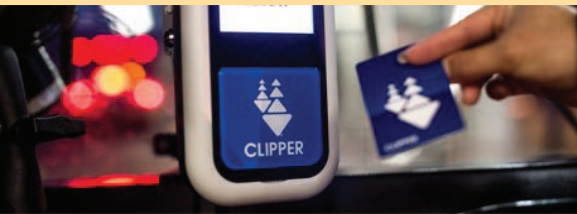
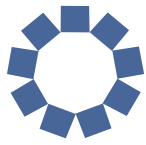


Bay Area Metro Budget Book, Fiscal Year 2023-24



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

FINAL



Memorandum

To:

The Metropolitan Transportation Commission Staff

From:

Derek Hansel, Chief Financial Officer

Date:

July 1, 2023

Regarding:

Fiscal Year (FY) 2023-24 Bay Area Metro Budget Book

The budgets of the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), and their affiliated entities represent one of the best ways in which to see our governing bodies effectuate our regional priorities – through the “power of the purse.” These budgets have been developed through a coordinated and collaborative process with staff across the agencies – working to meet the needs associated with a diverse set of missions across these agencies. This process included budgeting for equity considerations, significant new training and a rededicated approach to inclusiveness and transparency. This process also resulted in the submission of budgets in full draft form to the respective Boards in May – providing appropriate time for consideration and comment. We hope that you have found the process to be fair and worthwhile, and we look forward to working with you as we move forward in the development of the FY 2024-25 budgets.

Acknowledgments

The development of our FY 2023-24 budgets was accomplished with the coordination and collaboration of MTC executive and management staff, project managers, graphics staff, and administrative support personnel. We express appreciation to all staff who contributed to the budget process which culminates in the production of this document. A huge thank you to our tireless budget team of Abeba Haile (retired), Tim McGowan, Oscar Quintanilla Lopez, Alita Reinecker, Wasim Samara, Myles Smith, Sam Dyer, and Elena Federis in the Budgets and Financial Planning & Analysis Section, all led by their fearless leader, Arleicka Conley. A special thank you to Leticia Rubalcava Gomez for all her work in developing our training materials and to Laura Eastridge Murphy for her work on this document and others (and for keeping us all sane). The arduous work and dedication of this entire team in the development of the FY 2023-24 budgets and this Bay Area Metro Budget Book have been tremendously valuable and are very much appreciated!

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- Overall Work Program (OWP)
- E76
- Exchange
- Fund Estimates - Transportation Development Act (TDA) Allocations

Budget, Contract, and Purchase Order Management:

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- Bay Area Headquarters Authority (BAHA)
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- ABAG Publicly Owned Energy Resources (POWER)
- ABAG Finance Authority for Nonprofit Corporations (FAN)
- San Francisco Bay Restoration Authority (SFBRA)

- Metropolitan Transportation Commission (MTC)
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- Service Authority for Freeways and Expressways (SAFE)
- Bay Area Infrastructure Financing Authority (BAIFA)
- Bay Area Toll Authority (BATA)

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DocuSigned by:

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Metropolitan Transportation Commission

Staffing Organization as of July 24, 2023

** ABAG contracts with MTC for services. MTC's Executive Director reports to the ABAG Executive Board and MTC Commission.

MTC Commission
Alfredo Pedroza
Chair

ABAG Executive Board**
Jesse Arreguin
President

OFFICE OF GENERAL COUNSEL* (8)
Kathleen Kane
Ron Ceguera
John Myers
Andrea Visveshwara
Matthew Lavrinets
Cynthia Segal
Vacant-2

