

## Meeting Agenda

### Bay Area Infrastructure Financing Authority

*Authority Members:*

*Alfredo Pedroza, Chair      Amy Worth, Vice Chair*  
*Federal D. Glover, Carol Dutra-Vernaci, James P. Spering*

*Non-Voting Member: Dina El-Tawansy*

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Wednesday, March 24, 2021

9:45 AM

Board Room - 1st Floor (REMOTE)

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The Bay Area Infrastructure Financing Authority is scheduled to meet on Wednesday, March 24, 2021 at 9:40 a.m., or immediately following the 9:35 a.m. BATA meeting, in the Bay Area Metro Center (Remotely). In light of Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak and in accordance with Executive Order N-29-20 issued by Governor Newsom on March 17, 2020 and the Guidance for Gatherings issued by the California Department of Public Health, the meeting will be conducted via webcast, teleconference, and Zoom for committee, commission, or board members who will participate in the meeting from individual remote locations. A Zoom panelist link for meeting participants will be sent separately to committee, commission, or board members.

The meeting webcast will be available at  
<https://mtc.ca.gov/whats-happening/meetings/live-webcasts>.

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

Attendee Link: <https://bayareametro.zoom.us/j/82439789271>

iPhone One-tap: US: +16699006833,,82439789271# or +14086380968,,82439789271#

Join by Telephone (for higher quality, dial a number based on your current location) US:

+1 669 900 6833 or +1 408 638 0968 or +1 346 248 7799 or

+1 253 215 8782 or +1 646 876 9923 or +1 301 715 8592 or

+1 312 626 6799 or 888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 824 3978 9271

International numbers available: <https://bayareametro.zoom.us/j/kc66E30417>

Detailed instructions on participating via Zoom are available at:

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

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto: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.

## 1. Call to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this Authority shall be a majority of its regular voting members (3).*

## 2. Consent Calendar

- 2a. [21-0167](#) Minutes of the January 27, 2021 meeting

Action: Authority Approval

Attachments: [2a - 21-0167 Jan 27 BAIFA Draft Minutes.pdf](#)

## 3. Information

- 3a. [21-0338](#) FasTrak® START(SM) Program Pilot Update

Overview of engagement plans for the means-based toll discount pilot called FasTrak START on BAIFA's I-880 Express Lanes.

Action: Information

Presenter: Pierce Gould and Lysa Hale

Attachments: [3a - 21-0338 FasTrak START Pilot Update - Summary.pdf](#)  
[3a - 21-0338 FasTrak START Pilot Update - Presentation.pdf](#)

- 3b. [21-0343](#) BAIFA Financial Statements for Q2 FY 2020-21 (Unaudited)

Staff will present a summary of second quarter financial operating and capital budget results.

Action: Information

Presenter: Raymond Woo

Attachments: [3b - 21-0343 BAIFA FY2020-21 Q2 Financial Statement.pdf](#)

## 4. Public Comment / Other Business

## 5. Adjournment / Next Meeting

The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, April 14, 2021 remotely and by webcast. 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](http://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.

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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)

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**File #:** 21-0167      **Version:** 1      **Name:**  
**Type:** Minutes      **Status:** Authority Approval  
**File created:** 1/6/2021      **In control:** Bay Area Infrastructure Financing Authority  
**On agenda:** 3/24/2021      **Final action:**  
**Title:** Minutes of the January 27, 2021 meeting  
**Sponsors:**  
**Indexes:**  
**Code sections:**  
**Attachments:** [2a - 21-0167 Jan 27 BAIFA Draft Minutes.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**  
Minutes of the January 27, 2021 meeting

**Recommended Action:**  
Authority Approval

## Meeting Minutes

### Bay Area Infrastructure Financing Authority

**Authority Members:**

**Scott Haggerty, Chair      Amy Worth, Vice Chair**  
**Federal D. Glover, Carol Dutra-Vernaci, James P. Spering**

**Non-Voting Member: Dina El-Tawansy**

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**Wednesday, January 27, 2021**

**9:45 AM**

**Board Room - 1st Floor (REMOTE)**

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#### Call Remote Meeting to Order

#### 1. Roll Call / Confirm Quorum

**Present:** 5 - Chair Haggerty, Vice Chair Worth, Commissioner Dutra-Vernaci, Commissioner Glover and Commissioner Spering

Non-Voting Member Absent: Commissioner El-Tawansy

#### 2. Consent Calendar

**Upon the motion by Commissioner Spering and the second by Commissioner Dutra-Vernaci, the Authority unanimously approved the Consent Calendar by the following vote:**

**Aye:** 5 - Chair Haggerty, Vice Chair Worth, Commissioner Dutra-Vernaci, Commissioner Glover and Commissioner Spering

**2a.**     [21-0116](#)     Minutes of the December 16, 2020 meeting

**Action:** Authority Approval

#### 3. Information

**3a.**     [20-1707](#)     BAIFA Financial Statements for Q1 FY 2020-21 (Unaudited)

**Action:** Information

**Presenter:** Raymond Woo

#### 4. Public Comment / Other Business

Aleta Dupree was called to speak.

