

**Bay Area Toll Authority  
Oversight Committee**

**September 13, 2023**

**Agenda Item 4f - 23-1150**

**Fiscal Year (FY) 2023-24 Bay Area Toll Authority (BATA) Statement of Revenues and  
Expenses for the Period Ending July 31, 2023 (Unaudited)**

---

**Subject:**

Accept statement of revenues and expenses for the period ending July 31, 2023 (unaudited).

**Background:**

The Bay Area Toll Authority manages the electronic toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans). BATA also manages FasTrak<sup>®</sup>, which is the electronic toll payment system for the bridges and express lanes. Caltrans is responsible for the operation and maintenance of these bridges.

The Statement of Revenues and Expenses has been prepared in accordance with the generally accepted accounting principles (GAAP). The columns have been designed to provide an easy comparison of current year-to-date actuals to the prior year-to-date actuals, including dollar and percentage variances.

**Operating Revenue:**

Regional Measures (RM) 1, 2, and 3 are tolls on the state-owned bridges to finance specific bridge and roadway improvements and transportation projects. Year-to-date toll revenues collected were \$69.6 million, which was \$2.4 million more than the prior year-to-date actual. It's primarily driven by an increase in traffic across the Bay Area bridges.

Violation revenues and other revenues collected were \$1.6 million, which was \$0.02 million less than the prior year-to-date actual. In December 2022, refunds to toll patrons of violation penalties started. This was a result of BATA approval of the implementation of lower violation penalties for bridge tolls retroactively to January 1, 2021, as part of the Bay Area tolling equity action plan.

**Operating Expenses:**

As of July 31, 2023, Operating Expenses were \$1.6 million, which is \$0.9 million less than the prior year-to-date actual. Higher operating expenses in FY 2022 were primarily driven by two items: DMV hold fees and IT security services.

BATA is charged DMV Fees for each violation that is sent to DMV for collection. For the month of July 2022, \$0.6 million was estimated to pay for the prior years' outstanding DMV Fees. As BATA paid off all outstanding hold fees as of November 2022, only a portion of July 2023 DMV revenue is set aside to pay off current DMV hold fees.

IT security services related to Global Protect, BATA's VPN service, and Palo Alto Network, BATA's IT firewall provider were charged in the month of July 2022.

**Non Operating Revenues and Expenses:**

As of July 31, 2023, Total Non-operating Revenues (Expenses) were (\$20.5 million), which was \$21.4 million less than the non-operating revenue in prior year-to-date actual. The primary driver of this fluctuation is a change in method for the recording of bond interest expense.

In FY 2023, bond interest expenses were recorded when they were incurred. A majority of BATA's bond payments are made on a semi-annual basis, every October/April. In an effort to more accurately reflect expense on a monthly basis, Treasury has started to accrue interest expenses each month.

**Contributions and Transfers:**

As of July 31, 2023, Total Contributions and Transfers were \$4.9 million, an increase of \$4.9 million compared to prior year-to-date actual. This is due to the timing difference in BATA's 1% transfer to MTC.

In FY 2023, the 1% and additional 1% transfer for Q1 was completed at the end of Q2 FY 2023.

**Budget & Forecast Updates:**

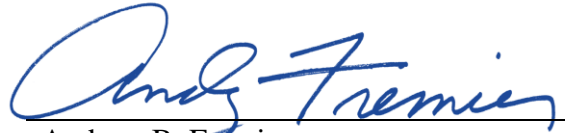
FY 2023-24 total operating expenses are currently projected to be within budget. The budgeted operating surplus of \$29.2 million will be transferred to the operating reserves at the end of the fiscal year. Detailed budget to actual analysis will be provided on a quarterly basis.

**Recommendations:**

Accept Statement of Revenues and Expenses for the Period Ending July 31, 2023 (Unaudited)

**Attachments:**

- Attachment A: BATA Statement of Revenues and Expenses for the Period Ending July 31, 2023 (unaudited)



Andrew B. Premier