EXECUTIVE DIRECTOR (6)
Andrew B. Fremier

Chief Deputy Executive Director
Alix Bockelman

CHIEF OPERATING OFFICER
Vacant-1

DEPUTY EXECUTIVE DIRECTOR
LOCAL GOVERNMENT SERVICES
Brad Paul

FINANCE (1)
Chief Financial Officer
Derek Hansel

ADMINISTRATION & HUMAN DEVELOPMENT (25)
Nalungo Conley
Director

FACILITIES & CONTRACT SERVICES (23)
Denise Rodrigues
Director

TECHNOLOGY SERVICES (43)
Nick Roethel
Director

ELECTRONIC PAYMENTS (38)
Carol Kuester
Director

FIELD OPERATIONS & ASSET MANAGEMENT (35)
Lisa Klein
Director

DESIGN & PROJECT DELIVERY (25)
Ashley Nguyen
Director

FUNDING POLICY & PROGRAMS (30)
Theresa Romell
Director

REGIONAL PLANNING PROGRAM (49)
Matt Maloney
Director

LEGISLATION & PUBLIC AFFAIRS (23)
Rebecca Long
Director

REGIONAL NETWORK MANAGEMENT (2)
Vacant
Director

BAY AREA REGIONAL ** COLLABORATIVE (2)

BUDGETS & FINANCIAL PLANNING & ANALYSIS (9)
Arleicka Conley
Director

- Raegan Carmon
- Kim Chase
- Wally Charles
- Fred Castro
- Brandon Crain
- Chris Fong
- Ashley Gonzalez
- Alita Henderson
- John Kannegieser
- Susan Lima
- Ky-Nam Miller
- Alex Prestia
- Lety Rubalcava Gomez
- Doris Santa-Cruz
- Judis Santos
- Martha Silver
- Abbey Taunton
- Kimberly Ward
- Vacant-6

- George Alonzo
- Eva Bedford
- DeNise Blake
- Quianna Brandon
- Donna Bregman-Fletcher
- Michael Brinton
- Luz Campos
- Noah Cohen
- Ryan DeCoud
- Jerry Finer
- Deborah Gaines
- Jeremy Gladson
- Nicole Hicks
- Pico Junior
- Gertruda Luermann
- Andrew Nguyen
- Eddie Phillips
- Mey Phu
- Eric Wong

- Nisar Ahmed
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- Felicia Alas
- Gavin Alavinejad
- Kyle Baker
- Janet Banner
- Arielle Blankroth
- Sean Bugler
- Shauna Callow
- Maurice Candido
- Ifenna Chikezie
- Kapeel Daryani
- Corey Dodge
- Queli Go
- Mengjie Han
- Matt Hines
- Stephen Hohorst
- Prashant Jawalikar
- Pratul Kant
- Lemar Karimi
- Yong Lee
- Mary Mattingly
- Yoosi Mills-Ghartey
- Gilbert Mingming
- Roslyn Morris-Singh
- Martin Munoz
- Alysha Nachtigall
- Aaron Priven
- Ravi Selvanayagam
- Michelle Tan
- Andrew Tate
- Brooke Terrin
- Maung Than
- Thiru Thiagarajah
- Jess Thomas
- Ofelia Walsh
- Atti Williams
- Edna Yeh
- Steve Zafft

- Jessica Alexis
- Chris Brown
- Lizette Cabie
- Albert Chiu
- Helise Cohn
- Sylvia Cox
- Eric Davis
- Maureen Devlin
- Mark Dinh
- Sarah Doggett
- Roger Dominguez
- Joseph Dong
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- Edward Meng
- Sebi Osa-Idehen
- Wilfred Poon
- Monica Serrano
- Andrea Stenquist
- Lynn Valdivia
- Jason Weinstein
- David Weir
- Kevin Wong

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- Luis Barragan
- Sarah Burnworth
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- Albert Cheung
- Rosalynn Chongchaikit
- Katelyn Costa
- Gio DiFabio
- Aja Flores
- Chelsea Gamulo
- James Go
- Pierce Gould
- Ken Hoang
- Thomas Lacap
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- Peter Lee
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- Angela Louie
- Jim Lydon
- Jaime Maldonado
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- Stephen Terrin
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- Joel Shaffer
- Drennen Shelton
- Anne Spevack
- Sui Tan