## **5. Adjournment / Next Meeting**

**The next meeting of the Bay Area Infrastructure Financing Authority is scheduled to be held on Wednesday, February 24, 2021 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105 (remotely and by webcast as appropriate depending on the status of any shelter in place orders).**

## Legislation Details (With Text)

<b>File #:</b>	21-0338	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	Report	<b>Status:</b>		Informational	
<b>File created:</b>	2/4/2021	<b>In control:</b>		Bay Area Infrastructure Financing Authority	
<b>On agenda:</b>	3/24/2021	<b>Final action:</b>			
<b>Title:</b>	FasTrak® START(SM) Program Pilot Update				
	Overview of engagement plans for the means-based toll discount pilot called FasTrak START on BAIFA's I-880 Express Lanes.				

**Sponsors:****Indexes:****Code sections:**

**Attachments:** [3a - 21-0338 FasTrak START Pilot Update - Summary.pdf](#)  
[3a - 21-0338 FasTrak START Pilot Update - Presentation.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

FasTrak® START<sup>(SM)</sup> Program Pilot Update

Overview of engagement plans for the means-based toll discount pilot called FasTrak START on BAIFA's I-880 Express Lanes.

**Presenter:**

Pierce Gould and Lysa Hale

**Recommended Action:**

Information

# Bay Area Infrastructure Financing Authority (BAIFA)

March 24, 2021

Agenda Item 3a - 21-0338

## FasTrak® START<sup>SM</sup> Program Pilot Update

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**Subject:** Overview of engagement plans for the means-based toll discount pilot called FasTrak START on BAIFA's I-880 Express Lanes.

**Background:** The FasTrak START pilot is, nationally, a first-of-its-kind effort to address affordability of express lane tolls for residents earning a low-income. For most Bay Area households, transportation is the third-biggest monthly expense-trailing only the cost of housing and food. The pilot responds to policymaker, advocate, and public comments received about express lanes: during the project performance evaluation phase of Plan Bay Area 2050; at Commission and Policy Advisory Council Equity & Access Subcommittee meetings; and at public hearings to amend BAIFA's toll ordinance for I-880 and the I-680 Express Lanes extension. The FasTrak START pilot will leverage the systems, services, and lessons from Clipper® START<sup>SM</sup>, the means-based transit fare discount program launched in July 2020 by MTC.

Staff's proposed approach to community engagement considers both process (how potential customers are involved and influence decision-making) and outcome (what we want to achieve regarding service delivery). Staff together with stakeholders are currently developing a more detailed understanding of how to deliver and operate the pilot, including necessary technical system changes, policies and business rules, and evaluation plan. Staff has formed an Advisory Group of key stakeholders comprised of representatives from express lane and bridge operators, county delivery partners, Caltrans, the Policy Advisory Council's Equity & Access Subcommittee and a few advocacy organizations to advise on these program components and improve the utility of the findings from this pilot.

In December 2020, when staff officially introduced the FasTrak START pilot at BAIFA, Authority members requested staff return with more detail about its engagement and outreach plans: staff intends to deliver the pilot in a way that is consistent with MTC's Equity Platform, emphasizing the 'Listen and Learn' and 'Define and Measure' pillars during this early phase of pilot design and evaluation framework. Community engagement is envisioned to be delivered in three broad contexts, with particular focus on low-income communities, including low-income communities of color:

1. Community engagement on how the pilot should work;
2. Community engagement on how to reach and inform potential customers about the pilot; and
3. Community engagement on how customers experience the pilot during operations.



Staff will conduct three types of community engagement: focus groups, telephone town halls and surveys. Focus groups are interactive discussions of 8-10 participants over Zoom. Staff will conduct focus groups in multiple languages to: engage potential low-income customers in pilot design; help answer questions about the rules of the program; and help customers get FasTrak toll tags. The focus groups will also help staff identify barriers to participation, travel patterns, amount of the toll discount and recommended methods of multi-cultural and multi-lingual marketing and outreach. Staff will conduct telephone town halls, a way for people without access to computers or the internet to participate. The public will have an opportunity to learn about the program and provide feedback about similar pilot design questions via the telephone.

