherland / Martha Silver

5. Information

- 5a. [26-0675](#) Bay Area Infrastructure Financing Authority (BAIFA) Express Lanes Quarterly Report: Annual Year First Quarter (January- March 2026)
- Summarizing weekday operational statistics for the Interstate 80 (I-80) Solano, Interstate 680 (I-680) Contra Costa, and Interstate 880 (I-880) Express Lanes, and operational statistics for the weekend pilot on Interstate 80 (I-80) Solano Express Lanes.
- Action:** Information
- Presenter:** Barbara Laurenson
- Attachments:** [5ai_26-0675_Summary_Sheet_BAIFA_Express_Lanes_Q1_2026_Operations](#)
[5aii_26_0675_Short_Presentation_BAIFA_Express_Lanes_Q1_2026_Ops_Rep](#)
[5aiii_26_0675_Powerpoint_BAIFA_Express_Lanes_Q1_2026_Operations_Rep](#)

6. Public Comment / Other Business

*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 Meetings:

The next meeting of the Bay Area Infrastructure Financing Authority Network and Operations Committee will be held on Friday, August 14, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. 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.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0552, **Version:** 1

Subject:

Approval of the Minutes of the May 8, 2026 Meeting

Recommended Action:

Committee Approval

Attachments:



Meeting Minutes - Draft

Bay Area Infrastructure Financing Authority Network and Operations Committee

Sue Noack, Chair
Mitch Mashburn, Vice Chair

Friday, May 8, 2026

9:35 AM

Board Room - 1st Floor

Roster

David Ambuehl*, Candace Andersen, Noelia Corzo, Marilyn Ezzy Ashcraft, Alicia John-Baptiste, Mitch Mashburn (Vice Chair), and Sue Noack (Chair)

***Non-Voting Member**

Chair Sue Noack called the meeting to order at 9:37 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 4 - Chair Noack, Vice Chair Mashburn, Committee Member Andersen and Committee Member Ashcraft

Absent: 2 - Committee Member Corzo and Committee Member John-Baptiste

Non-Voting Member Present: David Ambuehl

Ex Officio Voting Member Present: Commission Chair Noack

Ad Hoc Non-Voting Member Present: Commissioner Burt

The following noticed remote location was open to the public: District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA 94533

The following individual participated from a noticed remote location: Commissioner Mashburn

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Consent Calendar

Upon the motion by Committee Member Andersen and second by Committee Member Ashcraft, the Consent Calendar was unanimously approved. The motion carried by the following vote:

Aye: 4 - Chair Noack, Vice Chair Mashburn, Committee Member Andersen and Committee Member Ashcraft

Absent: 2 - Committee Member Corzo and Committee Member John-Baptiste

4a. [26-0422](#) Approval of the Minutes of the April 10, 2026 Meeting

Action: Committee Approval

Attachments: [4a_26-0422_2026-04-10_BAIFA_Network_and_Ops_Draft_Minutes.pdf](#)

4b. [26-0455](#) Purchase Orders - Services for Express Lanes Backhaul Network: i. Network Consulting Services: SSP Data (\$1,050,000), and ii. Telecommunication Services: AT&T (\$303,000)

Action: i. Committee Approval
 ii. Committee Approval

Presenter: Wilfred Poon

Attachments: [4b_26-0455_Summary_Sheet_Purchase_Orders-Services_for_Express_Lanes_Backhaul_Network.pdf](#)

5. Action

5a. [26-0502](#) Bay Area Infrastructure Financing Authority Resolution No. 52 Revised.
BAIFA Express Lanes 10-Year Financial Plan

Request for approval of BAIFA Resolution No. 52, Revised, amending the BAIFA Express Lanes Program 10-Year Financial Plan for Fiscal Years (FY) 2023-24 to FY 2032-33.

Action: Authority Approval

Presenter: Stephen Wolf

Attachments: [5ai_26_0502_Summary_Sheet_BAIFA_Reso_52_Revised.pdf](#)
[5aia_26_0502_TEMP-BAIFA-RES-0052.pdf](#)

Upon the motion by Committee Member Andersen and second by Vice Chair Mashburn, Bay Area Infrastructure Financing Authority Resolution No. 52 Revised. BAIFA Express Lanes 10-Year Financial Plan was referred to the Bay Area Infrastructure Financing Authority for approval. The motion carried unanimously by the following vote:

Aye: 4 - Chair Noack, Vice Chair Mashburn, Committee Member Andersen and Committee Member Ashcraft

Absent: 2 - Committee Member Corzo and Committee Member John-Baptiste

6. Public Comment / Other Business

7. Adjournment / Next Meetings

The next meeting of the Bay Area Infrastructure Financing Authority Network and Operations Committee will be held on Friday, June 12, 2026 at 9:35 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

Chair Sue Noack adjourned the meeting at 9:45 a.m.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0583, **Version:** 1

Subject:

Fiscal Year (FY) 2025-26 Bay Area Infrastructure Financing Authority (BAIFA) Statement of Revenues and Expenses for the Period Ended March 31, 2026 (Unaudited)

Presenter:

Grace Martinez

Recommended Action:

Information

Attachments:

**Bay Area Infrastructure Financing Authority
Network and Operations Committee**

June 12, 2026

Agenda Item 4b – 26-0583

**Fiscal Year (FY) 2025-26 Bay Area Infrastructure Financing Authority (BAIFA) Statement
of Revenues and Expenses for the Period Ended March 31, 2026 (Unaudited)**

Subject:

Statement of Revenues and Expenses for the Period Ended March 31, 2026 (unaudited).

Background:

BAIFA manages the operations of Metropolitan Transportation Commission (MTC)'s express lanes on Interstate 680 (I-680), Interstate 880 (I-880), and Interstate 80 (I-80), which began toll collections on December 16, 2025. BAIFA uses FasTrak[®], the electronic toll payment system, which is managed by the Bay Area Toll Authority (BATA), to collect cash-free tolls on the express lanes. BAIFA also operates the express lane tolling on the Highway 101 in San Mateo County (SM Highway 101) under a cooperative agreement between BAIFA and the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA).

Operating Revenues:

BAIFA's main operating revenues are toll revenues collected through FasTrak[®] from BAIFA's express lanes. Current year-to-date toll revenues collected were \$57.8 million, an increase of \$3.4 million compared to the prior year-to-date actual. Approximately 69% of the total toll revenues, \$40.0 million, was from I-880 express lanes. The I-80 express lanes have generated \$2.8 million toll revenues during the three months since its opening. Violation revenues collected were \$7.3 million, which was about \$0.3 million lower than the prior year-to-date actual.

Interest and other revenues were \$9.5 million as of March 31, 2026, a decrease of \$0.7 million compared to the prior year-to-date actual. The decrease in interest income was due to a lower interest rate environment and yield curve movements negatively impacting market values.

The SM Highway 101 reimbursement revenue decreased by \$0.5 million by the end of the third quarter. The decrease is mainly a result of the timing difference in reimbursable invoices paid compared to the prior year.

Operating Expenses:

BAIFA's operating expenses are the expenses incurred from the express lane operations, such as FasTrak[®] operations and maintenance and roadway and backhaul operations and maintenance. As of March 31, 2026, total operating expenses were \$21.3 million, which was \$3.9 million higher than the prior year-to-date actual. The increase was primarily driven by the expenses of \$2.2 million from the newly opened I-80 express lanes and the timing difference of \$1.7 million in operation and maintenance expenses.

Transfers:

As of March 31, 2026, total transfer for BAIFA was \$66.8 million, a decrease of \$50.1 million compared to prior year-to-date actual. This decrease was due to timing difference in the quarterly transfer to capital funds. In FY2024-25, the transfer to capital funds was completed in one journal entry in the second quarter.

Budget Status Update:

As of the third quarter of FY 2025–26, BAIFA continues to demonstrate solid financial performance, with results largely aligned with the adopted budget and prior-quarter trends. Total operating revenues reached \$77.2 million, representing 66.1% of the annual budget. This performance reflects steady toll revenue generation from established corridors and interest earnings exceeding projections, contributing to positive performance results year-to-date.

Toll Revenues totaled \$57.8 million (62.0% of budget), driven primarily by robust performance on I-680 and I-880, benefiting from sustained demand and pricing performance. I-680 revenues reached \$15.0 million (91.5% of annual budget) remaining ahead of straight-line pacing. I-880 generated \$40.0 million (70.1% of budget) and is expected to stabilize until year-end. The I-80 Express Lanes, which began operations mid-December, recorded \$2.8 million (14.1% of budget) lower than its preliminary revenue assumption. The corridor is still at ramp-up phase as traffic volumes and pricing behavior are still developing but it is not expected to achieve its full year budget based on its first full quarter of actual data. Violation Revenues of \$7.3 million (91.5% of budget) continue to outperform expectations, attributed to ongoing enforcement and collection effectiveness, including continued catch up of DMV hold. Interest and Other Revenues reached \$9.5 million (105.1% of budget), reflecting favorable cash balances and higher-than-anticipated

interest rates. San Mateo County Hwy-101 reimbursements totaled \$2.6 million (39.7% of budget), lower than proportional pacing due to invoice timing, a variance expected to normalize by fiscal year-end.

Total operating expenses were \$21.3 million, or 44.1% of the annual budget, reflecting continued timing differences and later year concentration of costs. FasTrak® Operations and Maintenance expenses were \$5.1 million (36.2% of budget), remaining below straight-line pacing due to deferred contractual billings. Express Lanes & Backhaul O&M totaled \$7.5 million (39.5% of budget), with higher CHP enforcement and toll system maintenance costs partially offset by lower roadway maintenance activity. Express Lanes Administration costs reached \$4.2 million (48.5% of budget). Salaries and benefits are tracking as expected at this point in the year, while consulting costs remain modest relative to budget. San Mateo Hwy-101 tolling services expenses were \$4.5 million (69.1% of budget), exceeding reimbursements due to the timing of costs versus revenue recovery, consistent with the second-quarter narrative and expected to reconcile later in the year.

BAIFA generated an operating surplus before transfers of \$55.8 million (81.7% of budget) through the third quarter. Planned transfers totaling \$66.8 million were executed largely in line with the annual transfer plan, including funding for capital programs and reserves. After transfers, BAIFA recorded a net operating shortfall of \$10.9 million, which is anticipated at this stage of the fiscal year and covered by available reserves.

Overall, BAIFA's third-quarter financial results remain aligned with the FY 2025–26 approved budget. Established corridors continue to perform well against budget, administrative and operating costs remain manageable, and variances are primarily attributable to timing and ramp-up factors rather than underlying performance issues. BAIFA remains well-positioned to meet FY 2025–26 financial objectives, with continued monitoring of I-80 operations and reimbursement timing for San Mateo 101 through year-end.

Issues:

None identified.

Recommendations:

Information only.

Attachments:

- Attachment A: BAIFA Statement of Revenues and Expenses for the Period Ended March 31, 2026 (unaudited)



Andrew B. Fremier

Attachment A (1/5)

Bay Area Infrastructure Financing Authority (BAIFA)

Statement of Revenues and Expenses (Unaudited)

Fiscal Year 2026

For the Period Ended March 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
Operating Revenues:						
Toll Revenues	57,800,391	54,384,454	3,415,937	6.3%	93,161,879	62.0%
Violation Revenues	7,250,573	7,546,391	(295,818)	-3.9%	7,921,805	91.5%
Interest and Other Revenues	9,515,827	10,225,533	(709,706)	-6.9%	9,054,995	105.1%
SM Hwy-101 Reimbursement	2,613,385	3,103,976	(490,591)	-15.8%	6,579,270	39.7%
Total Revenues	77,180,177	75,260,354	1,919,822	2.6%	116,717,949	66.1%
Operating Expenses:						
FasTrak Operations and Maintenance	5,139,227	5,447,486	(308,259)	-5.7%	14,182,857	36.2%
Express Lanes & Backhaul Operations and Maintenance	7,453,546	6,629,247	824,299	12.4%	18,864,616	39.5%
Express Lanes Administration	4,197,959	2,216,879	1,981,080	89.4%	8,702,285	48.2%
San Mateo Hwy-101 Tolling Operations Services	4,545,090	3,180,012	1,365,078	42.9%	6,579,270	69.1%
Total Expenses	21,335,822	17,473,624	3,862,198	22.1%	48,329,028	44.1%
Operating Surplus (Shortfall) before Transfers	55,844,355	57,786,730	(1,942,376)	-3.4%	68,388,921	81.7%
Transfers						
Transfer to MTC	36,577	1,227,928	(1,191,351)	-97.0%	132,555	27.6%
Transfer between programs	66,720,000	115,631,000	(48,911,000)	-42.3%	88,960,000	75.0%
Total Transfers (In)/Out	66,756,577	116,858,928	(50,102,351)	-42.9%	89,092,555	74.9%
Net Operating Surplus (Shortfall)	(10,912,223)	(59,072,199)	48,159,975	-81.5%	(20,703,634)	

Attachment A (2/5)

Bay Area Infrastructure Financing Authority (BAIFA)
I-680 Express Lanes
Statement of Revenues and Expenses (Unaudited)
Fiscal Year 2026
For the Period Ended March 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
Operating Revenues:						
Toll Revenues	15,018,890	12,446,454	2,572,436	20.7%	16,508,597	91.0%
Violation Revenues	2,685,188	2,807,314	(122,126)	-4.4%	2,598,542	103.3%
Interest and Other Revenues	2,215,285	2,321,572	(106,287)	-4.6%	2,155,899	102.8%
Total Revenues	19,919,363	17,575,339	2,344,024	13.3%	21,263,038	93.7%
Operating Expenses:						
FasTrak Operations and Maintenance						
RCSC Operations	993,841	1,358,718	(364,877)	-26.9%	1,956,907	50.8%
Banking/Credit Card Fees	411,226	282,564	128,662	45.5%	606,000	67.9%
BATA Financial Service	-	72,692	(72,692)	-100.0%	-	0.0%
Collections/DMV Expenses	256,897	347,183	(90,286)	-26.0%	488,000	52.6%
FasTrak O&M Subtotal	1,661,963	2,061,157	(399,194)	-19.4%	3,050,907	54.5%
Express Lanes & Backhaul Operations and Maintenance						
Operating Center	374,399	286,566	87,833	30.7%	597,695	62.6%
California Highway Patrol Enforcement	528,375	370,880	157,495	42.5%	1,002,321	52.7%
Roadway Maintenance	468,231	586,231	(118,000)	-20.1%	1,212,778	38.6%
Caltrans Expenditure	29,373	107,687	(78,314)	-72.7%	200,000	14.7%
Toll System Operations & Maintenance	1,677,378	1,474,544	202,834	13.8%	2,832,886	59.2%
Backhaul Operations and Maintenance	45,721	43,719	2,002	4.6%	106,635	42.9%
Express Lanes and Backhaul O&M Subtotal	3,123,476	2,869,626	253,850	8.8%	5,952,315	52.5%
Express Lanes Administration						
Salaries, Benefits & Overhead	1,331,848	914,017	417,831	45.7%	2,034,985	65.4%
Professional/Consultant Service	104,731	85,130	19,601	23.0%	535,183	19.6%
Audit/Accounting	36,068	36,203	(135)	-0.4%	55,000	65.6%
Insurance	19,620	7,803	11,817	151.4%	14,448	135.8%
Other	149,266	25,246	124,020	491.2%	649,146	23.0%
Express Lanes Admin Subtotal	1,641,532	1,068,399	573,133	53.6%	3,288,762	49.9%
Total Expenses	6,426,972	5,999,182	427,790	7.1%	12,291,984	52.3%
Operating Surplus (Shortfall) before Transfers	13,492,392	11,576,157	1,916,235	16.6%	8,971,054	150.4%
Transfers						
Transfer to MTC	18,289	613,964	(595,675)	-97.0%	71,141	25.7%
Transfer between programs	36,459,000	41,761,500	(5,302,500)	-12.7%	48,612,000	75.0%
Total Transfers (In)/Out	36,477,289	42,375,464	(5,898,175)	-13.9%	48,683,141	74.9%
Net Operating Surplus (Shortfall)	(22,984,896)	(30,799,307)	7,814,410	-25.4%	(39,712,087)	