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- Manuel Avalos
- Harold Brazil
- Elizabeth Bugarin
- Ada Chan
- Cheryl Chi
- James Choe
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- Hannah Diaz
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- Rachael Hartofelis
- Elliot Huang
- Shimon Israel
- Eli Kaplan
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- Aksel Olsen
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- Daniel Saver
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- Elizabeth Theocharides
- Kaya Tollas
- Therese Trivedi
- Flavia Tsang
- Dave Vautin
- Kara Vuicich
- Yuqi Wang
- Michael Ziyambi
- Lisa Zorn

- Marcella Aranda
- Meg Avedikian
- Karin Betts
- David Cooper
- Georgia Gann Dohrmann
- Alex Eisenhart
- John Goodwin
- Gordon Hansen
- Mimi Heft
- Mark Jones
- Joey Kotfica
- Leslie Lara-Enriquez
- Anna Liu
- Clair McDevitt
- Miguel Osorio
- Mark Prado
- Julie Snyder
- Michele Stone
- Julie Teglovic
- Christina Wenzinger
- Leah Zippert

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- Joshua Bradt
- Jane Elias
- Cindy Chen
- Fera Chandra
- Ryan Jacoby
- Karen Kristiansson
- Jeffery Liang
- Yeymi Rivas Reyes

- Kate Hartley
- Somaya Abdelgany
- Ruben Anguiano
- Irene Farnsworth
- Beth Frankland
- Barry Roeder
- Vacant-1

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- Ben Botkin
- Natasha Daniels
- Diana Fu
- Susan Glendening
- Sasha Harris-Lovett
- Athena Honore
- Elizabeth Juvera
- Darcie Luce
- Karen McDowell
- James Muller
- Heidi Nutters
- Leslie Perry
- Sarina Seaton
- Alexandra Thomsen

- Vacant-0
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- Vince Cabrieto
- Komal Dayal
- Garvin Fu
- Kyung Hee Howard
- Celia Imperial
- William Leung
- Grace Li
- Winnie Lum
- Paul Nijjar
- Jackie Suen
- Ramil Tag-at
- Darren Wong
- Victor Wong
- Russell Yuen

- Grace Martinez
- Brad Akard
- Suzanne Bode
- Mike Chang
- Benson Fu
- Rosaliza Galvez
- Tiffany Huynh
- Girma Kebede
- Betty Lam
- Rose Lapada Liu
- Kevin Lau
- July Linan
- Ivan Ma
- Tricia Mendoza
- Gabriel Orta
- Anna Pan
- Allen Tam
- Chris Tran
- Lily Wong
- Jennifer Ye

- Grace Martinez
- Brad Akard
- Suzanne Bode
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- Celia Imperial
- William Leung
- Grace Li
- Winnie Lum
- Paul Nijjar
- Jackie Suen
- Ramil Tag-at
- Darren Wong
- Victor Wong
- Russell Yuen

DocuSigned by:
Andrew B Fremier
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Andrew B. Fremier, Executive Director

393 FY 24 Positions (Regular, Time-limited, Tier 1, Tier 2, and Retired Annuitants)

* General Counsel advises Commission and Executive Board Directly
** BARC is a multi-agency regional board

BAY AREA METRO
FY 2023-24 AGENCY BUDGET BOOK

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**METROPOLITAN
TRANSPORTATION COMMISSION
(MTC) BUDGET**

Metropolitan Transportation Commission

June 28, 2023

Agenda Item 12a - 23-0734

Metropolitan Transportation Commission (MTC) Resolution No. 4576 – Fiscal Year (FY) 2023-24 Operating and Capital Budgets

Subject:

Staff requests the approval of MTC Resolution No. 4576, authorizing the FY 2023-24 Operating and Capital Budget. The MTC operating budget is balanced as presented. Total operating revenue is budgeted at \$368.0 million, and total operating expenses are \$366.0 million. The proposed budget includes a \$3.1 million transfer to the Capital Budget.