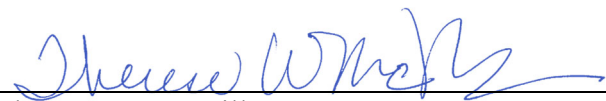
Mid-pilot and at the end of the pilot, staff will also conduct focus groups and surveys to get feedback from participants about their experiences with the pilot: how they became aware of it, how the application process and getting FasTrak worked for them, how valuable the discount was, whether they changed their travel behavior and other topics. This feedback will be factored into the pilot evaluation and lessons learned.

Staff plans to use several methods to promote the program to potential target participants once it is ready to launch. While staff will send hard copy mailings and emails to a broad list of community-based organizations (CBOs), staff also intends to compensate and partner with three CBOs to promote the program and provide hands-on assistance to people who want help applying. Staff also will reach out to social service agencies to engage their support in promoting the program. These efforts will be supplemented by paid advertising. Outreach methods will be vetted in the focus groups, and with the Advisory Group and the Equity & Access Subcommittee.

**Issues:** Staff will present its stakeholder and community engagement plans for BAIFA feedback at the meeting, and then proceed with community and stakeholder engagement on pilot design. Staff will also share initial thinking on public outreach and marketing to support the pilot launch at the meeting. Staff will return to BAIFA around September 2021 before finalizing outreach and marketing plans for the launch of the pilot.

**Recommendation:** This item is presented for information only.

**Attachments:** Presentation – FasTrak® START<sup>SM</sup> Pilot: Customer Engagement Plan

  
Therese W. McMillan



# FasTrak<sup>®</sup> START<sup>SM</sup> Pilot: Customer Engagement Plan

Bay Area Infrastructure Financing Authority

March 24, 2021

# FasTrak START Pilot: Background

- Transportation is third-largest budget item for low-income households
- Issue: low-income adults cannot afford to use express lanes and transit may not be a viable option
- Expand mobility and access to opportunity with a means-based toll discount
- Leverage tools, rules and lessons of Clipper START pilot
- Advance and apply an equity approach



# Application of MTC Equity Pillars

## DEFINE & MEASURE



Develop metrics centered on user experience, affordability, and access.

## LISTEN & LEARN



Co-create the Pilot with stakeholders, social service groups, community-based organizations, and low-income populations, through all stages of the project.

## FOCUS & DELIVER



Partner with social services, and CBOs to market and deliver the Program. Test user experience with target population.

## TRAIN & GROW



Evaluate the Pilot based on customer-focused equity assessment of impact and implementation. Results to inform future policy & programs.