Attachment A (3/5)

Bay Area Infrastructure Financing Authority (BAIFA)
I-880 Express Lanes
Statement of Revenues and Expenses (Unaudited)
Fiscal Year 2026
For the Period Ended March 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
Operating Revenues:						
Toll Revenues	40,029,428	41,938,000	(1,908,572)	-4.6%	57,101,599	70.1%
Violation Revenues	4,565,385	4,739,077	(173,692)	-3.7%	5,048,120	90.4%
Interest and Other Revenues	7,300,542	7,903,961	(603,419)	-7.6%	6,899,096	105.8%
Total Revenues	51,895,354	54,581,038	(2,685,684)	-4.9%	69,048,815	75.2%
Operating Expenses:						
FasTrak Operations and Maintenance						
RCSC Operations	1,763,171	1,915,052	(151,881)	-7.9%	3,848,950	45.8%
Banking/Credit Card Fees	813,158	631,004	182,154	28.9%	1,312,000	62.0%
BATA Financial Service	-	84,809	(84,809)	-100.0%	-	0.0%
Collections/DMV Expenses	608,467	755,464	(146,997)	-19.5%	1,182,000	51.5%
FasTrak O&M Subtotal	3,184,796	3,386,329	(201,533)	-6.0%	6,342,950	50.2%
Express Lanes & Backhaul Operations and Maintenance						
Operating Center	252,884	229,266	23,618	10.3%	482,000	52.5%
California Highway Patrol Enforcement	651,013	984,269	(333,256)	-33.9%	1,772,873	36.7%
Roadway Maintenance	638,941	789,835	(150,894)	-19.1%	1,277,778	50.0%
Caltrans Expenditure	29,373	107,687	(78,314)	-72.7%	200,000	14.7%
Toll System Operations & Maintenance	1,706,457	1,597,561	108,896	6.8%	2,896,252	58.9%
Backhaul Operations and Maintenance	53,336	51,002	2,334	4.6%	147,839	36.1%
Express Lanes and Backhaul O&M Subtotal	3,332,004	3,759,620	(427,616)	-11.4%	6,776,742	49.2%
Express Lanes Administration						
Salaries, Benefits & Overhead	1,376,374	989,510	386,864	39.1%	2,098,463	65.6%
Professional/Consultant Service	122,174	79,298	42,876	54.1%	573,032	21.3%
Audit/Accounting	42,374	42,200	174	0.4%	65,000	65.2%
Insurance	19,620	7,803	11,817	151.4%	16,830	116.6%
Other	124,790	29,669	95,121	320.6%	653,304	19.1%
Express Lanes Admin Subtotal	1,685,332	1,148,480	536,852	46.7%	3,406,629	49.5%
Total Expenses	8,202,131	8,294,428	(92,297)	-1.1%	16,526,321	49.6%
Operating Surplus (Shortfall) before Transfers	43,693,222	46,286,609	(2,593,388)	-5.6%	52,522,494	83.2%
Transfers						
Transfer to MTC	18,289	613,964	(595,675)	-97.0%	61,414	29.8%
Transfer between programs	29,727,750	73,869,500	(44,141,750)	-59.8%	39,637,000	75.0%
Total Transfers (In)/Out	29,746,039	74,483,464	(44,737,425)	-60.1%	39,698,414	74.9%
Net Operating Surplus (Shortfall)	13,947,184	(28,196,855)	42,144,038	-149.5%	12,824,080	

Attachment A (4/5)

Bay Area Infrastructure Financing Authority (BAIFA)

I-80 Express Lanes

Statement of Revenues and Expenses (Unaudited)

Fiscal Year 2026

For the Period Ended March 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
Operating Revenues:						
Toll Revenues	2,752,074	-	2,752,074	0.0%	19,551,683	14.1%
Violation Revenues	-	-	-	0.0%	275,143	0.0%
Total Revenues	2,752,074	-	2,752,074	0.0%	19,826,826	13.9%
Operating Expenses:						
FasTrak Operations and Maintenance						
RCSC Operations	217,094	-	217,094	0.0%	3,600,000	6.0%
Banking/Credit Card Fees	75,279	-	75,279	0.0%	1,009,000	7.5%
Collections/DMV Expenses	94	-	94	0.0%	180,000	0.1%
FasTrak O&M Subtotal	292,467	-	292,467	0.0%	4,789,000	6.1%
Express Lanes & Backhaul Operations and Maintenance						
Operating Center	77,751	-	77,751	0.0%	377,217	20.6%
Roadway Maintenance	212,481	-	212,481	0.0%	3,430,000	6.2%
Caltrans Expenditure	6,540	-	6,540	0.0%	300,000	2.2%
Toll System Operations & Maintenance	521,331	-	521,331	0.0%	1,932,373	27.0%
Backhaul Operations and Maintenance	8,185	-	8,185	0.0%	95,969	8.5%
Express Lanes and Backhaul O&M Subtotal	998,066	-	998,066	100.0%	6,135,559	16.3%
Express Lanes Administration						
Salaries, Benefits & Overhead	810,613	-	810,613	100.0%	1,223,385	66.3%
Professional/Consultant Service	47,078	-	47,078	0.0%	407,459	11.6%
Insurance	-	-	-	0.0%	16,450	0.0%
Other	13,405	-	13,405	0.0%	359,600	3.7%
Express Lanes Admin Subtotal	871,096	-	871,096	100.0%	2,006,894	43.4%
Total Expenses	2,161,629	-	2,161,629	100.0%	12,931,453	16.7%
Operating Surplus (Shortfall) before Transfers	590,445	-	590,445	0.0%	6,895,373	8.6%
Transfers						
Transfer between programs	533,250	-	533,250	0.0%	711,000	75.0%
Total Transfers (In)/Out	533,250	-	533,250	100.0%	711,000	75.0%
Net Operating Surplus (Shortfall)	57,195	-	57,195		6,184,373	

Attachment A (5/5)

Bay Area Infrastructure Financing Authority (BAIFA)

San Mateo County Hwy 101 Express Lanes

Statement of Revenues and Expenses (Unaudited)

Fiscal Year 2026

For the Period Ended March 31, 2026

	CURRENT ACTUAL	PRIOR YEAR ACTUAL	\$ VARIANCE	% VARIANCE	APPROVED BUDGET	ANNUAL % OF BUDGET
Operating Revenues:						
SM Hwy-101 Reimbursement	2,613,385	3,103,976	(490,591)	-15.8%	6,579,270	39.7%
Total Revenues	2,613,385	3,103,976	(490,591)	-15.8%	6,579,270	39.7%
Operating Expenses:						
Express Lanes & Backhaul Operations and Maintenance						
Operating Center	230,894	209,330	21,564	10.3%	440,087	52.5%
Roadway Maintenance	355,322	533,876	(178,554)	-33.4%	1,102,778	32.2%
Toll System Operations & Maintenance	3,115,338	1,775,614	1,339,724	75.5%	3,212,144	97.0%
Backhaul Operations and Maintenance	63,564	79,664	(16,100)	-20.2%	188,295	33.8%
Express Lanes and Backhaul O&M Subtotal	3,765,118	2,598,484	1,166,634	44.9%	4,943,304	76.2%
Express Lanes Administration						
Salaries, Benefits & Overhead	484,902	441,497	43,405	9.8%	737,853	65.7%
Professional/Consultant Service	295,070	140,030	155,040	110.7%	498,113	59.2%
Other	-	-	-	0.0%	400,000	0.0%
Express Lanes Admin Subtotal	779,972	581,528	198,445	34.1%	1,635,966	47.7%
Total Expenses	4,545,090	3,180,012	1,365,079	42.9%	6,579,270	69.1%
Net Operating Surplus (Shortfall)	(1,931,705)	(76,036)	(1,855,670)	-2440.5%	-	

BAIFA
Cash and Investment
March 31, 2026

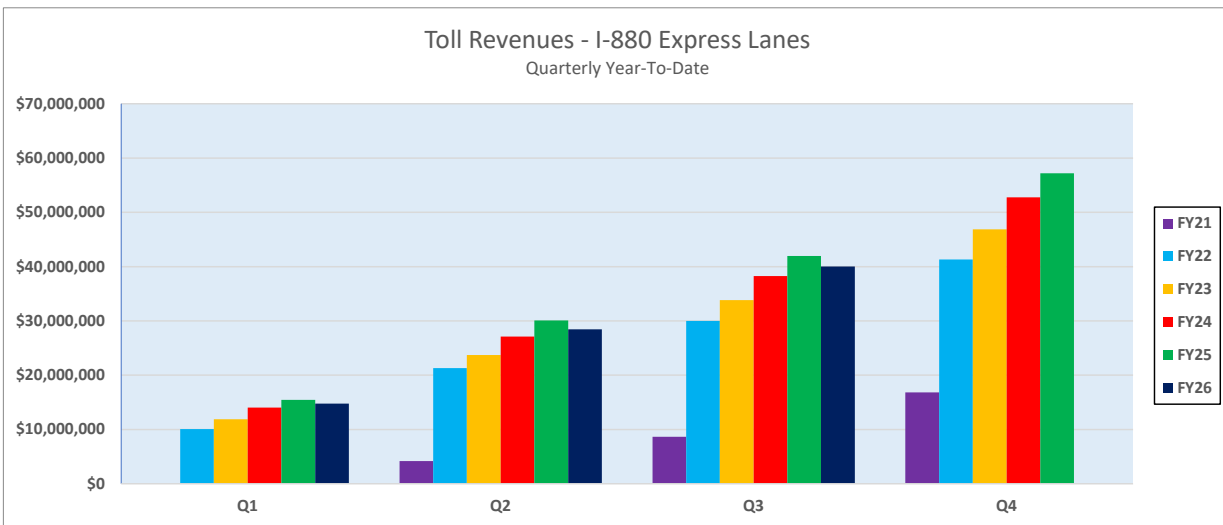
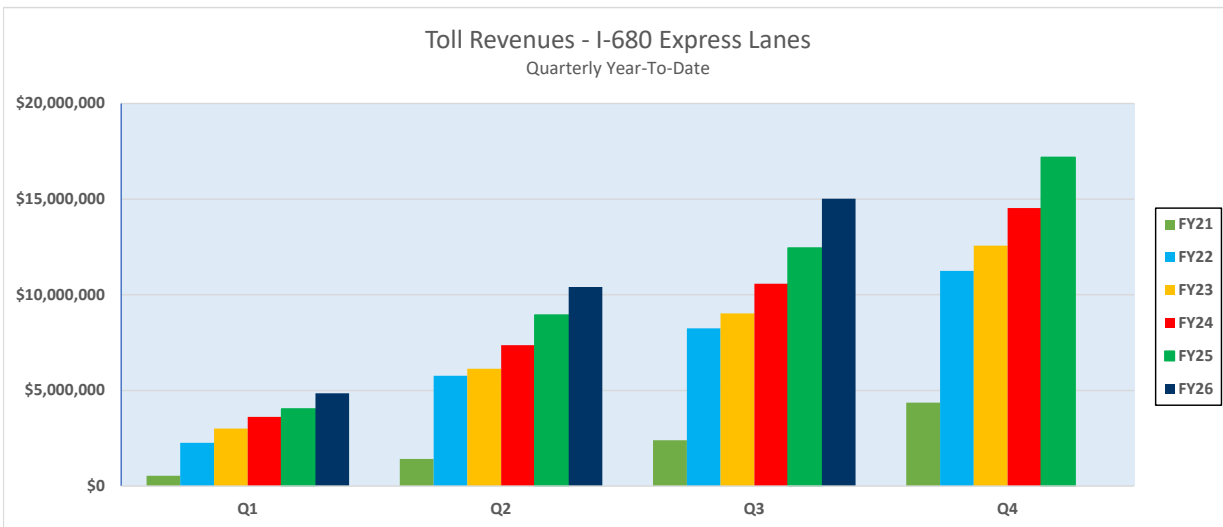
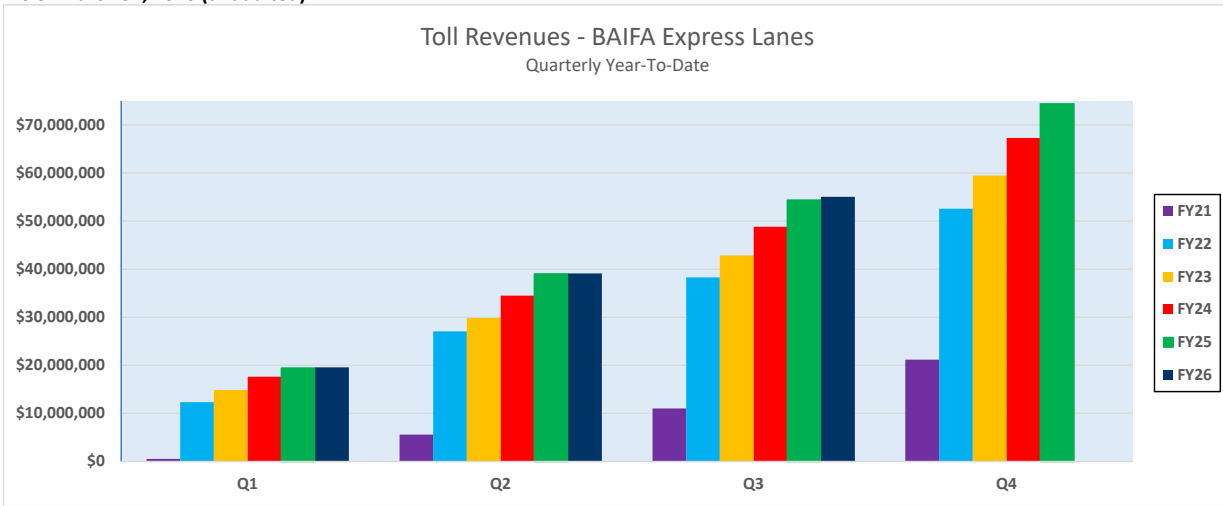
	Balance
Government-Sponsored Enterprises (GSE)	\$ 48,374,255
US Treasury	108,601,676
Mutual Funds	11,553,954
Corporate Debt	104,468,527
Supranational	2,352,273
CAMP	33,586,461
LAIF	5,733,476
Municipal Bonds	5,564,558
TOTAL CASH AND INVESTMENTS	<u>\$ 320,235,181</u>