Summary of Changes from May Draft:

On May 24, 2023, staff presented the draft FY 2023-24 Operating and Capital Budgets to the Commission. The budget proposed for adoption and described below incorporates several changes that result in a \$3.0 million reduction in total operating revenue, which is offset by a \$3.8 million reduction in total operating expenses. Consequently, the projected operating surplus increased from \$1.2 million to \$2.0 million.

The changes between the draft presented in May and the budget proposed for adoption are summarized in Attachment A. The proposed budget includes a \$3.3 million reduction in Surface Transportation Block Grant funds: \$3 million had already been included in a different budget line item, and a \$316 thousand decrease in staff costs due to how positions are assigned between entities. The proposed budget also includes a \$89 thousand reduction to the anticipated carryover of Coastal Conservancy funds, a \$458 thousand increase in State Transit Assistance funding, and adjustments to the transfers between entities that result in a net decrease of \$63 thousand. The \$3.0 million reduction in revenue is offset by corresponding reductions in expenses.

The budget proposed for adoption also includes a \$500 thousand reassignment between consultant and staff costs for the proposed Regional Network Management positions, a \$670 thousand increase to the Continuous Travel Behavior Survey, and general fund savings from duplicated line items and additional overhead recovery. Overall, the changes resulted in a \$3.8 million reduction in operating expenses, and an increase in the operating surplus of \$783 thousand.

The budget proposed for adoption includes no changes to the Capital budget.

Background:

While the general economic picture nationally and regionally has largely stabilized and recovered from the challenges posed by the COVID-19 pandemic, there are a number of headwinds that MTC must face as we consider FY 2023-24 and beyond.

These headwinds include:

- inflation, which has been running very high for the past 2 ½ years.
- Higher interest rates, partly driven by increases in short-term interest rates by the Federal Reserve, and partly by the market reaction to both inflation generally and the Federal Reserve’s actions
- The crisis in confidence associated with regional banks and their potential failure. This issue has already caused the failure of two banks in the Bay Area (Silicon Valley Bank and First Republic Bank).
- Issues surrounding the extension of the Federal debt limit, and the possible consequences of not doing so.

Key Budget Development Issues

While today’s economic “top-line” numbers look good, the issues discussed above could present challenges for MTC in FY 2023-24 or FY 2024-25. Furthermore, Bay Area Toll Authority (BATA) toll revenues, which help support MTC overhead through administrative transfers, have not recovered to pre-pandemic levels, while staffing and other costs associated with MTC operations increase.

Staff recognizes the important work that the Commission is promoting across a number of different areas, and acknowledge that our support functions, including information technology, human resources, and finance continue to operate under a significant “capacity deficit”.

The proposed FY 2023-24 Operating and Capital Budgets attempt to strike a balance between (1) resourcing staffing needs to address Commission initiatives and priorities such as supporting the implementation of Regional Measure 3 projects, and (2) the need to be fiscally prudent in FY 2023-24 as macroeconomic factors such as interest rates, and local economic factors such as “return-to-work” trends continue to create economic uncertainty.

FY 2023-24 Budget Assumptions

The proposed budget incorporates several key assumptions:

- 4.5% cost of living adjustment included in the proposed employment MOU, as recommended by the Administrative Committee on May 10, 2023
- 2.3% interest yield
- Sales tax revenue projections from TDA increase by 7% in comparison to FY 2022-23
- Bridge toll revenue budgeted at the same level as FY 2022-23
- 6% vacancy rate
- Increase in federal and state grant funding, primarily OBAG 3 and REAP 2. 0

New Positions

The proposed FY 2023-24 budget includes a total of 386 positions, an increase of 16 new positions, to provide capacity for expanded operational requirements (many of which are funded by outside sources), positions necessary for appropriate operations of BATA, and positions which provide support for all MTC and related agency operations (some of which will be funded by the MTC general fund, some of which will be reimbursed through overhead distribution, and some of which are permanent positions that are being utilized to replace temporary positions and/or contracted services). For those positions being funded by outside (and yet unobligated) funding sources, hiring will be based upon the obligation of those funding sources. The new positions are spread throughout all of the agencies for which MTC is responsible; however, MTC is responsible for authorizing staffing for MTC and all operating entities.