# Draft Pilot Goals

## IMPLEMENTATION

## IMPACT

PERFORMANCE

AWARENESS

CUSTOMER  
EXPERIENCE

FINANCIAL  
VIABILITY

ADMINISTRATIVE  
FEASIBILITY

AFFORDABILITY

ACCESS &  
MOBILITY



Alternative to  
Congestion

Customers aware  
of program

Easily  
accessible

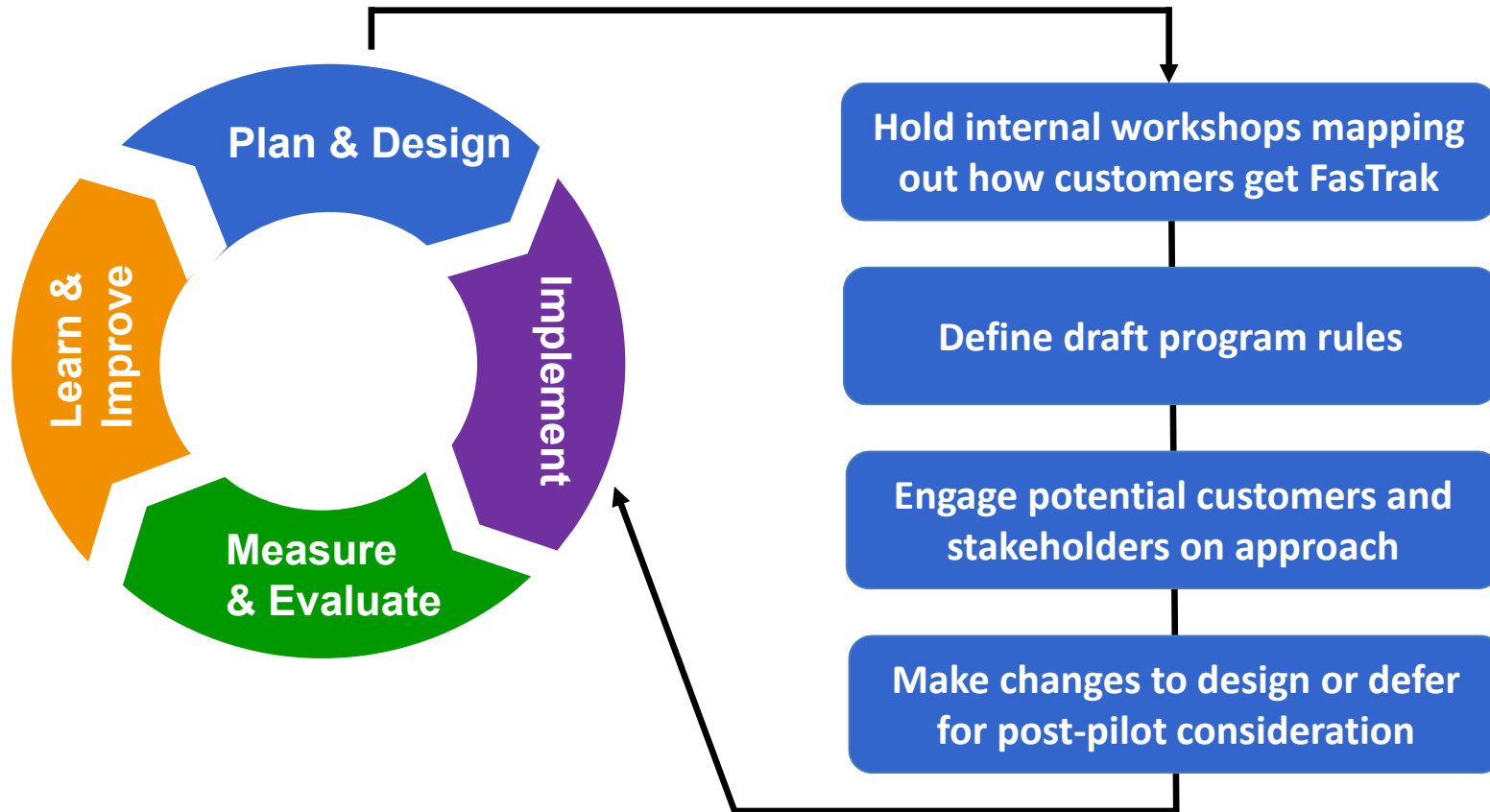
Feasible for  
operators and  
region

Management  
feasible

Participants  
less burdened

Access to  
opportunities

# Phase 1 Engagement and Outreach Approach



# Stakeholder Engagement

## Proposed Advisory Group

- 7 tolling agencies (bridges & express lanes)
- 2 county delivery partners
- Caltrans
- Policy Advisory Council Equity & Access Subcommittee
- TransForm

## Policy Advisory Council Equity & Access Subcommittee





# Community Engagement

Three methods of engagement:



- Focus groups
  - 8-10 people each
  - Conducted over Zoom



- Telephone town halls
  - Method for those without computers to provide feedback








- Opt-in surveys





# Community Engagement: Topics

TOPIC	HOW?	AUDIENCE	DATE
1. Pilot Design: How should it work? <ul style="list-style-type: none"> <li>Rules; application process; getting FasTrak; barriers</li> </ul>		Low-income drivers	May 2021
2. Pilot Design: How should it work? <ul style="list-style-type: none"> <li>Toll discount; travel patterns (opportunity); outreach</li> </ul>		Low-income drivers	May 2021
3. Evaluation Plan: How to measure success? <ul style="list-style-type: none"> <li>Equity; goals, measures &amp; data collection ideas</li> </ul>		CBO/social service staff	May 2021
4. Evaluation (Early): What is your experience? <ul style="list-style-type: none"> <li>Awareness; application process; FasTrak experience; toll discount value (opportunity)</li> </ul>		Pilot participants	4 months after live
5. Evaluation (End): What is your experience? <ul style="list-style-type: none"> <li>FasTrak &amp; 880 experience; travel patterns; behavior change; cost (affordability); toll discount value (opportunity)</li> </ul>		Pilot participants	12 months after live

# Public Outreach & Marketing Preview

Several methods contemplated; will be tested in focus groups and with community-based organizations (CBOs)

- Contract with three CBOs for promotion and hands-on assistance
- Direct mail/email to CBOs, libraries, and other organizations
- Outreach through social service agencies
- Support from advertising