*Market Values

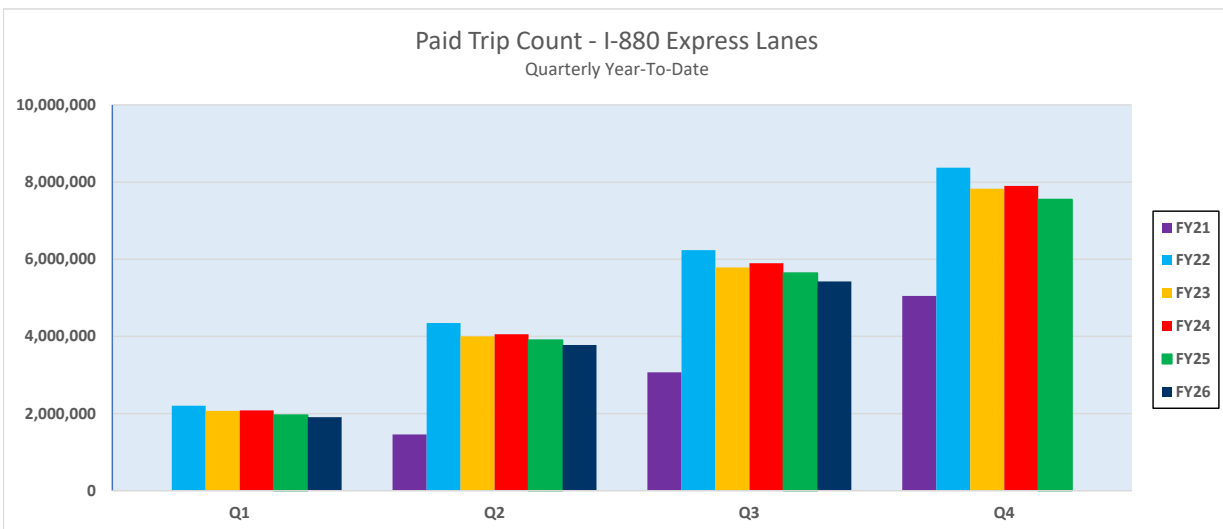
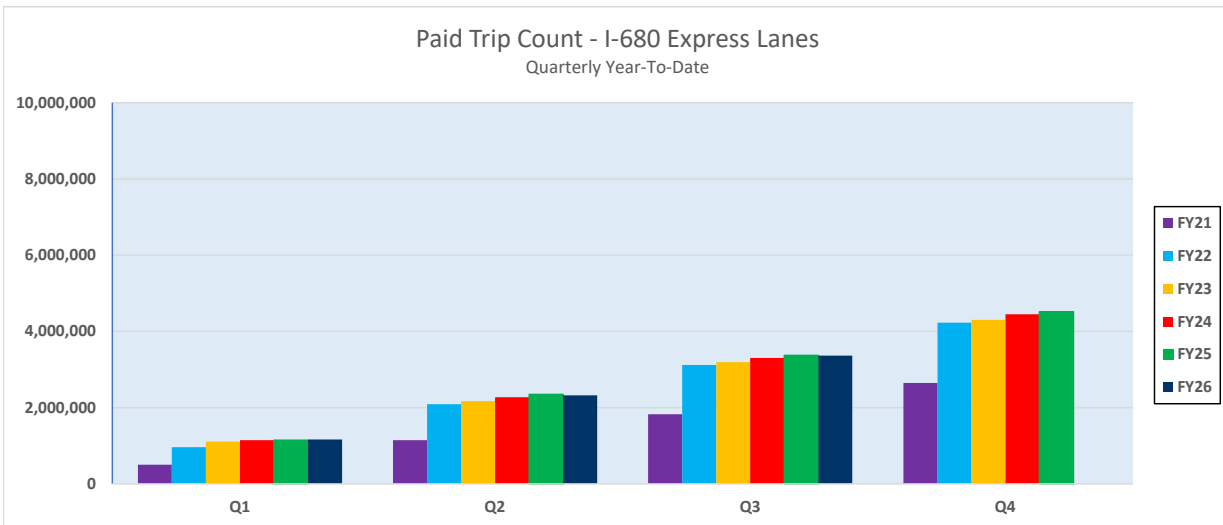
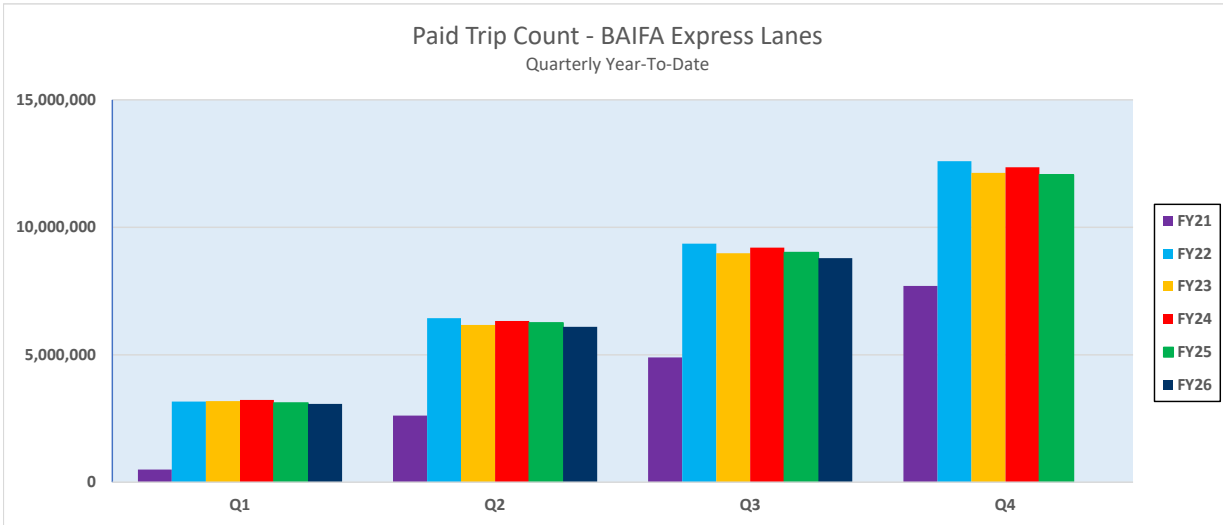
Investment Income for Jan-Mar 2026	2,604,373
Cumulative Earnings FY2025-26	9,356,386

*Note: The Investment and earning balances include BAIFA operating, capital, express lane rehabilitation, and capital reserve funds.

BAIFA Operating
 Toll Revenues - Graphs
 As of March 31, 2026 (unaudited)



BAIFA Operating
 Paid Trip Count - Graphs
 As of March 31, 2026 (unaudited)





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0677, **Version:** 1

Subject:

Contract Change Order - Express Lane Toll System Integrator (TSI): TransCore, LP (\$13,207,741)

Presenter:

Tiffany Vuong

Recommended Action:

Committee Approval

Attachments:

**Bay Area Infrastructure Financing Authority
Network and Operations Committee**

June 12, 2026

Agenda Item 4c – 26-0677

**Contract Change Order – Express Lane Toll System Integrator (TSI): TransCore, LP
(\$13,207,741)**

Subject:

A request for approval to enter into a contract change order with TransCore, LP to add funds in an amount not to exceed \$13,207,741 for general express lanes operations and maintenance services, including manual image review services and equipment spare parts, in accordance with the Fiscal Year (FY) 2026-27 Bay Area Infrastructure Financing Authority (BAIFA) Operating and Capital Budget, subject to approval.

Background:

BAIFA operated express lanes on two corridors (I-680 and I-880) and added the I-80 express lanes in Solano County, which opened December 16, 2025. The I-680 corridor, located in Contra Costa County, spans 37 lane miles from Martinez to San Ramon. The I-880 corridor, in Alameda County, spans 46 lane miles from Oakland to Fremont. The I-80 corridor, located in Solano County, spans 36 lane miles from Fairfield to Vacaville.

In addition, BAIFA provides toll system maintenance support for the San Mateo US 101 (SM-101) Express Lanes. The SM-101 corridor, located in San Mateo County, spans 58 lane miles from Palo Alto to San Bruno. BAIFA is reimbursed for the corridor's operations and maintenance costs by the San Mateo County Express Lanes Joint Powers Authority.

BAIFA contracts with TransCore to provide system implementation, as well as operations and maintenance services, for the four corridors described above. This annual action seeks approval to add funds to the TransCore contract for general operations and maintenance for the coming fiscal year, in accordance with the FY 2026-27 BAIFA Operating and Capital Budget (subject to Board approval) in June 2026. These services include manual image review, as well as corrective, predictive, and preventive maintenance, and the provision of spare parts. The anticipated cost of this work is \$13,207,741. Attachment A includes a summary of TransCore and its project team's small business enterprise status.

Issues:

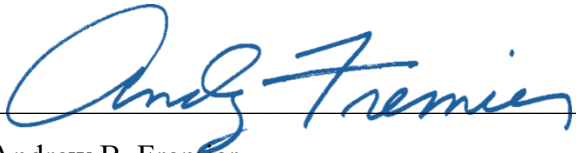
None identified.

Recommendations:

Staff recommends authorization for 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 \$13,207,741, in accordance with the FY 2026-27 BAIFA Operating and Capital Budget, subject to approval.

Attachments:

- Attachment A: Small Business Enterprise Status
- Attachment B: Request for Committee Approval – Summary of Proposed Contract



Andrew B. Fremier

Small Business Enterprise Status

	Firm Name	Role on Project	SBE** Yes / No	If SBE Yes, List #
Prime Contractor	TransCore, LP	Toll System Integrator	No	N/A
Subcontractor	Arcadis (IBI)	Communications Network	No	N/A
Subcontractor	Bear Electric	Electrical Installation Services	Yes	1797161
Subcontractor	Global Agility Services	Manual Image Review	No	N/A
Subcontractor	Independent Structures	Sign Structure Maintenance and Overlays	Yes	1464280
Subcontractor	Toll Vision (JAI Inc.)	VES Flash/VES Camera	No	N/A
Subcontractor	Sun Microwave	Preventative Maintenance/ Wireless Network Support	Yes	38797
Subcontractor	SWPPQUEEN	Environmental Services	Yes	2011950
Subcontractor	Western Traffic	Traffic Control / Work Zone	Yes	35779
Subcontractor	AWP	MOT Services (Back-Up)	No	N/A

Footnote

**Denotes certification by the State of California.

Request for Committee Approval

Summary of Proposed Contract Amendment

Work Item No.: 6861, 6863, 6864, 6865

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 increase TransCore’s contract value and authorize TSI for work related to operations and maintenance for FY 2026-27.

Project Cost Not to Exceed: \$13,207,741
Current contract amount before this amendment: \$175,806,214
Total contract amount after this amendment: \$189,013,955

Funding Source: BAIFA Operating and Capital Budget and BAIFA Express Lanes Rehab Program

Fiscal Impact: Funding is subject to the approval of the Fiscal Year 2026-27 BAIFA Operating and Capital Budget

Motion by Committee: That the Executive Director or designee is authorized to negotiate and enter into a Contract Change Order with TransCore, LP. operations and maintenance services as described above and in the BAIFA Network and Operations Committee Summary Sheet dated June 12, 2026, and that the Chief Financial Officer is authorized to set aside \$13,207,741 for such Contract Change Order, as specified above, subject to the approval of the FY 2026-27 BAIFA Operating and Capital Budget.

BAIFA Network and
Operations Committee:

Sue Noack, Chair

Approved: June 12, 2026



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0675, **Version:** 1

Subject:

Bay Area Infrastructure Financing Authority (BAIFA) Express Lanes Quarterly Report: Annual Year First Quarter (January- March 2026)

Summarizing weekday operational statistics for the Interstate 80 (I-80) Solano, Interstate 680 (I-680) Contra Costa, and Interstate 880 (I-880) Express Lanes, and operational statistics for the weekend pilot on Interstate 80 (I-80) Solano Express Lanes.

Presenter:

Barbara Laurenson

Recommended Action:

Information

Attachments:

**Bay Area Infrastructure Financing Authority
Network and Operations Committee**

June 12, 2026

Agenda Item 5a – 26-0675

**Bay Area Infrastructure Financing Authority (BAIFA) Express Lanes Quarterly Report:
Annual Year First Quarter (January– March 2026)**

Subject:

Summarizing weekday operational statistics for the Interstate 80 (I-80) Solano, Interstate 680 (I-680) Contra Costa, and Interstate 880 (I-880) Express Lanes, and operational statistics for the weekend pilot on Interstate 80 (I-80) Solano Express Lanes.

Background:

BAIFA operates Express Lanes on three corridors – I-80 in Solano County, I-680 in Contra Costa County and I-880 in Alameda County - to provide drivers with the choice for faster, more reliable trips by carpooling, using transit, or paying tolls. Express Lanes are intended to increase person throughput and use HOV lane capacity effectively, supporting Plan Bay Area’s goals of strengthening regional mobility and positioning the Bay Area for future growth. The Express Lanes operate Monday through Friday from 5 a.m. to 8 p.m. BAIFA is also piloting weekend operations on the I-80 Express Lanes from 5 a.m. to 8 p.m. The I-80 Express Lanes began operating December 16, 2025. This is the first operations report including I-80 statistics.

The format of the Q1 2026 BAIFA Express Lanes Operations Report differs from past reports. Beyond adding I-80 data, the format has been simplified. The report presents weekday operating statistics for the three corridors followed by weekend operating statistics for the I-80 weekend pilot.

Highlights:

- About 8.5 million express lanes trips were made on BAIFA’s network in Q1 2026, of which 7.9 million were on weekdays and 0.6 million were on weekends.
- I-880 remained the highest used express lanes corridor in the network, with about 66,000 average daily trips (ADT) in Q1 2026, while I-680 carried about 38,000 ADT. Compared to a year ago, Express Lane trips increased less than 1% on I-880 and about 7% on I-680 with the same number of tolling days.

- I-80 average weekday daily trips reached 21,000, while average weekend daily trips were around 24,000. On a daily basis, more drivers chose the I-80 Express Lanes on weekend days versus weekday days.
- I-680 Express Lane toll revenue increased 32% from a year ago. The number of paid trips fell less than 1% while the average toll increased by 32%.
- I-880 Express Lane toll revenue decreased 2% from a year ago. The number of paid trips fell 6.5% while the average toll increased by 1%.
- Across the network, and including data from the Solano 80 weekend pilot, drivers chose to pay tolls to use the lanes for 46% of trips and to carpool toll-free for 41% of trips. The remaining 13% of the trips are violations, made by express lane drivers without a FasTrak® account.
- All express lane segments maintained higher average speeds than their general-purpose lane counterparts.

Next Steps:

The three-year I-80 weekend operations pilot will have a separate analysis beyond the scope of the quarterly report to evaluate conditions before and after the pilot. The evaluation will analyze before and after performance of the weekend operations including traffic volume, person throughput, speeds, congestion, travel time, incidents, diversion to local streets and revenue and cost impacts. The first annual interim report of the pilot evaluation will be presented in mid-2027. A second-year interim report will be presented in mid-2028, and the final full evaluation report will be presented prior to the end of the three-year pilot term. The final pilot evaluation report will include recommendations to continue the pilot, establish weekends as part of regular operations on I-80, or terminate weekend operations. Recommendations about the pilot will come to BAIFA with input from the Solano Transportation Authority and Caltrans.

Issues:

Shortly after the Solano I-80 Express Lanes opened in December, staff became aware through social media posts that some drivers were being charged tolls despite not having entered the express lanes (“cross-lane reads”). Based on information identified through these posts, staff conducted an audit of approximately 136,000 transactions and identified 38 cross-lane reads

attributable to an issue in the license plate image review process. Image reviewers have since been retrained to prevent recurrence. In cases brought to the attention of customer service representatives, the charges were reversed. Staff also reversed all cross-lane read charges identified through the audit process.

In the most recent audit conducted in April, no cross-lane reads were identified among approximately 64,000 transactions reviewed. Drivers who believe they were charged incorrectly are encouraged to contact the FasTrak Customer Service Center at 877-BAY-TOLL (877-229-8655).

