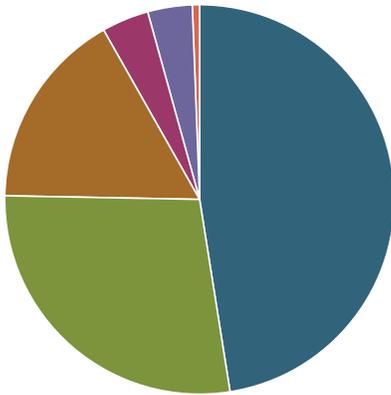


## MTC Financial Highlights

### METROPOLITAN TRANSPORTATION COMMISSION, Fiscal Year 2013-14

Created by the state Legislature in 1970 to map the transportation future of the nine-county San Francisco Bay Area, MTC today continues its planning role while also investing in the smooth operation of the region's public transit, highway and local roadway systems. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.



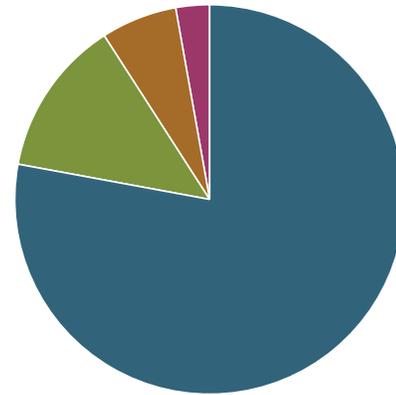
#### Revenues

● State Grants	\$ 151,915,574
● Project Grants From Local Agencies	88,712,580
● Federal Grants	52,831,376
● Transfer From Other Funds	12,408,713
● Sales Taxes	11,734,631
● Investment Income	1,935,001

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<b>Total Revenues</b>	<b>\$ 319,537,875</b>
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#### Expenses

● Allocations (by Fund Source):	
State Transit Assistance	\$ 147,161,104
Rail Reserves	64,658,106
Other Governmental Funds	20,580,534
AB 664 Net Toll Revenue Reserves	17,034,660
● Professional Fees	41,672,720
● Salaries and Benefits	20,087,941
● Other Expenditures	9,122,613

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<b>Total Expenses</b>	<b>\$ 320,317,678</b>
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<b>Change in Net Position</b>	<b>\$ (779,803)</b>
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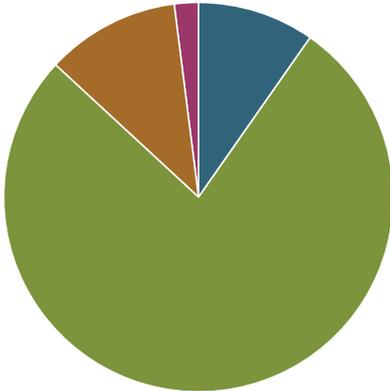
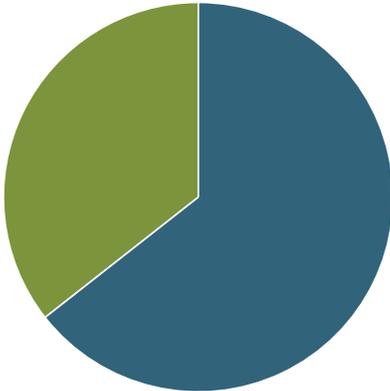
<b>Total Expense and Net Change</b>	<b>\$ 319,537,875</b>
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# BATA Financial Highlights

## BAY AREA TOLL AUTHORITY, Fiscal Year 2013-14

BATA administers toll revenues from the region’s seven state-owned toll bridges — the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges. BATA also finances capital and safety (including seismic retrofit) improvements to the bridges, primarily through the issuance of bonds. The FasTrak® electronic toll collection system (used also on the independently managed Golden Gate Bridge) is another BATA responsibility.



### Revenues

● Operating Revenues:	
Toll Revenue Receipts	\$ 671,506,937
Other Revenues	19,416,727
● Non-Operating Revenues:	
Other Revenues	311,143,073
Build America Bonds Interest Subsidy	70,762,001
Investment Income	555,086

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**Total Revenues** **\$ 1,073,383,824**

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### Expenses

● Operating Expenses:	
Professional Fees	\$ 50,781,352
Allocations to Other Agencies	37,857,251
State of California, Caltrans	26,143,815
Depreciation and Other	24,707,826
Salaries and Benefits	9,892,206
● Non-Operating Expenses:	
Interest Expenses	443,976,648
State of California, Caltrans	406,130,188
Other Agencies	316,769,632
Other Non-Operating Expense	12,244,246
Financing Fees	5,228,135
● Capital Contribution:	
To Bay Area Infrastructure Financing Authority	140,700,488
To Bay Area Headquarters Authority	30,000,000
● Transfer to MTC	31,138,206