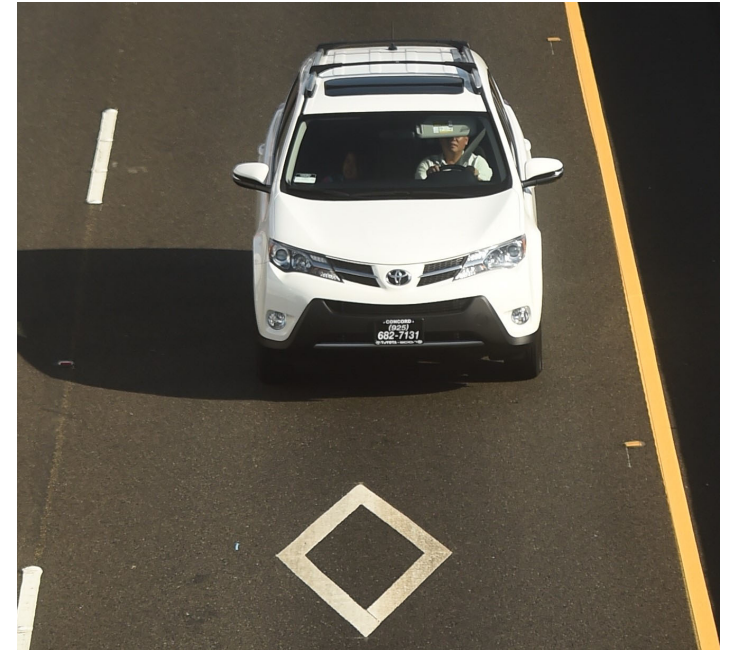
# Schedule Status

Work Area	2020	2021				2022				2023	
	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Planning & Contracts											
Pilot Design											
Technical Systems											
Toll Ordinance											
Data & Evaluation											
Operations											
Customer Outreach											

- Possible schedule risks:
  - Scope revisions based on stakeholder input
  - Ability to sequence interdependent work
  - Staff and FasTrak® contractor's ability to manage workload for planned express lane openings (680, 101) and pilot

# Preliminary Plan for Future BAIFA Check-Ins

- June-July 2021
  - Program Rules
  - Evaluation Plan
  - Toll Ordinance Amendment Kick-Off
- September-October 2021
  - Toll Ordinance Amendment Public Hearing & Adoption
  - Outreach and Engagement Plan





# Metropolitan Transportation Commission

375 Beale Street, Suite 800  
San Francisco, CA 94105

## Legislation Details (With Text)

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**File #:** 21-0343      **Version:** 1      **Name:**  
**Type:** Report      **Status:** Informational  
**File created:** 2/4/2021      **In control:** Bay Area Infrastructure Financing Authority  
**On agenda:** 3/24/2021      **Final action:**  
**Title:** BAIFA Financial Statements for Q2 FY 2020-21 (Unaudited)

Staff will present a summary of second quarter financial operating and capital budget results.

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** [3b - 21-0343 BAIFA FY2020-21 Q2 Financial Statement.pdf](#)

Date	Ver.	Action By	Action	Result
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**Subject:**

BAIFA Financial Statements for Q2 FY 2020-21 (Unaudited)

Staff will present a summary of second quarter financial operating and capital budget results.

**Presenter:**

Raymond Woo

**Recommended Action:**

Information

# Bay Area Infrastructure Financing Authority (BAIFA)

March 24, 2021

Agenda Item 3b - 21-0343

## BAIFA Financial Statements for Q2 FY 2020-21 (Unaudited)

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**Background:** Attached are the BAIFA financial statements for the second quarter ending on December 31, 2020 (unaudited).

BAIFA ended the second quarter of FY 2020-21 with an operating surplus of \$3.8 million. Overall revenue is coming in stronger than expected due to the start-up of toll operations on the I-880 Express Lane project in October.

Financial highlights include:

### **I-680 Operating:**

The I-680 Express Lane has an operating deficit of \$148,000 as of December 2020. The operating deficit was not unexpected. The FY 2021 operating budget includes a transfer of \$4.8 million from the reserve to cover a potential operating deficit and depreciation expense. I-680 Express Lane has an estimated \$15.6 million reserve as of 7/1/2020.

Total operating revenue is near \$2.2 million but only 27% of the FY 2021 budget. Toll revenue is only \$1.4 million reflecting lower traffic levels caused by the current pandemic. Toll revenue increased by 63% or \$339,000 between the first and second quarter indicating the possibility of an improved revenue stream going into the second half of the year.

Total operating expense was \$2.3 million or 21% of the adopted budget. Most expenses are consistent with the low traffic level. Total expenses, including encumbrances will have to be watched in the second half of the year given the total expense and encumbrance could be nearly \$10 million or 90% of the operating budget and substantially ahead of revenue projections. The mismatch of revenue and expense shows the difficulty of budgeting during this unpredictable regional health emergency. Staff will monitor the operation closely in the second half of the year to determine if an amendment is needed.