MTC will add the positions to fill needs as follows:

- To address administrative support functions that have been outpaced by MTC's growing portfolio, including information technology, procurement, finance, legal, and human resources (this includes adding full-time staff positions that have been filled on an essentially full-time basis by long-term temporary support).
- To support implementation of the \$4.5 billion Regional Measure 3 expenditure plan
- To support regional forecasting for Plan Bay Area 50+
- Supporting implementation of Regional Network Management

FY 2023-24 Revenue and Expense

Total revenue estimated for FY 2023-24 is \$368.0 million, up \$66.4 million from the amended FY 2022-23 budget. A summary of revenue and expenses are shown below. The decrease in federal funding is largely due to budgeting what is expected to be spent in the current year, rather than budgeting total grant amounts. The decreases are more than offset by increases in state and local funding for Regional Early Action Plan 2.0 (REAP 2.0) and Climate Initiative programs.

	Total	% Change	\$ Change
Federal Grants	\$191.6M	(15%)	(\$34.4 M)
State Grants	94.8M	288%	70.4M
Local Funding	29.6M	384%	23.5M
General Fund	16.2M	2%	.038M
Transfer from Other Entities/Funds	7.0M	29%	1.6M
Administrative Overhead Reimbursement	27.4M	25%	5.6M
Other	1.4M	(29%)	(.056M)
Total	\$368.0M	23%	\$66.4M

Total expenses proposed for FY 2023-24 are \$366.0 million, up \$64.8 million from the amended FY 2022-23 budget. The largest part of this increase is for contractual services, which is largely driven by REAP 2.0 funding that will be transferred to Bay Area Housing Finance Authority. A summary of expense changes is shown below:

	Total	% Change	\$ Change
Salaries and Benefits	\$53.1M	15%	\$7.1M
Computer Services	6.2M	36%	1.6M
General Operations	4.8M	19%	0.77M
Consultants	300.3M	23%	56.1M
Other	\$1.5M	(36%)	(0.85M)
Total	\$366.0	22%	\$64.8M

Total salaries and benefit cost increase are due to additional positions and incorporation of the Cost-of-Living Adjustment (COLA). Computer Service increases are primarily driven by increased software license costs and computer hardware upgrades. General operation costs are primarily increased by professional membership and subscriptions, and assessments for 375 Beale St. Detailed consultant costs are described below.

Post Retirement Costs

Since FY 2019-20, MTC has eliminated net pension liabilities and instead has reflected an asset in its audited financial statements. Staff will continue to monitor Calpers' investment results as recent market conditions might affect future budgets.

Contract Services Funding

The total proposed contract services budget for FY 2023-24, including all contract services funded by new grants committed for FY 2023-24, is \$300.4 million. The Commission's adoption of the FY 2023-24 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction.

MTC Grants and Other Sources of Project Funding

MTC currently has a total of over 90 active grants and other sources of funding totaling \$242 million. MTC proposes to add new grants totaling roughly \$73 million of funding. Some of the projects the grant funds include:

- Electric Vehicles and Chargers
- Mobility Hubs
- Priority Development Area (PDA) and Priority Production Area (PPA) Growth Framework Implementation
- Active Transportation Planning
- Support Transportation System Management Program

Clipper Operating

The proposed Clipper operating budget for FY 2023-24 is \$64.8 million, up from the amended FY 2022-23 budget of \$51.3 million. Clipper I operating expenses have increased due to increased transactions on the current Clipper System. This system is directly related to the number of rider transactions. Clipper I will continue until the contract expires in November 2024 when we expect expenses to significantly drop.