Recommendations:

Information

Attachments:

- Attachment A: Presentation
- Attachment B: Quarterly Report



Andrew B. Fremier

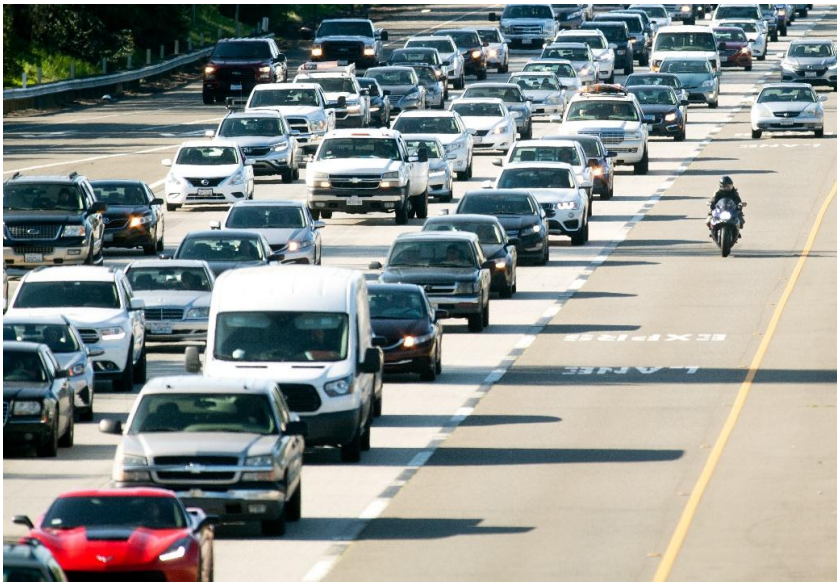
BAIFA Express Lanes Operations Report

1st Quarter 2026: January – March

I-80 Solano Express Lanes

I-680 Contra Costa Express Lanes

I-880 Express Lanes



Bay Area Infrastructure Financing Authority Network and Operations Committee
June 12, 2026

BAIFA Express Lanes Network

BAIFA's Express Lanes network includes **118 lane miles of express lanes.**

Express Lanes Corridor	Opening Date	Length (miles)
I-80 Solano	12/16/25	18 mi. EB 18 mi. WB
I-680 Contra Costa	10/3/17	11 mi. NB 25 mi. SB
I-880 Alameda	10/2/20	20 mi. NB 26 mi. SB

The goals of Express Lanes are to:

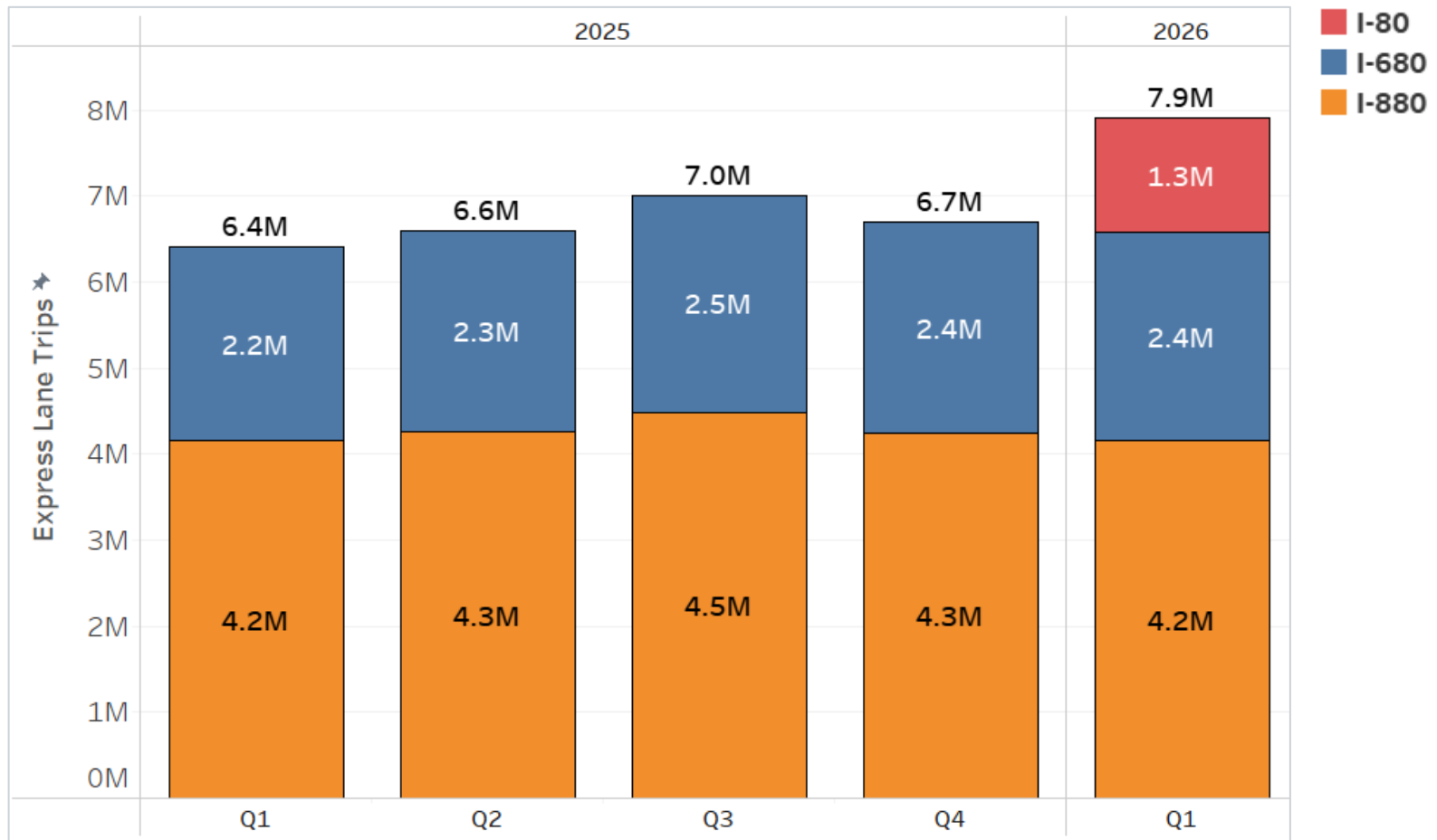
- Provide drivers choice for more reliable trips,
- Encourage carpooling and transit ridership,
- Increase person throughput, and
- Use HOV lane capacity effectively.



Weekday Total Express Lane Trips

Approximately **8 million** weekday express lane trips were made in Q1 2026.*

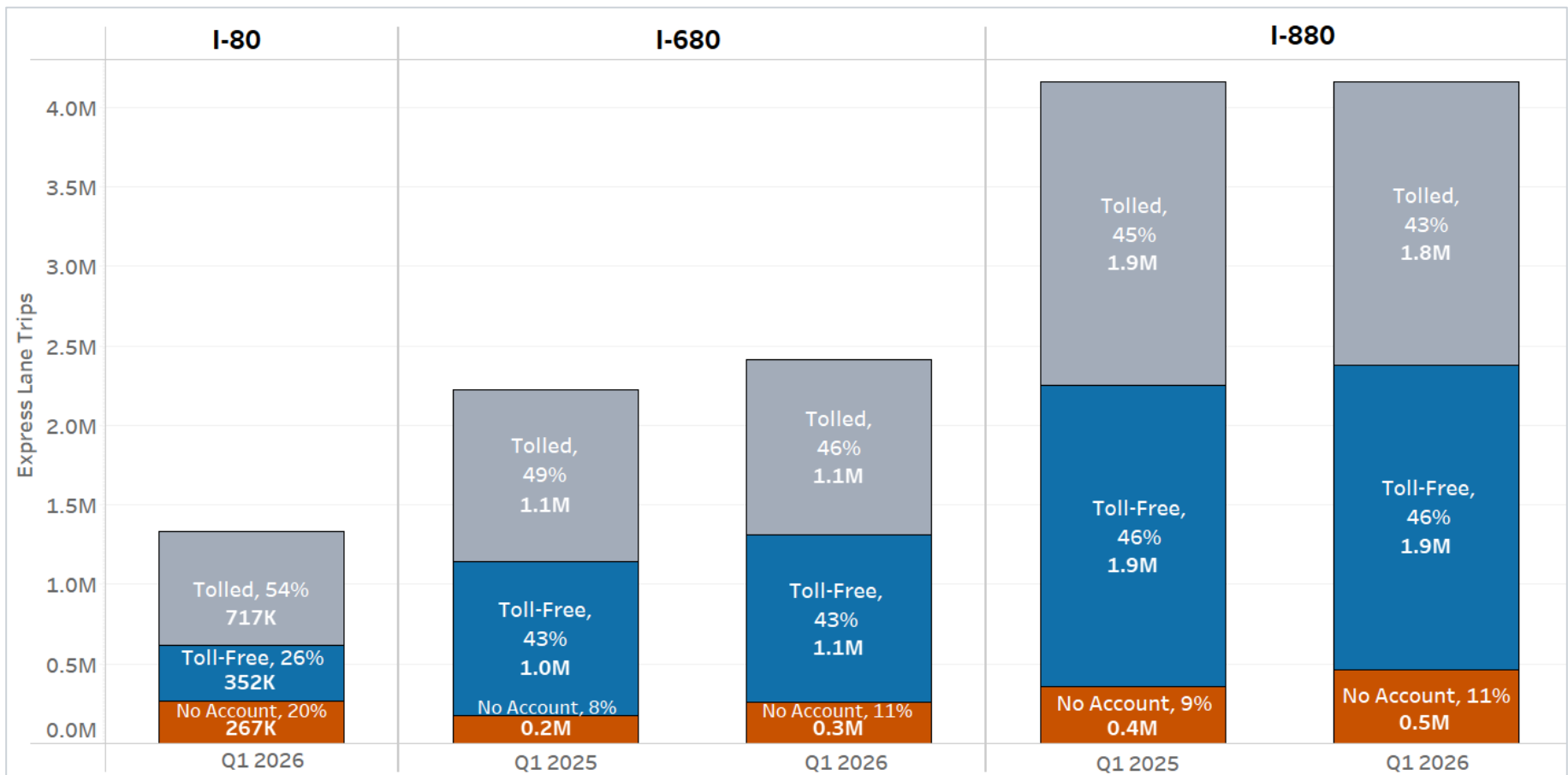
Excluding the I-80 Express Lanes, weekday network trips **increased 3%** from a year ago (Q1 2025).



* There were **63** weekday express lane operating days in Q1 2026, the same as Q1 2025.

Weekday Trip Type Distribution

In Q1 2026, the share of I-80 weekday toll-free trips was **26%**, while the share incurring a toll was **54%**, and the share of trips made without a FasTrak account* was **20%****. The share of I-680 toll-free trips was **43%**, while the share incurring a toll was **46%**. The share of I-880 toll-free trips was **46%**, while the share incurring a toll was **43%**. Data from a year ago (Q1 2025) is shown for comparison.



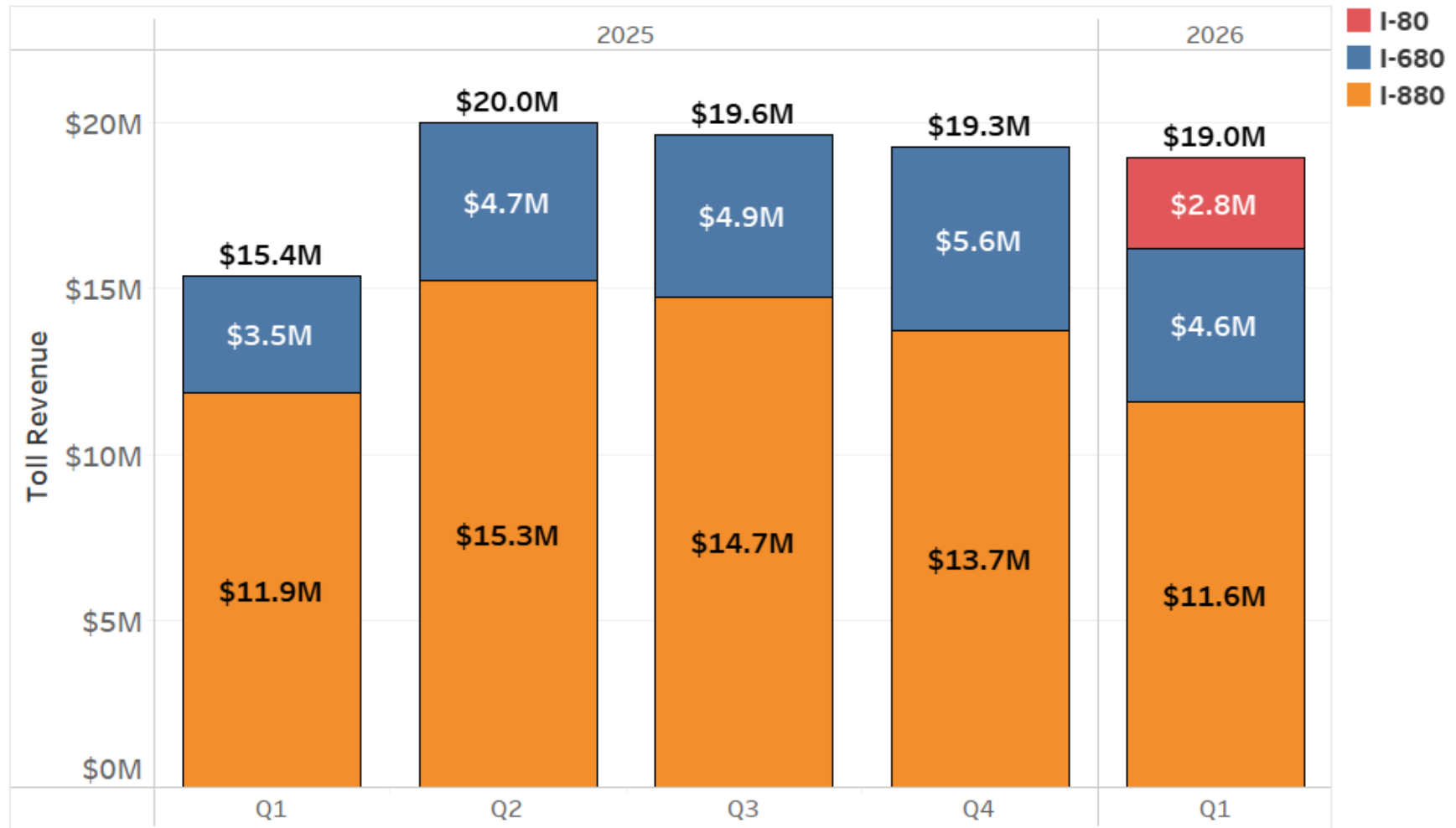
* Trips made without a FasTrak account are invoiced for the toll and a penalty using license plate records.

** This relatively high share is a result of the lane recently opening. It is consistent with data from the early quarters after opening other express lanes. BAIFA offered a “grace period” on I-80 from December 16, 2025 to February 28, 2026 so drivers would not receive penalties for not having a FasTrak account.

Toll Revenue

In Q1 2026, about **\$19 million*** toll revenue was collected from FasTrak accounts across BAIFA's express lanes network.

Excluding the I-80 Express Lanes, toll revenue **increased 5%** from a year ago.



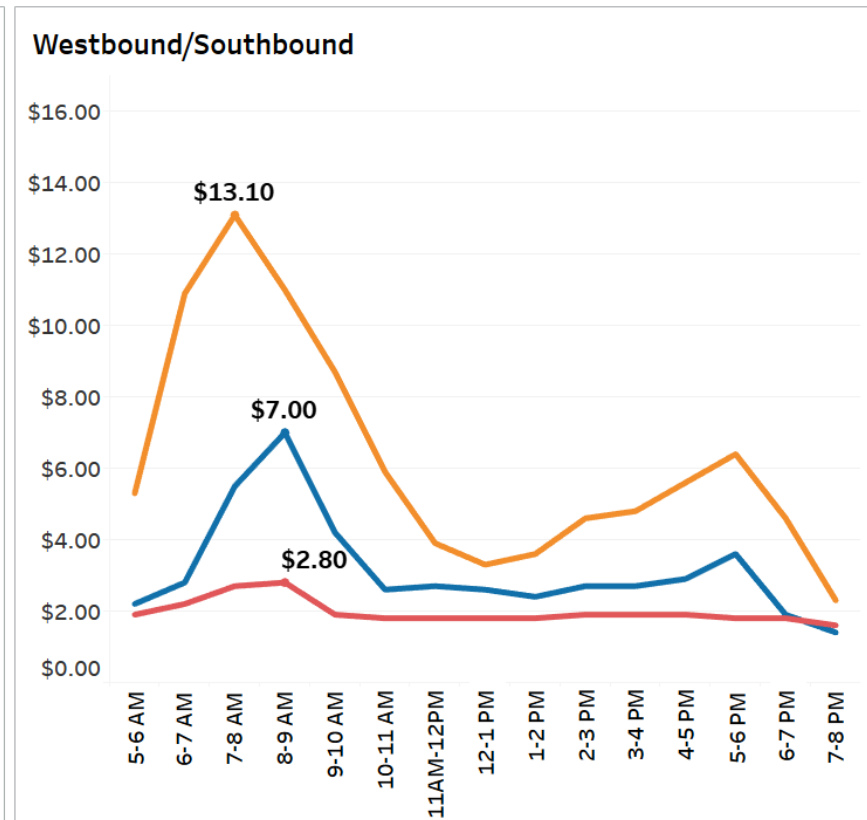
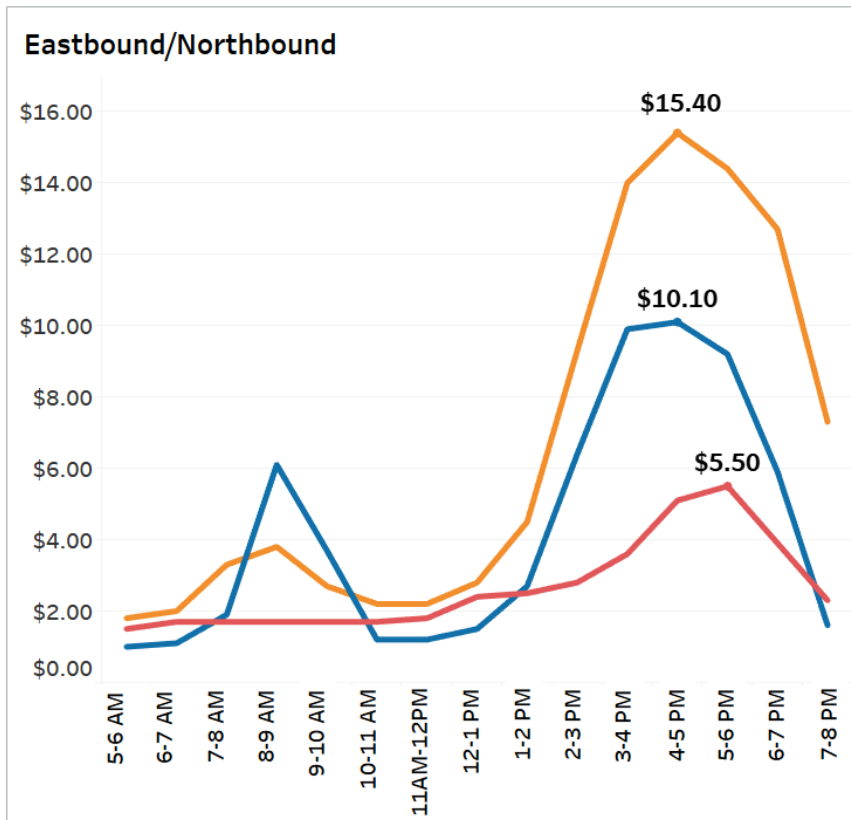
* I-80 toll revenue includes weekday and weekend toll revenue and does not include penalty revenue.