### **I-880 Operating:**

The I-880 Express Lane opened in the fall of 2020. The lane opened without an operating budget with the startup expense budget still carried as part of the capital development. Nevertheless, toll revenue is very strong at \$4.2 million in only three months of operation. FY 2022 will provide a better picture as we will get in a full year of operations.

**Capital Programs:**

The approved life-to-date (LTD) budget for the Capital Program is \$441 million. At the end of the second quarter, there is a budget balance of \$122 million for future capital projects. No projects are over budget on a life-to-date basis.

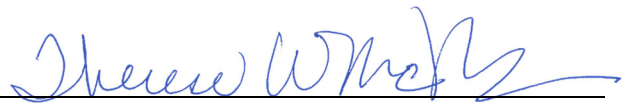
**Actions under Executive Director Contract signature authority:**

Please see Attachment A page 5.

If you have any questions about this report, please contact Brian Mayhew at (415) 778-6730.

**Recommendation:** None. This item provided as information only.

**Attachments:** Attachment A –BAIFA Unaudited Financial Statements for second quarter ending December 31, 2020

  
Therese W. McMillan

**BAIFA Operating Budget**  
**As of December 2020**

	<b>FY 2020-21</b>	<b>Actual</b>	<b>Curent Budget</b>	<b>% of Budget</b>	<b>Year</b>		<b>YTD Total</b>
	<b>Budget</b>	<b>YTD</b>	<b>Balance</b>	<b>(YTD/Bud)</b>	<b>Expired</b>	<b>Encumbrances</b>	<b>(Enc+YTD)</b>
			<b>Over/(Under)</b>				
<b>Revenue:</b>							
General Toll Revenue	6,944,327	5,603,656	(1,340,671)	80.7%	50.0%	0	5,603,656
Violation Revenue	850,407	762,083	(88,324)	89.6%	50.0%	0	762,083
Interest Revenue	328,750	3,662	(325,088)	1.1%	50.0%	0	3,662
Miscellaneous	0	38	38	0.0%	50.0%	0	38
<b>Total Revenue</b>	<b>8,123,484</b>	<b>6,369,439</b>	<b>(1,754,045)</b>	<b>78.4%</b>	<b>50.0%</b>	<b>0</b>	<b>6,369,439</b>
<b>Expense:</b>							
FasTrak Operations and Maintenance	2,564,779	418,436	(2,146,342)	16.3%	50.0%	7,937,379	8,355,815
Express Lanes & Backhaul Operations and Maintenance	4,850,810	1,016,814	(3,833,996)	21.0%	50.0%	9,697,259	10,714,073
Express Lanes Administration	3,496,229	1,102,002	(2,394,227)	31.5%	50.0%	89,464	1,191,466
<b>Total Expense</b>	<b>10,911,818</b>	<b>2,537,252</b>	<b>(8,374,566)</b>	<b>23.3%</b>	<b>50.0%</b>	<b>17,724,102</b>	<b>20,261,354</b>
Other/Transfer	(2,788,334)	0	(2,788,334)	0.0%	50.0%	0	0
<b>Total Expense &amp; Transfer</b>	<b>8,123,484</b>	<b>2,537,252</b>	<b>(5,586,232)</b>	<b>31.2%</b>	<b>50.0%</b>	<b>17,724,102</b>	<b>20,261,354</b>
<b>Operating Surplus (Shortfall)</b>	<b>0</b>	<b>3,832,187</b>					