The Clipper II operation continues its development until it gets ready for revenue service. It will incur fixed costs from this stage. Primary funding of operating costs is:

- Transit operators (\$28.8 million)
- State Transit Assistance (STA) (\$7.7 million)
- State of Good Repair (\$5 million)
- Low Carbon Transit Operations (LCTOP) (\$6 million)
- Clipper inactive accounts fund (\$7.7 million)

The operating budget is balanced as presented.

Clipper Capital

The Clipper capital budget also includes Clipper I and the development of Clipper II. Clipper I will be closing out in FY 2024-25. Clipper I will have a marginal increase to its life-to-date budget by approximately \$1.4 million. Funds will come from card sales to support staff costs and card expenses. The life-to-date budget for Clipper I will be \$241 million through FY 2023-24.

The proposed life-to-date Clipper II budget for FY 2023-24 will be \$298 million, with a proposed increase of \$16.4 million. Primary funding will be from SGR of \$8 million, STA of \$3 million and Clipper Card revenue of \$5 million. These sources will fund acquisition of equipment and capital consultants.

Bay Area Forward

The proposed FY 2023-24 Bay Area Forward budget increases the life-to-date total budget by \$16 million, from \$146.5 million in FY 2022-23 to \$162.4 million. The main drivers of this increase are adding \$10 million for State Route 37, and \$4.3 million for shared use path gap closure connecting to the Richmond - San Rafael bridge. Project changes are described in the table below (in millions):

	Life to Date (LTD) thru FY2022-23	FY2023-24	LTD thru FY2023-24
Bay Bridge Forward 2016	\$30.0	\$1.8	\$31.7
Bay Bridge Forward 2020	56.0	(0.5)	55.5
Richmond Forward	1.2	4.3	5.5
Freeway Performance Initiative I-680	14.0	-	14.0
Freeway Performance Initiative I-880	7.0	-	7.0
Freeway Performance Initiative US-101	5.5	0.4	5.9
Napa Forward	20.6	-	20.6
Dumbarton Forward	12.2	-	12.2
SR 37 Sears Point to Mare Island Improvement Project	-	10.0	10.0
Total	\$146.5	\$15.9	\$162.4

Exchange Fund

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling \$25.1M:

- Housing Investment Pilots - \$2M
- Priority Conservation Area Grant Program - \$3.M
- Bike Share Investments - \$16.8M
- Other Multimodal Investments - \$ 2.8M

MTC Reserves

The maintenance of appropriate financial reserves is an important tool for prudently managed governmental agencies. MTC's operating reserves serve several purposes, including:

- Supporting cash flow to manage grant expenses in advance of reimbursement
- A potential source of contingency funding for unanticipated needs
- A source of financial cushion to withstand economic uncertainties

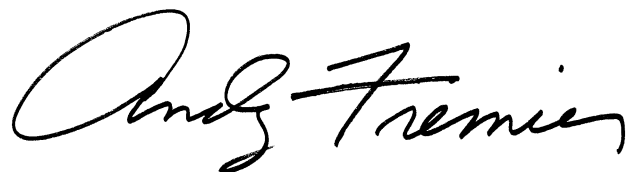
As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. After the transfer to capital, estimated reserves will be \$65.6 million.

Recommendation:

Staff recommends approval of Resolution No. 4576 authorizing the MTC FY 2023-24 Operating and Capital Budgets.

Attachments:

- Attachment A - Summary of Changes
- MTC Resolution No. 4576 FY 2023-24 Operating and Capital Budget
- MTC FY 2023-24 Budget PowerPoint Presentation



Andrew B. Fremier

Date: June 28, 2023
W.I.: 1152
Referred by: Commission

ABSTRACT

Resolution No. 4576, Revised

This resolution approves the Agency's Operating and Capital Budgets for FY 2023-24.

Further discussion of the agency budget is contained in the Summary Sheets dated June 28, 2023. A budget is attached as Attachments A through G.