Weekday Average Hourly Tolls

Average hourly tolls are the average non-discounted toll paid per trip during a given hour and vary based on traffic conditions and trip distance.

For all BAIFA Express Lanes, the minimum toll is \$0.75.

■ I-80 ■ I-680 ■ I-880



Weekend

Total Express Lane Trips and Average Daily Trips

Approximately **634,000** weekend express lane trips (paid and toll-free trips) were made in Q1 2026. Weekend trips were **32% of all I-80 express lane trips** in Q1 2026.

Approximately **24,404** weekend average daily express lane trips were made in Q1 2026. Compared to weekdays, **15% more** average daily trips were made on weekends.

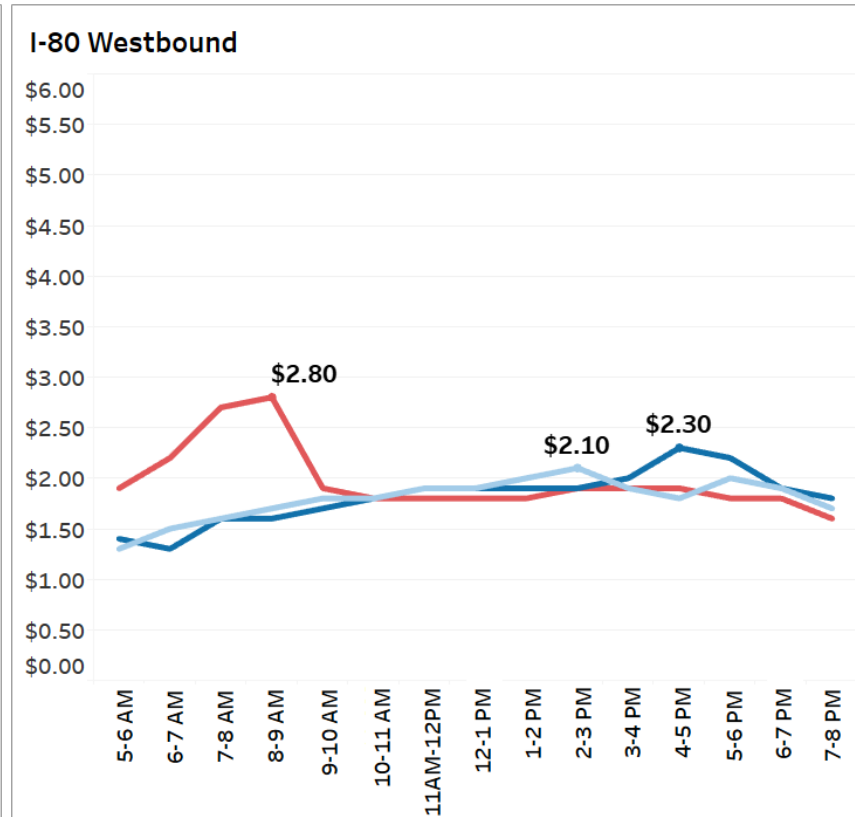
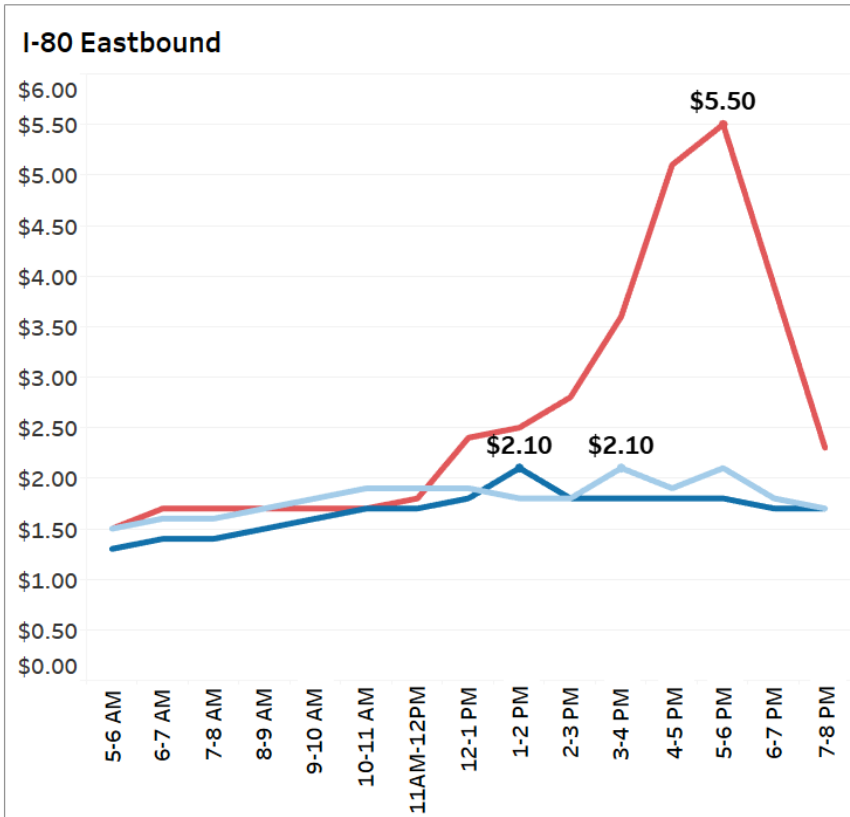
Blank	Total EL Trips	Operating Days	Average Daily Trips
I-80 Weekend	634,493	26	24,404
I-80 Weekday	1,335,148	63	21,193

Weekend Average Hourly Tolls

Average hourly tolls are the average non-discounted toll paid per trip during a given hour and vary based on traffic conditions and trip distance.

For all BAIFA Express Lanes, the minimum toll is \$0.75.

■ Saturday
 ■ Sunday
 ■ Weekdays (Mon-Fri)



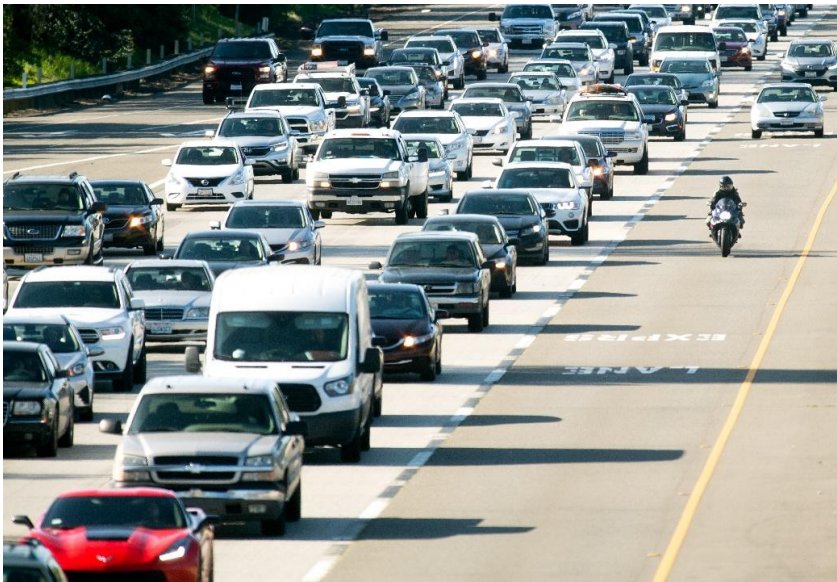
BAIFA Express Lanes Operations Report

1st Quarter 2026: January – March

I-80 Solano Express Lanes

I-680 Contra Costa Express Lanes

I-880 Express Lanes



Bay Area Infrastructure Financing Authority Network and Operations Committee
June 12, 2026

BAIFA Express Lanes Network

BAIFA's Express Lanes network includes **118 lane miles of express lanes**.

Express Lanes Corridor	Opening Date	Length (miles)
I-80 Solano	12/16/25	18 mi. EB 18 mi. WB
I-680 Contra Costa	10/3/17	11 mi. NB 25 mi. SB
I-880 Alameda	10/2/20	20 mi. NB 26 mi. SB

The goals of Express Lanes are to:

- Provide drivers choice for more reliable trips,
- Encourage carpooling and transit ridership,
- Increase person throughput, and
- Use HOV lane capacity effectively.



BAIFA Express Lanes Operating Policies

Operating hours on all three express lanes are **5am to 8pm Monday - Friday**.

Weekend operating hours on the Solano I-80 Express Lanes are also in effect from **5am to 8pm on Saturday and Sunday** as part of a three-year pilot.

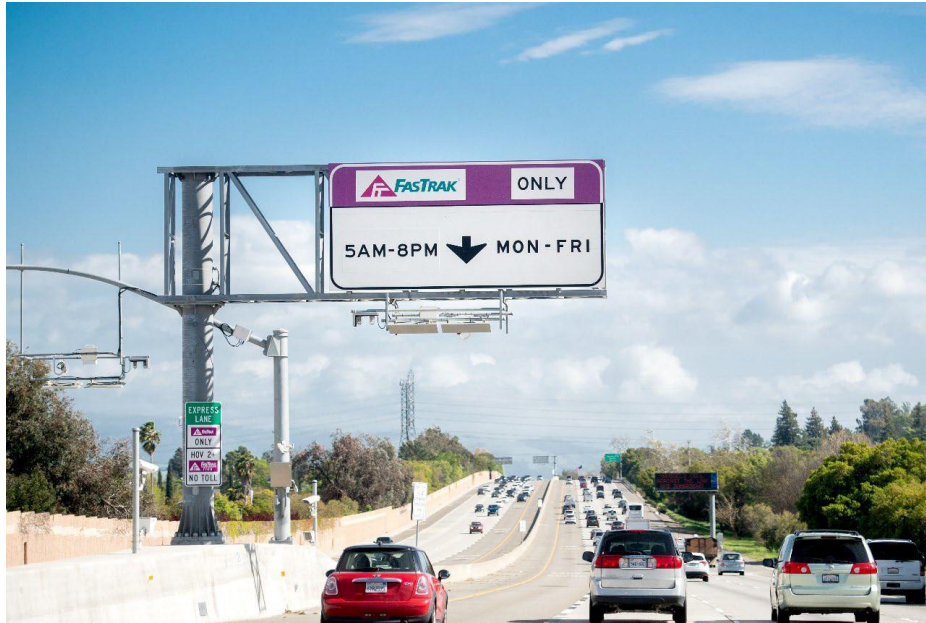
All express lanes drivers must have a FasTrak® account to avoid penalties.

Express Lanes Use	I-80	I-680	I-880
Standard FasTrak tags with no switch (issued prior to 2020)	Full Toll	Full Toll	Full Toll
License plates registered to a valid FasTrak account	Full Toll	Full Toll	Full Toll
Solo drivers with a FasTrak Flex® toll tag set to “1”	Full Toll	Full Toll	Full Toll
Carpools (2 people) with a FasTrak Flex toll tag set to “2”	Half-Toll	Free	Half-Toll
Motorcycles and 2-seater vehicles carrying 2 people with a FasTrak Flex toll tag set to “3+”	Free	Free	Free
Carpools (3+ people) with a FasTrak Flex toll tag set to “3+”	Free	Free	Free

Before 10/1/25, solo drivers in eligible clean-air vehicles (CAV) paid half-price tolls with FasTrak CAV toll tags set to “1”.

Q1 2026 Overview

- This is the first report including the I-80 Express Lanes, which opened in December 2025.
- About **8.5 million** express lanes trips were made on BAIFA's network in Q1 2026, of which **7.9 million** were on weekdays and **0.6 million** were on weekends.
- I-880 remained the highest-used express lanes corridor in the network, with about **66,000 average daily trips (ADT)** in Q1 2026, while I-680 carried about **38,000 ADT**.
- I-80 average weekday trips reached **21,000**, while average weekend trips were around **24,000**. More drivers used the express lanes on weekends on a daily basis.
- Across the network, and including data from the Solano 80 weekend pilot, drivers chose to pay to use the lanes for **46%** of trips and to carpool toll-free for **41%** of trips. The remaining **13%** of trips were made by express lane drivers without a FasTrak® account.
- All express lane segments maintained higher average speeds than their general-purpose lane counterparts.



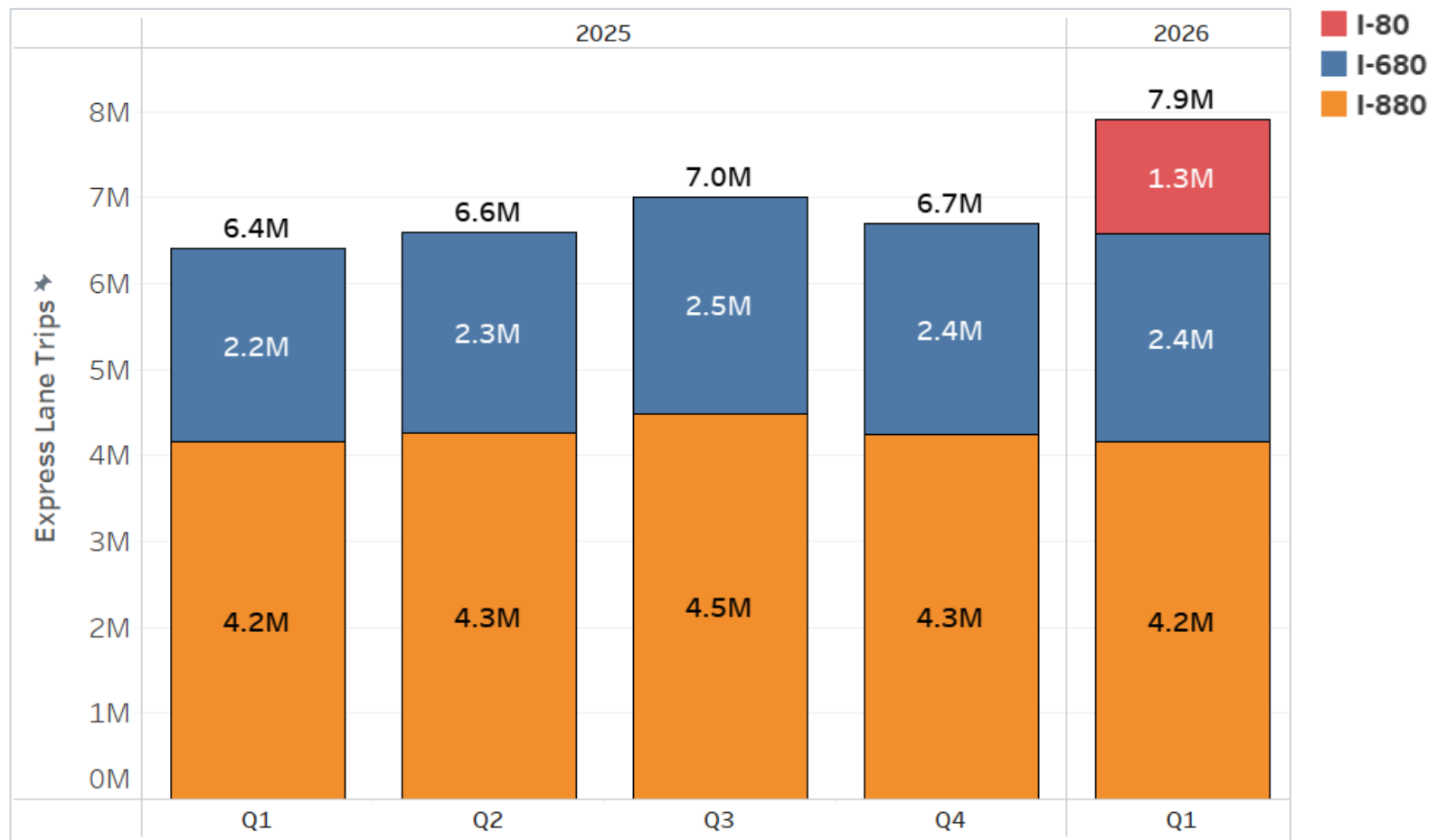
Weekday Express Lanes Data

I-80, I-680, and I-880

Weekday Total Express Lane Trips

Approximately **8 million** weekday express lane trips were made in Q1 2026.*

Excluding the I-80 Express Lanes, weekday network trips **increased 3%** from a year ago (Q1 2025).