**BAIFA Operating Budget - 680 EL**  
**As of December 2020**

	FY 2020-21	Actual	Current Budget Balance	% of Budget	Year		YTD Total
	Budget	YTD	Over/(Under)	(YTD/Bud)	Expired	Encumbrances	(Enc+YTD)
<b>Revenue:</b>							
1 General Toll Revenue	6,944,327	1,421,073	(5,523,254)	20.5%	50.0%	0	1,421,073
2 Violation Revenue	850,407	762,083	(88,324)	89.6%	50.0%	0	762,083
3 Interest Revenue	328,750	3,662	(325,088)	1.1%	50.0%	0	3,662
4 Miscellaneous	0	38	38	0.0%	50.0%	0	38
<b>Total Revenue</b>	<b>8,123,484</b>	<b>2,186,856</b>	<b>(5,936,628)</b>	<b>26.9%</b>	<b>50.0%</b>	<b>0</b>	<b>2,186,856</b>
<b>Expense:</b>							
<b>FasTrak Operations and Maintenance</b>							
1 RCSC Operations	1,754,779	238,078	(1,516,701)	13.6%	50.0%	1,754,779	1,992,857
2 Banking/Credit Card Fees	315,000	33,901	(281,099)	10.8%	50.0%	315,000	348,901
3 BATA Financial Services	135,000	56,220	(78,780)	41.6%	50.0%	0	56,220
4 Collections/DMV Expenses	360,000	0	(360,000)	0.0%	50.0%	360,000	360,000
<b>FasTrak O&amp;M Subtotal</b>	<b>2,564,779</b>	<b>328,199</b>	<b>(2,236,580)</b>	<b>12.8%</b>	<b>50.0%</b>	<b>2,429,779</b>	<b>2,757,978</b>
<b>Express Lanes &amp; Backhaul Operations and Maintenance</b>							
5 Operating Center	415,885	150,592	(265,293)	36.2%	50.0%	0	150,592
6 California Highway Patrol Enforcement	495,000	60,495	(434,505)	12.2%	50.0%	495,000	555,495
7 Roadway Maintenance	1,757,725	274,388	(1,483,337)	15.6%	50.0%	2,442,000	2,716,388
8 Toll System Operations & Maintenance	2,082,200	458,221	(1,623,978)	22.0%	50.0%	2,082,200	2,540,421
9 Utility Service	100,000	14,800	(85,200)	14.8%	50.0%	35,200	50,000
<b>Express Lanes and Backhaul O&amp;M Subtotal</b>	<b>4,850,810</b>	<b>958,495</b>	<b>(3,892,314)</b>	<b>19.8%</b>	<b>50.0%</b>	<b>5,054,400</b>	<b>6,012,895</b>
<b>Express Lanes Administration</b>							
10 Salaries, Benefits & Overhead	2,528,509	915,487	(1,613,022)	36.2%	50.0%	0	915,487
11 Professional/Consultant Service	602,920	35,151	(567,769)	5.8%	50.0%	0	35,151
12 Audit/Accounting	112,000	80,668	(31,332)	72.0%	50.0%	0	80,668
13 Insurance	182,000	11,144	(170,856)	6.1%	50.0%	0	11,144
14 Other	70,800	5,800	(65,000)	8.2%	50.0%	0	5,800
<b>Express Lanes Admin Subtotal</b>	<b>3,496,229</b>	<b>1,048,250</b>	<b>(2,447,979)</b>	<b>30.0%</b>	<b>50.0%</b>	<b>0</b>	<b>1,048,250</b>
<b>Total Expense</b>	<b>10,911,818</b>	<b>2,334,944</b>	<b>(8,576,874)</b>	<b>21.4%</b>	<b>50.0%</b>	<b>7,484,179</b>	<b>9,819,123</b>
<b>Other/Transfer</b>							
15 Transfer (from)/to Reserve	(4,788,334)	0	4,788,334	0.0%	50.0%	0	0
16 Depreciation	2,000,000	0	2,000,000	0.0%	50.0%	0	0
<b>Total Transfer In (out)</b>	<b>(2,788,334)</b>	<b>0</b>	<b>(2,788,334)</b>	<b>0.0%</b>	<b>50.0%</b>	<b>0</b>	<b>0</b>
<b>Total Expense &amp; Transfer</b>	<b>8,123,484</b>	<b>2,334,944</b>	<b>(5,788,540)</b>	<b>28.7%</b>	<b>50.0%</b>	<b>7,484,179</b>	<b>9,819,123</b>
<b>Operating Surplus (Shortfall)</b>	<b>0</b>	<b>(148,088)</b>					