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**Total Expenses** **\$ 1,535,569,993**

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**Change in Net Position** **\$ (462,186,169)**

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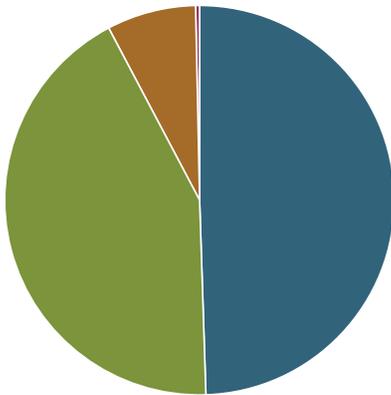
**Total Expense and Net Change** **\$ 1,073,383,824**

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## SAFE Financial Highlights

### SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS, Fiscal Year 2013-14

SAFE oversees the operations and finances of the Bay Area's publicly sponsored motorist aid services — the roving tow trucks of the Freeway Service Patrol and the regional highway/expressway call box program. SAFE is partially funded by a \$1-per-year fee on motor vehicles registered in the nine Bay Area counties.



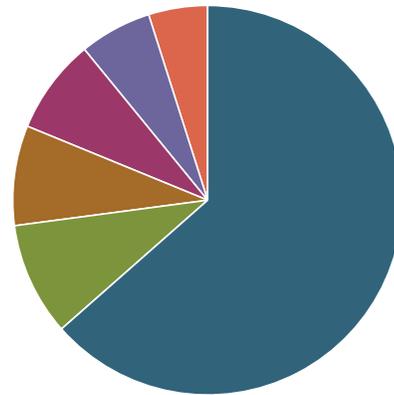
#### Revenues

● Caltrans and Other Agency Grants	\$ 7,300,854
● DMV Registration Fees	6,315,644
● Federal Grants	1,101,149
● Other Revenues	40,398
● Investment Income	4,250

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**Total Revenues** **\$ 14,762,295**

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#### Expenses

● Towing Contracts	\$ 8,824,346
● Professional Fees	1,302,070
● Transfer to MTC	1,153,701
● Communications, Depreciation and Other	1,095,887
● Salaries and Benefits	832,364
● Repairs and Maintenance	687,493

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**Total Expenses** **\$ 13,895,861**

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**Change in Net Position** **\$ 866,434**

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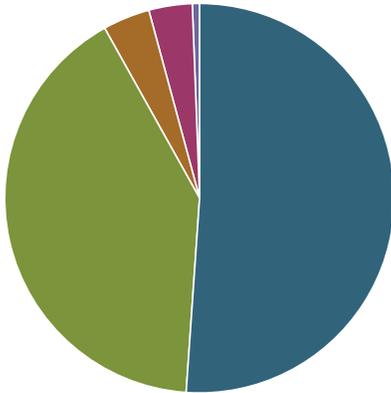
**Total Expense and Net Change** **\$ 14,762,295**

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## CLIPPER® Financial Highlights

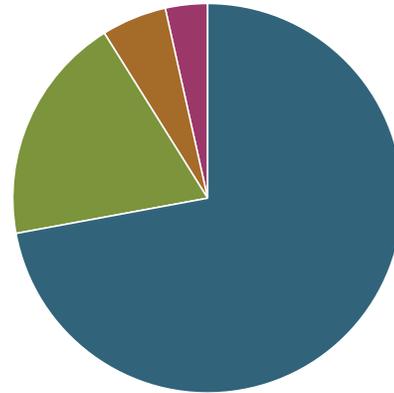
### REGIONAL TRANSIT FARE PAYMENT SYSTEM, Fiscal Year 2013-14

Clipper® is the regional transit fare card that permits travel on multiple Bay Area transit systems. MTC pioneered the development of the Clipper® card, and in July 2010 the Commission assumed responsibility for administering the Clipper® program on behalf of participating transit providers.