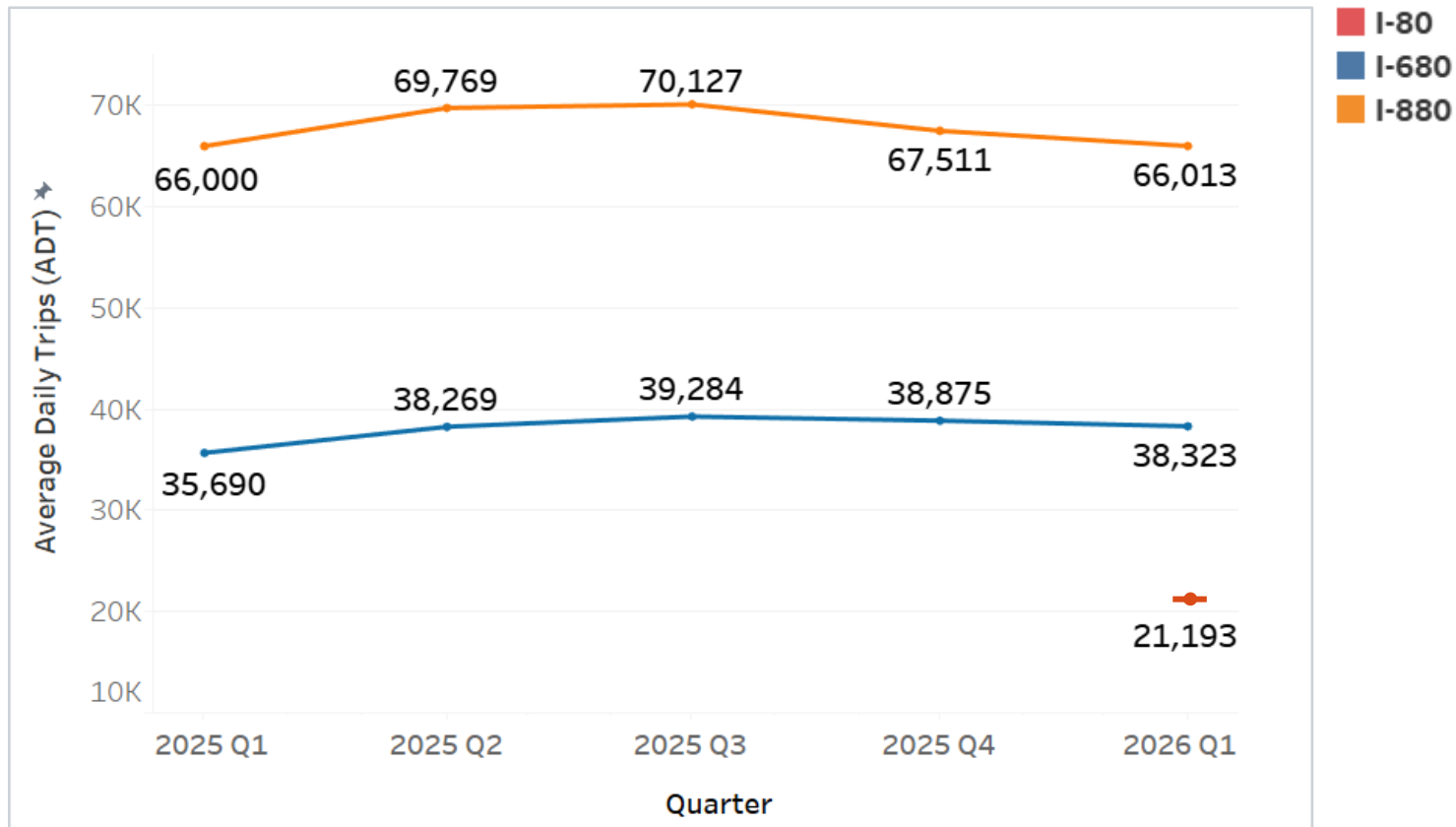
* There were **63** weekday express lane operating days in Q1 2026, the same as Q1 2025.

Weekday

Average Daily Trips

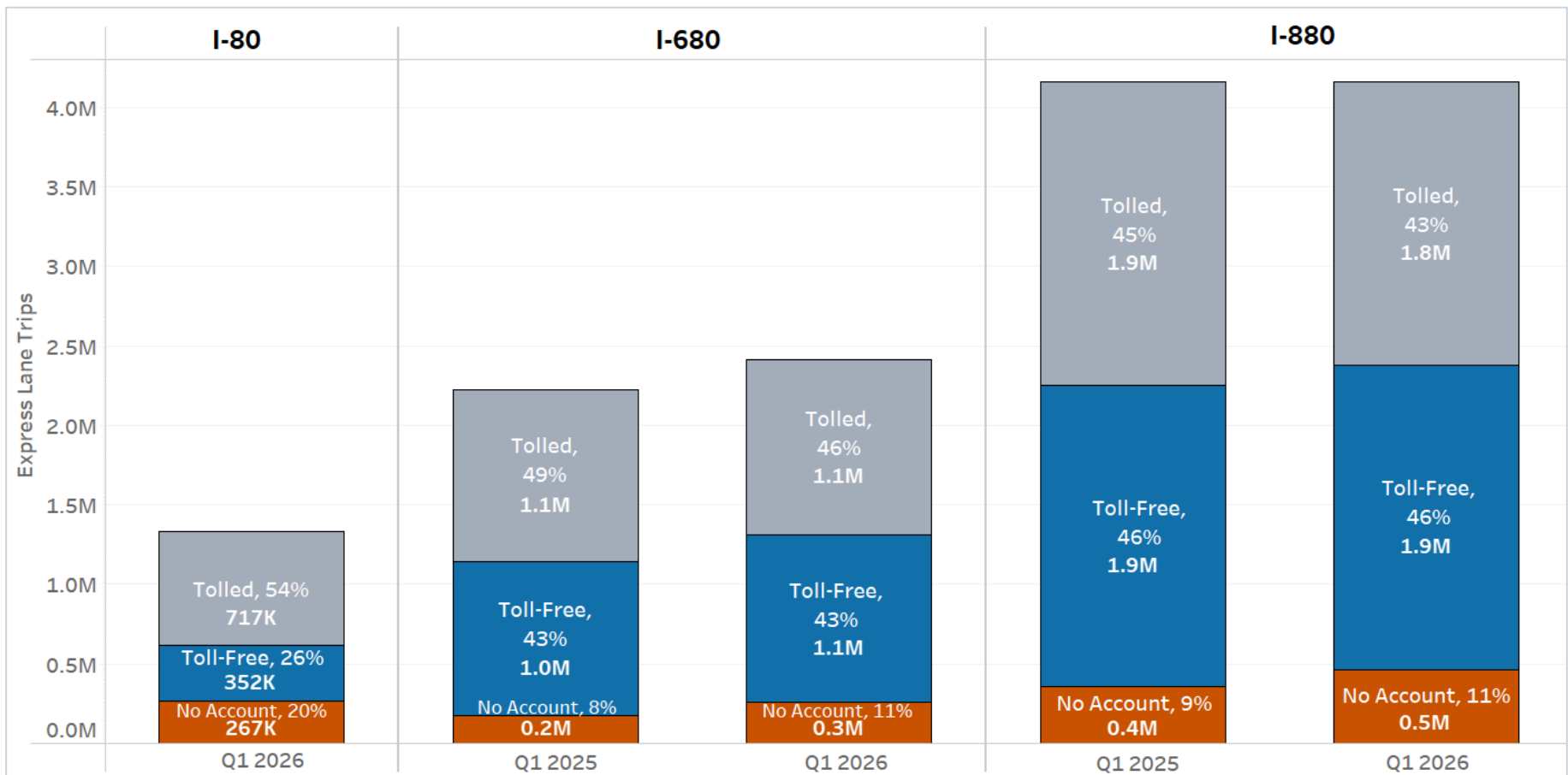
The Average Daily Trips (ADT) count from January 2, 2026, through March 31, 2026, was:

- **21,193** on the I-80 Express Lanes.
- **38,323** on the I-680 Express Lanes, a **7% increase** from a year ago (Q1 2025).
- **66,013** on the I-880 Express Lanes, **about the same** as a year ago (Q1 2025).



Weekday Trip Type Distribution

In Q1 2026, the share of I-80 weekday toll-free trips was **26%**, while the share incurring a toll was **54%**, and the share of trips made without a FasTrak account* was **20%****. The share of I-680 toll-free trips was **43%**, while the share incurring a toll was **46%**. The share of I-880 toll-free trips was **46%**, while the share incurring a toll was **43%**. Data from a year ago (Q1 2025) is shown for comparison.



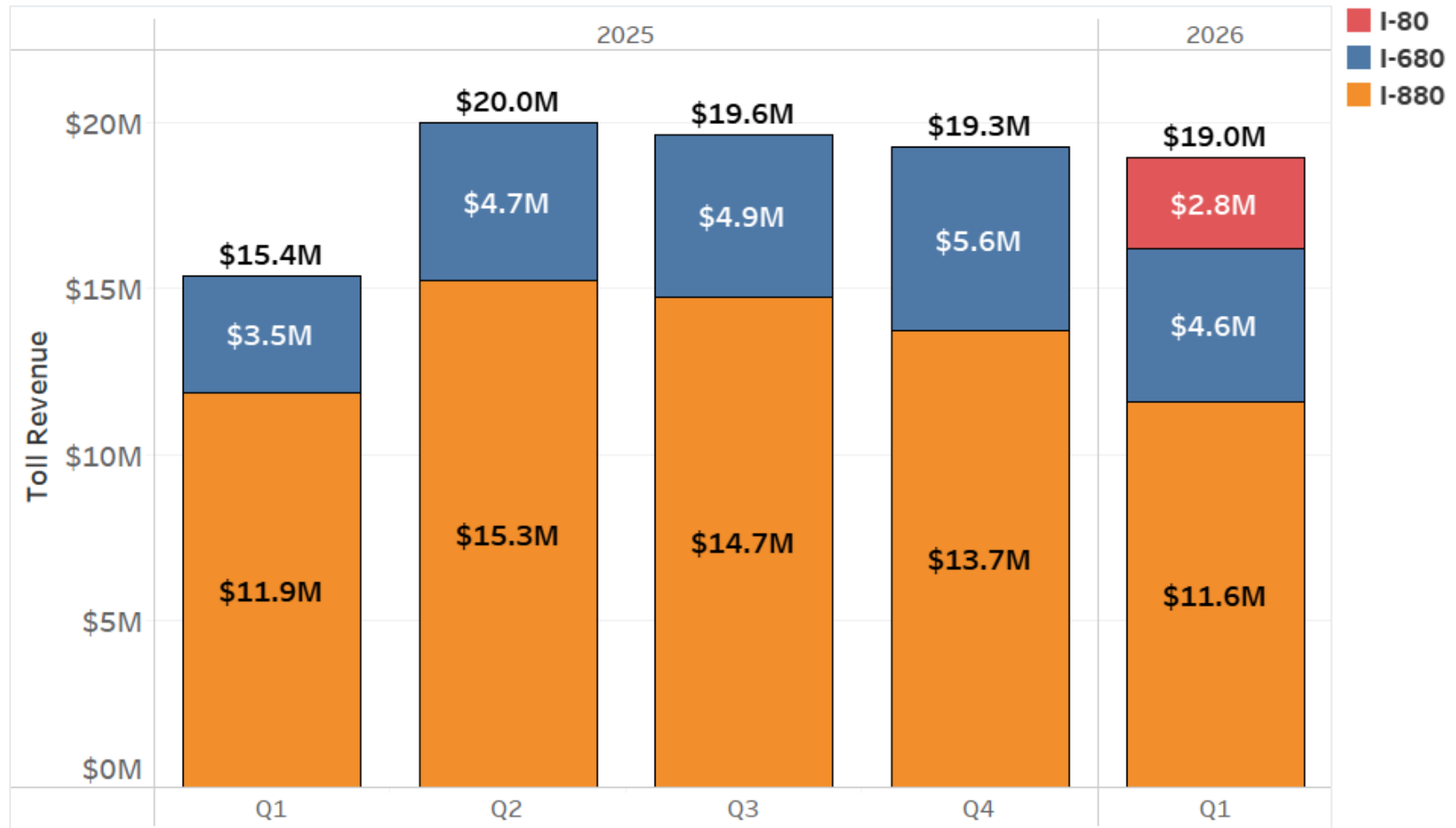
* Trips made without a FasTrak account are invoiced for the toll and a penalty using license plate records.

** This relatively high share is a result of the lane recently opening. It is consistent with data from the early quarters after opening other express lanes. BAIFA offered a “grace period” on I-80 from December 16, 2025 to February 28, 2026 so drivers would not receive penalties for not having a FasTrak account.

Toll Revenue

In Q1 2026, about **\$19 million*** toll revenue was collected from FasTrak accounts across BAIFA's express lanes network.

Excluding the I-80 Express Lanes, toll revenue **increased 5%** from a year ago.