**BAIFA Operating Budget - 880 EL**  
**As of December 2020**

	FY 2020-21	Actual	Current Budget Balance	% of Budget	Year		YTD Total
	Budget	YTD	Over/(Under)	(YTD/Bud)	Expired	Encumbrances	(Enc+YTD)
<b>Revenue:</b>							
1 General Toll Revenue	0	4,182,583	4,182,583	0.0%	50.0%	0	4,182,583
2 Violation Revenue	0	0	0	0.0%	50.0%	0	0
3 Interest Revenue	0	0	0	0.0%	50.0%	0	0
4 Miscellaneous	0	0	0	0.0%	50.0%	0	0
<b>Total Revenue</b>	0	4,182,583	4,182,583	0.0%	50.0%	0	4,182,583
<b>Expense:</b>							
<b>FasTrak Operations and Maintenance</b>							
1 RCSC Operations	0	90,237	90,237	0.0%	50.0%	4,150,100	4,240,337
2 Banking/Credit Card Fees	0	0	0	0.0%	50.0%	1,102,500	1,102,500
3 BATA Financial Services	0	0	0	0.0%	50.0%	135,000	135,000
4 Collections/DMV Expenses	0	0	0	0.0%	50.0%	120,000	120,000
<b>FasTrak O&amp;M Subtotal</b>	0	90,237	90,237	0.0%	50.0%	5,507,600	5,597,837
<b>Express Lanes &amp; Backhaul Operations and Maintenance</b>							
5 Operating Center	0	0	0	0.0%	50.0%	440,675	440,675
6 California Highway Patrol Enforcement	0	0	0	0.0%	50.0%	1,000,000	1,000,000
7 Roadway Maintenance	0	49,299	49,299	0.0%	50.0%	711,004	760,303
8 Toll System Operations & Maintenance	0	0	0	0.0%	50.0%	2,491,180	2,491,180
9 Utility Service	0	9,019	9,019	0.0%	50.0%	0	9,019
<b>Express Lanes and Backhaul O&amp;M Subtotal</b>	0	58,319	58,319	0.0%	50.0%	4,642,859	4,701,178
<b>Express Lanes Administration</b>							
10 Salaries, Benefits & Overhead	0	38,829	38,829	0.0%	50.0%	0	38,829
11 Professional/Consultant Service	0	14,923	14,923	0.0%	50.0%	89,464	104,387
12 Audit/Accounting	0	0	0	0.0%	50.0%	0	0
13 Insurance	0	0	0	0.0%	50.0%	0	0
14 Other	0	0	0	0.0%	50.0%	0	0
<b>Express Lanes Admin Subtotal</b>	0	53,752	53,752	0.0%	50.0%	89,464	143,216
<b>Total Expense</b>	0	202,308	202,308	0.0%	50.0%	10,239,923	10,442,231
<b>Other/Transfer</b>							
15 Transfer (from)/to Reserve	0	0	0	0.0%	50.0%	0	0
16 Depreciation	0	0	0	0.0%	50.0%	0	0
<b>Total Transfer In (out)</b>	0	0	0	0.0%	50.0%	0	0
<b>Total Expense &amp; Transfer</b>	0	202,308	202,308	0.0%	50.0%	10,239,923	10,442,231
<b>Operating Surplus (Shortfall)</b>	0	3,980,275					

**BAIFA EL Capital Projects**

**As of December 2020 - Life to Date**

	<b>Project Title</b>	<b>Total Express Lane Budget</b>	<b>Exp Recorded in BATA 849</b>	<b>LTD BAIFA Capital Budget</b>	<b>Actual</b>	<b>Encumbrance</b>	<b>Balance Remaining Over/(Under)</b>
6840	Program Costs: Planning, Coordination & Management	28,437,000	20,254,980	8,182,020	3,574,375	1,136,483	(3,471,162)
6841	Centralized Toll System	32,367,000	20,980,474	11,386,526	3,220,168	4,723,533	(3,442,825)
6842	CC-680 Southern Segment Conversion	54,043,000	52,420,459	1,622,541	116,824	1,495,783	(9,934)
6843	Capitalized Start-up O&M	16,000,000	4,852,589	11,147,411	111,974	1,486,159	(9,549,277)
6844	ALA-880 Conversion	139,098,000	104,122,301	34,975,699	20,440,289	6,880,583	(7,654,827)
6845	CC-680 Northern Segment - Southbound Conversion	54,173,000	16,955,242	37,217,758	22,202,361	12,403,515	(2,611,882)
6847	Program Contingency	2,847,677	-	2,847,677	-	-	(2,847,677)
6849	SOL-80 Express Lane Conversion	18,078,000	11,634,064	6,443,936	83,839	4,020,773	(2,339,324)
6851	84/Dumbarton Bridge	323,140	323,140	-	-	-	-
6852	92/San Mateo Bridge	369,303	369,303	-	-	-	-
6853	San Mateo 101	95,000,000	-	95,000,000	504,775	4,544,164	(89,951,061)
	<b>Express Lanes Total</b>	<b>440,736,120</b>	<b>231,912,552</b>	<b>208,823,568</b>	<b>50,254,606</b>	<b>36,690,992</b>	<b>(121,877,970)</b>

Note: Audited EL Capital expense recorded in BATA Fund 849 as of 6/30/19 was \$231,912,552

**PURCHASE ORDERS EXECUTED BY EXECUTIVE DIRECTOR**  
**\$2,500-\$200,000**

**Oct - Dec 2020**

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AT&T		\$179,007
	<i>Leased fiber line service for 680 corridor</i>	
SSP DATA		\$101,622
	<i>Network architect consulting</i>	