#### Revenues

● Transfer From Other Funds	\$ 19,883,194
● Payments From Operators	15,862,805
● Other Non-Operating Revenues	1,517,268
● Federal Grants	1,422,609
● State Grants	224,195
● Other Operating Revenues	4,199
● Investment Income	568
<b>Total Revenues</b>	<b>\$ 38,914,838</b>



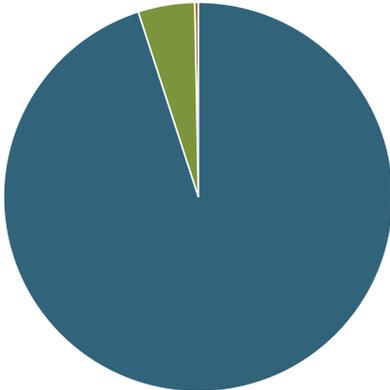
#### Expenses

● Professional Fees	\$ 26,958,931
● Capital Outlays	7,123,871
● Salaries and Benefits	2,016,180
● Other Expenditures	1,293,832
<b>Total Expenses</b>	<b>\$ 37,392,814</b>
<b>Change in Net Position</b>	<b>\$ 1,522,024</b>
<b>Total Expense and Net Change</b>	<b>\$ 38,914,838</b>

# BAHA Financial Highlights

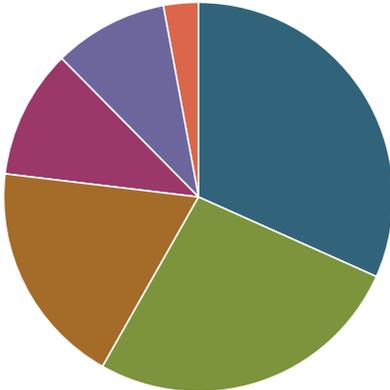
## BAY AREA HEADQUARTERS AUTHORITY, Fiscal Year 2013-14

MTC and BATA created BAHA as a joint powers authority in 2011 to plan, acquire and develop a new regional office facility. That same year BAHA purchased a building at 375 Beale Street in San Francisco, which upon completion of renovations will serve as the headquarters for MTC and BATA, as well as the Association of Bay Area Governments and the Bay Area Air Quality Management District.



**Revenues**

● Capital Contribution From Bay Area Toll Authority	\$ 30,000,000
● Rental Income	1,477,082
● Investment Income	108,814
<b>Total Revenues</b>	<b>\$ 31,585,896</b>



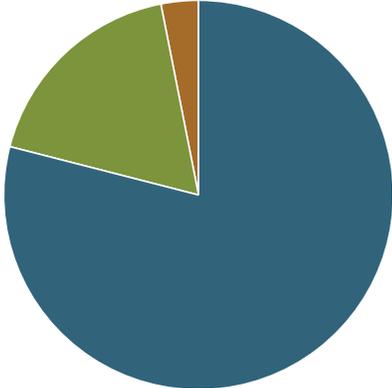
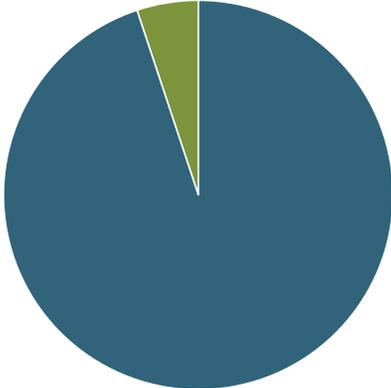
**Expenses**

● Insurance, Depreciation and Other	\$ 1,126,519
● Salaries and Benefits	941,488
● Professional Fees	662,902
● Repairs and Maintenance	378,332
● Utilities	335,819
● Property Management Service	104,462
<b>Total Expenses</b>	<b>\$ 3,549,522</b>
<b>Change in Net Position</b>	<b>\$ 28,036,374</b>
<b>Total Expense and Net Change</b>	<b>\$ 31,585,896</b>

# BAIFA Financial Highlights

## BAY AREA INFRASTRUCTURE FINANCING AUTHORITY, Fiscal Year 2013-14

BAIFA was formed by BATA and MTC as a joint powers authority in 2006 to plan and finance, including by the issuance of bonds, transportation-related capital improvement projects. BAIFA's efforts are currently focused primarily on the development and operation of an integrated network of express lanes covering 270 miles on Bay Area freeways.



**Revenues\***

● Transfer From Bay Area Toll Authority	\$ 140,700,487
● Gain on Extinguishment of Debt	7,614,552
● Investment Income	20,582
<b>Total Revenues</b>	<b>\$ 148,335,621</b>

**Expenses\***

● Interest Expense	\$ 446,444
● Amortization of Bond Prepaid Insurance	101,121
● Administrative Fees	17,250
<b>Total Expenses</b>	<b>\$ 564,815</b>
<b>Change in Net Position</b>	<b>\$ 147,770,806</b>
<b>Total Expense and Net Change</b>	<b>\$ 148,335,621</b>

\*Entries reflect the closeout of the State Payment Acceleration Notes issued in 2006 to finance seismic retrofit improvements for the San Francisco-Oakland Bay Bridge.