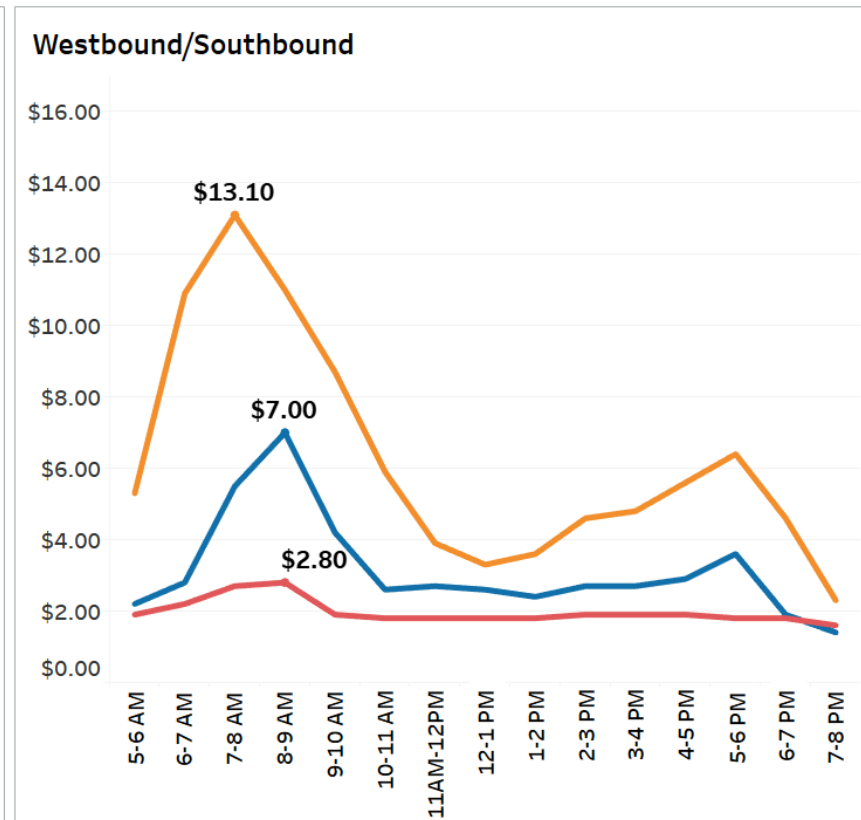
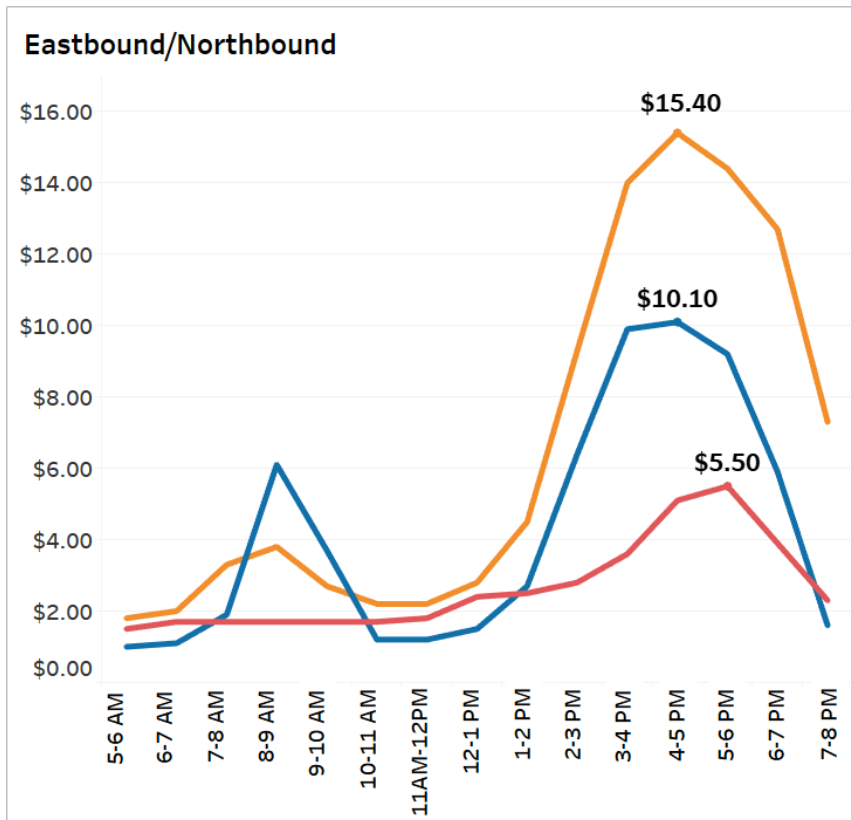
* I-80 toll revenue includes weekday and weekend toll revenue and does not include penalty revenue.

Weekday Average Hourly Tolls

Average hourly tolls are the average non-discounted toll paid per trip during a given hour and vary based on traffic conditions and trip distance.

For all BAIFA Express Lanes, the minimum toll is \$0.75.

■ I-80 ■ I-680 ■ I-880



Weekday

Corridor-Length Slowest Travel

I-80 Express Lanes		
	Eastbound	Westbound
Peak Time	5-6 pm	7-8 am
Peak Location	Manuel Campos Pkwy.	SR 12
EL Speed	66 mph	74 mph
GP Lane Speed	55 mph	65 mph
Speed Differential	11 mph	9 mph

I-680 Express Lanes		
	Northbound	Southbound
Peak Time	4-5 pm	8-9 am
Peak Location	El Cerro Blvd.	Treat Blvd.
EL Speed	59 mph	66 mph
GP Lane Speed	51 mph	56 mph
Speed Differential	8 mph	10 mph

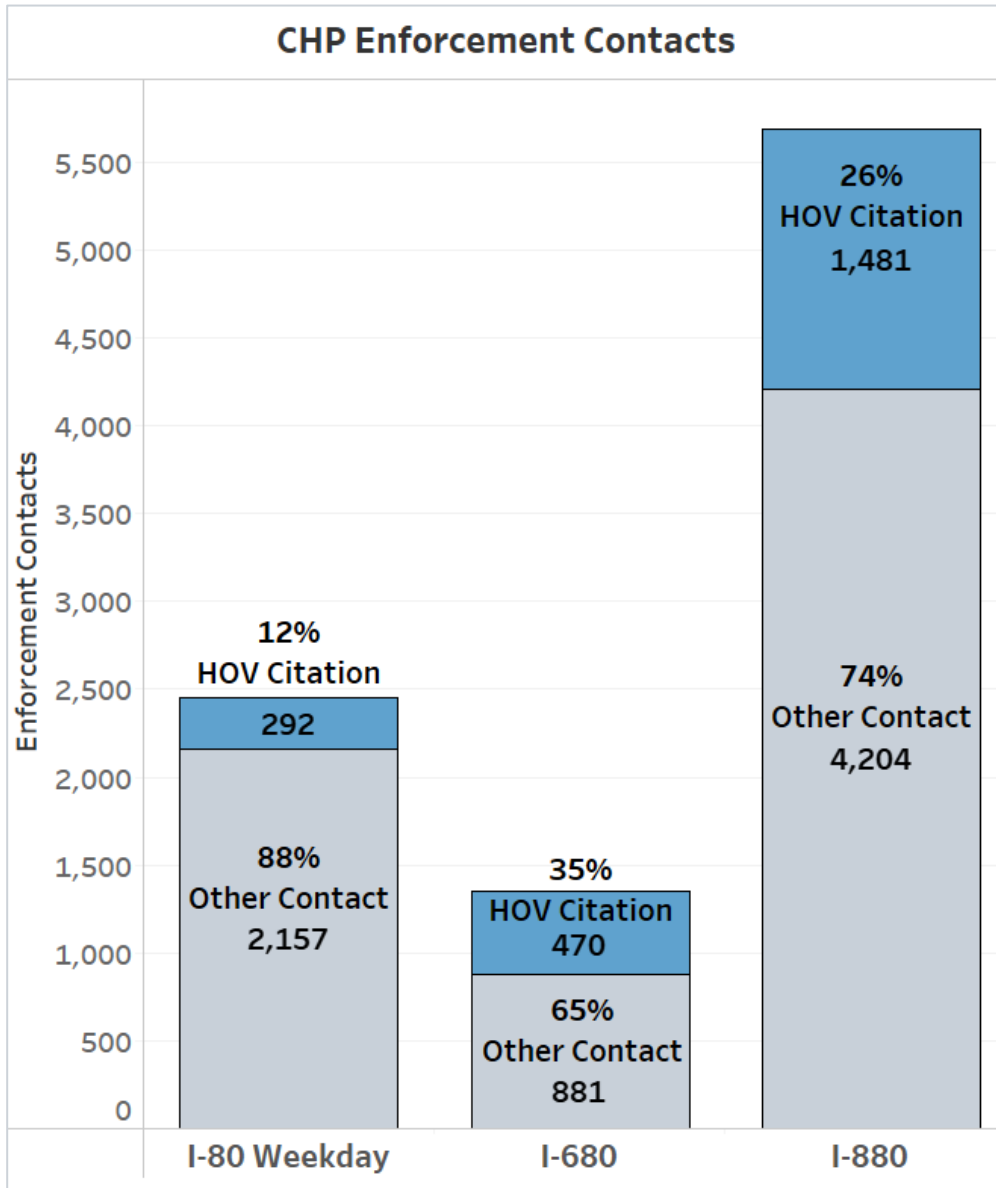
Weekday

Corridor-Length Slowest Travel

I-880 Express Lanes		
	Northbound	Southbound
Peak Time	5-6 pm	8-9 am
Peak Location	Whipple Rd.	Thornton Ave.
EL Speed	53 mph	52 mph
GP Lane Speed	37 mph	42 mph
Speed Differential	16 mph	10 mph

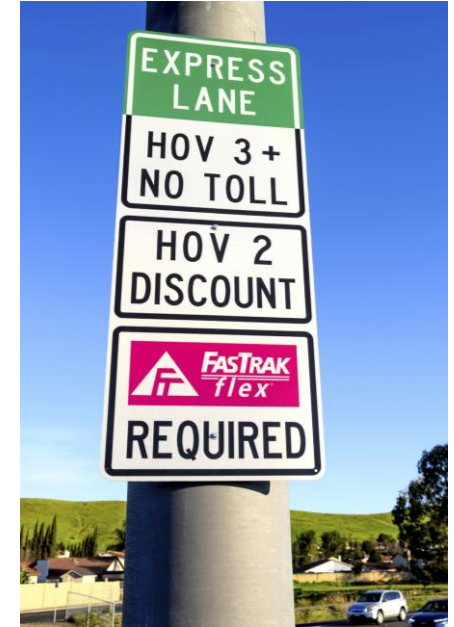
Weekday

California Highway Patrol (CHP) Enforcement



Blank	Enforcement Hours	Total Contacts
I-80	1,432 hours	2,449
I-680	1,153 hours	1,351
I-880	2,819 hours	5,685

Other contacts are described in the Appendix. They include enforcement against speeding, crossing double white lines, and more.



Weekend Express Lanes Data

I-80

Weekend

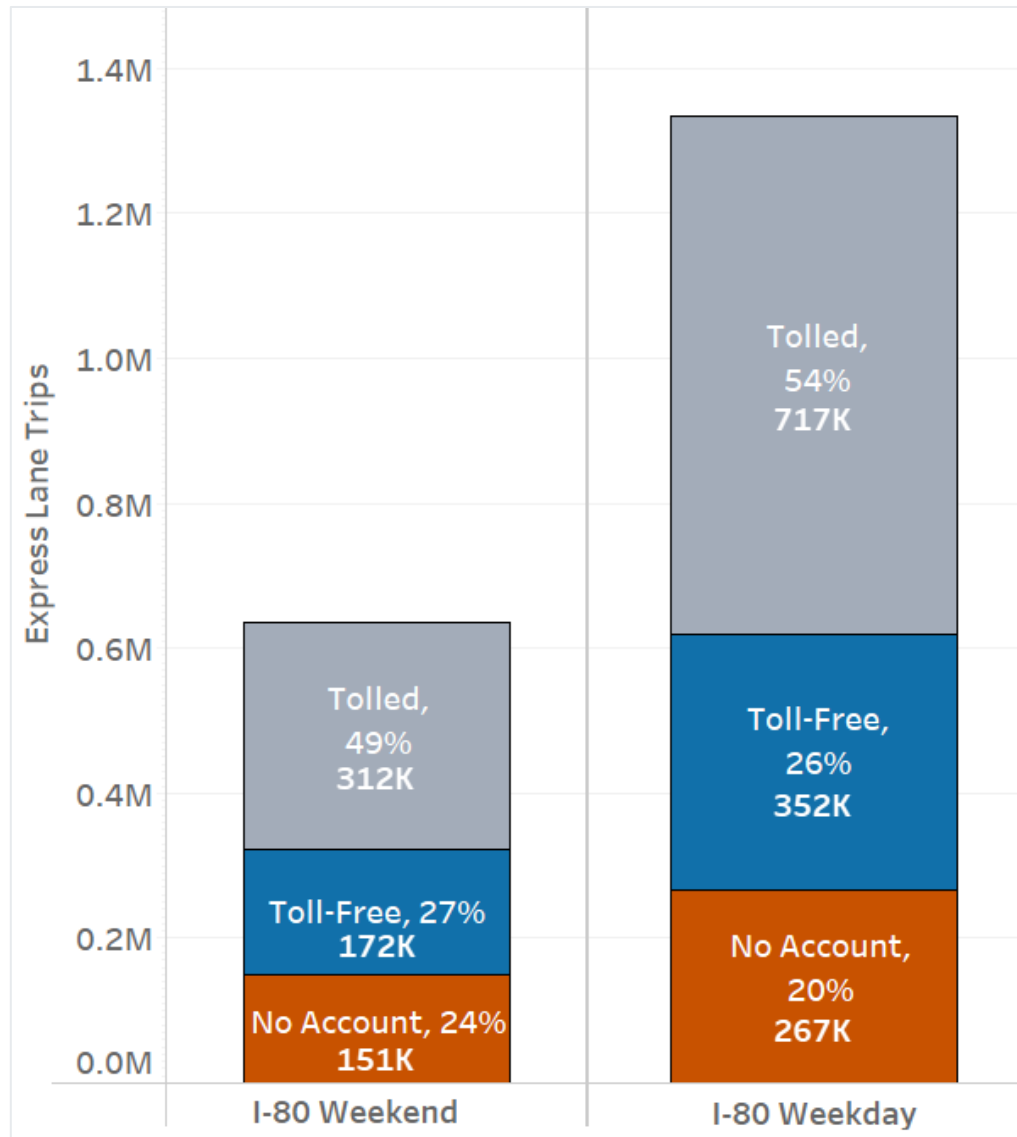
Total Express Lane Trips and Average Daily Trips

Approximately **634,000** weekend express lane trips (paid and toll-free trips) were made in Q1 2026. Weekend trips were **32% of all I-80 express lane trips** in Q1 2026.

Approximately **24,404** weekend average daily express lane trips were made in Q1 2026. Compared to weekdays, **15% more** average daily trips were made on weekends.

Blank	Total EL Trips	Operating Days	Average Daily Trips
I-80 Weekend	634,493	26	24,404
I-80 Weekday	1,335,148	63	21,193

Weekend Trip Type Distribution



Compared to weekdays, the share of tolled weekend express lane trips on I-80 was **5% less**, while the share of toll-free weekend trips was **1% greater**.

The relatively high share of trips made with no FasTrak account* is the result of the I-80 Express Lanes recently opening.

BAIFA offered a “grace period” from December 16, 2025 to February 28, 2026 so drivers would not get penalties for not having an account.

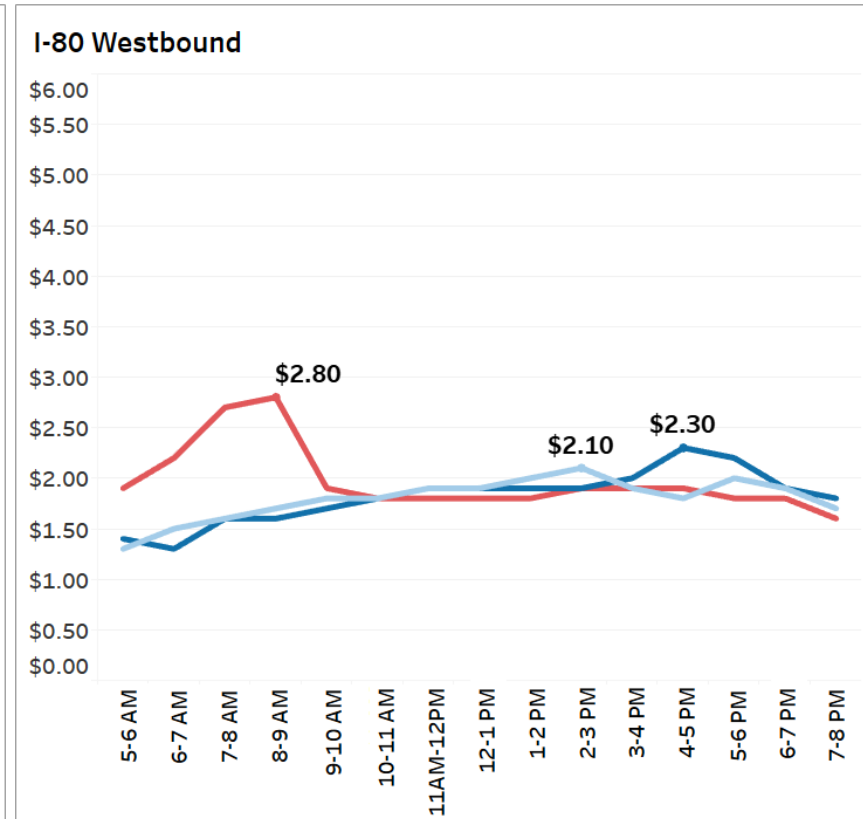
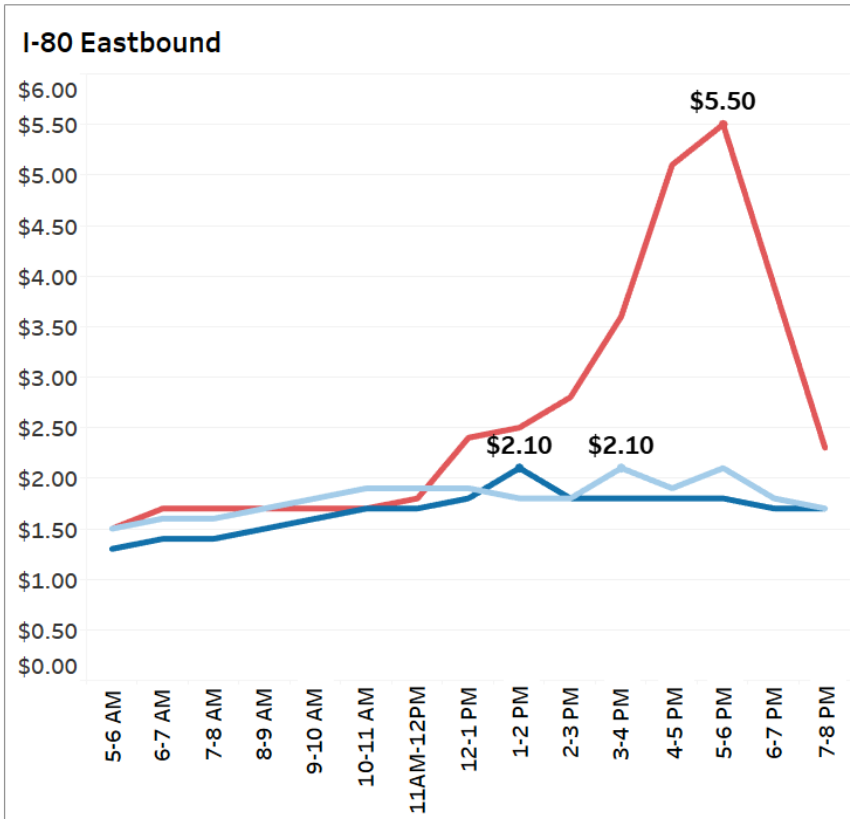
* Trips made without a FasTrak account are invoiced for the toll and a penalty using license plate records.

Weekend Average Hourly Tolls

Average hourly tolls are the average non-discounted toll paid per trip during a given hour and vary based on traffic conditions and trip distance.

For all BAIFA Express Lanes, the minimum toll is \$0.75.

■ Saturday
 ■ Sunday
 ■ Weekdays (Mon-Fri)



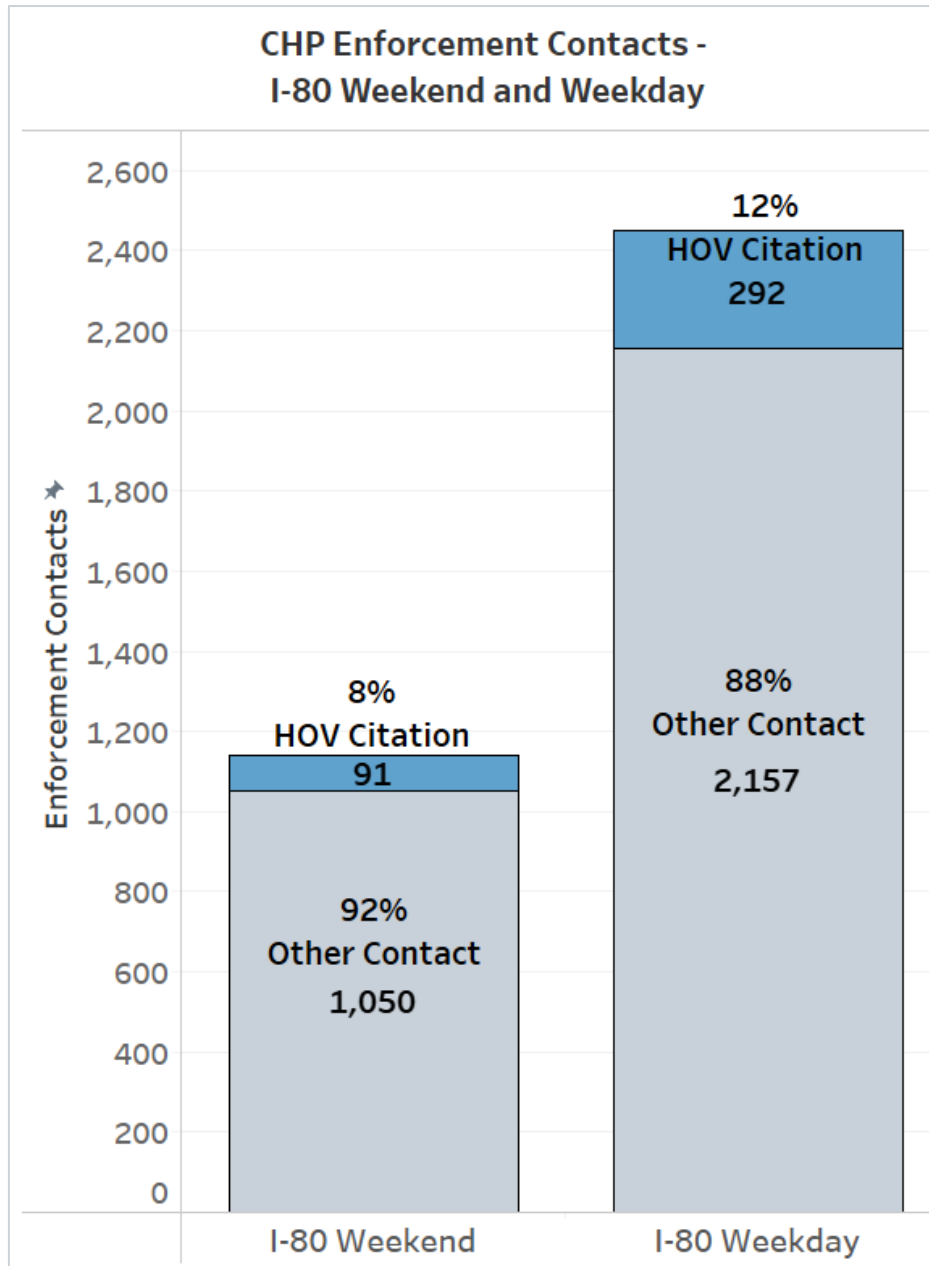
Weekend

Corridor-Length Slowest Travel

I-80 Express Lanes		
	Eastbound	Westbound
Peak Time	1-2 pm	5-6 pm
Peak Location	Manuel Campos Pkwy.	SR-12
EL Speed	77 mph	77 mph
GP Lane Speed	69 mph	68 mph
Speed Differential	8 mph	9 mph

Weekend

California Highway Patrol (CHP) Enforcement



	Enforcement Hours	Total Contacts
I-80 Weekend	647 hours	1,141
I-80 Weekday	1,432 hours	2,449

Other contacts are described in the Appendix. They include enforcement against speeding, crossing double white lines, and more.

Appendices

Select Chart Data

Weekday Express Lane Trips

Quarter	Year	Corridor	Total Express Lane Trips
Q1	2025	I-680	2,248,456
Q1	2025	I-880	4,158,003
Q2	2025	I-680	2,334,426
Q2	2025	I-880	4,255,920
Q3	2025	I-680	2,514,195
Q3	2025	I-880	4,488,142
Q4	2025	I-680	2,449,097
Q4	2025	I-880	4,253,191
Q1	2026	I-80	1,335,148
Q1	2026	I-680	2,414,376
Q1	2026	I-880	4,158,804

Select Chart Data, 2

Weekday Average Daily Trips (ADT)

Quarter	Year	Corridor	ADT
Q1	2025	I-680	35,690
Q1	2025	I-880	66,000
Q2	2025	I-680	38,269
Q2	2025	I-880	69,769
Q3	2025	I-680	39,284
Q3	2025	I-880	70,127
Q4	2025	I-680	38,875
Q4	2025	I-880	67,511
Q1	2026	I-80	21,193
Q1	2026	I-680	38,323
Q1	2026	I-880	66,013

Select Chart Data, 3

Weekday Trip Type Distribution

Quarter	Year	Corridor	Type	Count	Percentage
Q1	2025	I-680	Tolled	1,108,063	49%
Q1	2025	I-680	Toll-Free	967,516	43%
Q1	2025	I-680	No Account	172,877	8%
Q1	2025	I-880	Tolled	1,907,830	45%
Q1	2025	I-880	Toll-Free	1,894,419	46%
Q1	2025	I-880	No Account	355,754	9%
Q1	2026	I-80	Tolled	716,720	54%
Q1	2026	I-80	Toll-Free	351,774	26%
Q1	2026	I-80	No Account	266,654	20%
Q1	2026	I-680	Tolled	1,100,251	46%
Q1	2026	I-680	Toll-Free	1,057,528	43%
Q1	2026	I-680	No Account	256,597	11%
Q1	2026	I-880	Tolled	1,782,422	43%
Q1	2026	I-880	Toll-Free	1,911,653	46%
Q1	2026	I-880	No Account	464,729	11%

Select Chart Data, 4

General Toll Revenue

Quarter	Year	Corridor	Revenue (Dollars)
Q1	2025	I-680	\$3,503,782
Q1	2025	I-880	\$11,868,671
Q2	2025	I-680	\$4,734,779
Q2	2025	I-880	\$15,250,569
Q3	2025	I-680	\$4,853,368
Q3	2025	I-880	\$14,742,953
Q4	2025	I-680	\$5,554,369
Q4	2025	I-880	\$13,716,130
Q1	2026	I-80	\$2,752,074
Q1	2026	I-680	\$4,611,153
Q1	2026	I-880	\$11,589,902

Select Chart Data, 5

Weekday Peak Average Hourly Toll

Quarter	Year	Corridor	Peak Average Toll	Peak Toll Hour
Q1	2026	I-80 EB	\$5.50	5-6 PM
Q1	2026	I-80 WB	\$2.80	7-9 AM
Q1	2026	I-680 NB	\$10.10	4-5 PM
Q1	2026	I-680 SB	\$7.00	8-9 AM
Q1	2026	I-880 NB	\$15.40	4-5 PM
Q1	2026	I-880 SB	\$13.10	7-8 AM

Weekday California Highway Patrol (CHP) Enforcement Contacts

Quarter	Year	Corridor	Contact	Count	Percentage
Q1	2026	I-80	HOV Citation	292	12%
Q1	2026	I-80	Other Contact	2,157	88%
Q1	2026	I-680	HOV Citation	470	35%
Q1	2026	I-680	Other Contact	881	65%
Q1	2026	I-880	HOV Citation	1,481	26%
Q1	2026	I-880	Other Contact	4,204	74%

Select Chart Data, 6

Weekend Trip Type Distribution

Quarter	Year	Corridor	Type	Count	Percentage
Q1	2026	I-80 Weekend	Tolled	311,872	49%
Q1	2026	I-80 Weekend	Toll-Free	171,982	27%
Q1	2026	I-80 Weekend	No Account	150,639	24%
Q1	2026	I-80 Weekday	Tolled	716,720	54%
Q1	2026	I-80 Weekday	Toll-Free	351,774	26%
Q1	2026	I-80 Weekday	No Account	266,654	20%

Weekend Peak Average Hourly Toll

Quarter	Year	Corridor	Day	Peak Average Toll	Peak Toll Hour
Q1	2026	I-80 EB	Saturday	\$2.10	1-2 PM
Q1	2026	I-80 EB	Sunday	\$2.10	3-4 PM, 5-6 PM
Q1	2026	I-80 EB	Weekday	\$5.50	5-6 PM
Q1	2026	I-80 WB	Saturday	\$2.10	2-3 PM
Q1	2026	I-80 WB	Sunday	\$2.30	4-5 PM
Q1	2026	I-80 WB	Weekday	\$2.80	8-9 AM

Select Chart Data, 7

Weekend California Highway Patrol (CHP) Enforcement Contacts

Quarter	Year	Corridor	Contact	Count	Percentage
Q1	2026	I-80 Weekend	HOV Citation	91	8%
Q1	2026	I-80 Weekday	Other Contact	1,050	92%
Q1	2026	I-80 Weekend	HOV Citation	292	12%
Q1	2026	I-80 Weekday	Other Contact	2,157	88%

Glossary of Acronyms and Terms

General Acronyms and Terms

- **Average Daily Trips (ADT):** The number of express lane vehicle trips in a month divided by the number of express lane operating days in the month.
- **Bay Area Financing Authority (BAIFA):** BAIFA oversees the financing, planning and operation of MTC Express Lanes and related transportation projects.
- **California Highway Patrol (CHP):** CHP is the principal state police agency responsible for ensuring safety on California’s highways. CHP enforcement of express lanes is an express lane operating expense.
- **Carpool:** A vehicle with one driver and up to six passengers.
- **Corridor Length:** The physical length of an express lane or explicit highway portion.
- **Corridor Length Slowest Speed:** The end-to-end express lane speed that is slowest given the time of day.

Glossary of Acronyms and Terms, continued, 2

General Acronyms and Terms

- **Express Lane Volume:** The number of vehicles passing a point on an express lane per hour.
- **General Purpose (GP) Lane:** A general-purpose lane is a standard traffic lane on a highway or roadway that is open to all vehicles, regardless of occupancy or type and are available for use by any driver at any time.
- **GP Lane Volume:** The number of vehicles passing a point on a general-purpose lane per hour.
- **Peak Traffic:** The most congested location on the express lane at the most congested time.
- **Restricted Access:** Areas where double white lines separate express lanes from GP lanes.
- **Speed Differential:** The difference between the express lane speed and the GP lane speed.

Glossary of Acronyms and Terms, continued, 3

Express Lane Trip Types

- **Clean Air Vehicle (CAV):** A vehicle that meets specific emissions standards and receives a sticker designation for permitted use in applicable HOV lanes.
- **HOV2:** High Occupancy Vehicle (HOV) in which two persons are in a single vehicle.
- **HOV3+:** High Occupancy Vehicle (HOV) in which three or more persons are in a single vehicle.
- **LP Read/ Lic Plate:** A vehicle validated to have a FasTrak account by matching the image of the vehicle license plate to FasTrak account data.
- **SOV:** Single Occupancy Vehicle – a vehicle with just a driver.
- **Violations:** When no toll tag is present and no license plate attached to any FasTrak account is found associated for a vehicle going through the express lane.

Glossary of Acronyms and Terms, continued, 4

CHP Enforcement Categories

- **Double Line Citation:** A citation issued to a vehicle illegally entering or exiting an express lane by crossing over double white highway lines.
- **Occupancy Citation:** A citation issued to a vehicle incorrectly stating the amount of persons inside the vehicle or choosing the incorrect switch for the FasTrak Flex tag.
- **Other Citation:** A citation associated with a violation of express lane or highway usage other than HOV violations or double line citations. These can include CAV sticker violations, speeding, an unlicensed driver, illegal window tinting, cellphone usage, and other examples.
- **Other Enforcement Contact (E/C):** An enforcement contact not specifically associated with improper express lane or highway usage but that requires CHP action. This could include making an unexpected arrest for someone inside the vehicle with a warrant.
- **Verbal Warning:** No citation given, but a CHP officer has made contact and pulled a vehicle over to speak with them.

For more information, visit:
expresslanes.511.org or [MTC's express lanes page](https://mtc.ca.gov/operations/traveler-services/bay-area-express-lanes)
(<https://mtc.ca.gov/operations/traveler-services/bay-area-express-lanes>).