Date: June 28, 2023
W.I.: 1152
Referred by: Commission

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4576

WHEREAS, the Metropolitan Transportation Commission (MTC or the Commission) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, on April 26, 2023 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2023-24 with the adoption of MTC Resolution No. 4577; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2023-24; and

WHEREAS, the final draft MTC Agency Budget for FY 2023-24 is consistent with the OWP as adopted pursuant to MTC Resolution No. 4577; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2023-24, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2023-24, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2023-24, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2023-24; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2023-24 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2023-24 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 386 and will not be increased without approved increase to the appropriate FY 2023-24 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2023-24 budgets; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to be 'AP' followed by a long horizontal stroke.

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 28, 2023.

Date: June 28, 2023
W.I.: 1152
Referred by: Commission

Attachments A,B,C,D,E,F
Resolution No. 4576

METROPOLITAN TRANSPORTATION COMMISSION
AGENCY'S OPERATING AND CAPITAL BUDGETS
FY 2023-24

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Grant and Local Funding Schedule	Attachment B
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Clipper Operating and Capital Budgets	Attachment E
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Exchange Fund Budget	Attachment G

MTC Operating and Capital Budget

METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2023-24

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 226,000,224	\$ 191,247,491	-15%	\$ (34,752,733)
State Grants	24,437,240	94,907,524	288%	70,470,284
Local Funding	6,126,502	29,675,320	384%	23,548,818
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	2%	384,063
Transfer from Other Entities/Funds	5,421,864	6,986,044	29%	1,564,180
Administrative Overhead Reimbursement	21,806,740	27,360,945	25%	5,554,205
Other	1,953,029	1,386,169	-29%	(566,860)

Total Operating Revenue	\$ 301,545,600	\$ 367,747,555	22%	\$ 66,201,955
Total Operating Expense	\$ 301,209,223	\$ 365,782,475	21%	\$ 64,573,252
Operating Surplus/(Deficit) Before Transfers	\$ 336,377	\$ 1,965,080	484%	\$ 1,628,703
Transfer In from Operating Reserve	\$ -	\$ 1,100,920	-100%	\$ 1,100,920
Transfer Out to Capital Fund	\$ -	\$ (3,066,000)	-100%	\$ (3,066,000)
Total Operating Surplus/(Deficit)	\$ 336,377	\$ -	-100%	\$ (336,377)

Use of Reserves			
Beginning Reserve Balance	\$ 64,888,400	\$ 65,224,777	
Transfer into (from) reserve for operating	336,377	1,965,080	
Transfer into (from) reserve for Capital	-	(3,066,000)	
Net Transfers in (from) reserves	336,377	(1,100,920)	
Ending Reserve Balance	\$ 65,224,777	\$ 64,123,857	

Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 12,722,265	\$ 15,375,521	21%	\$ 2,653,256
Congestion Mitigation and Air Quality (CMAQ) - New Federal Highway Administration Planning (FHWA)	50,498,000	6,881,113	-86%	\$ (43,616,887)
Regional Infrastructure Accelerators (RIA) Program (FY 2022-23)	1,500,000	-	-100%	(1,500,000)
Federal Highway Administration Planning (FHWA PL) (FY 2023-24)	-	9,796,093	100%	\$ 9,796,093

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	9,713,541	1,504,739	-85%	(8,208,802)
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	1,038,800	-	-100%	(1,038,800)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	462,878	292,188	-37%	(170,690)
Federal Transit Administration (FTA) 5303 (FY 2023-24)	-	4,734,683	100%	4,734,683
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	3,628,612	3,973,913	10%	345,301
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,447,370	-	-100%	(1,447,370)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	196,288	-	-100%	(196,288)
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	246,993	246,993	0%	(0)
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	188,357	-	-100%	(188,357)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	99,425	-	-100%	(99,425)
Federal Transit Administration (FTA) 5312	-	500,000		500,000
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	-	1,500,000	100%	1,500,000
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	52,673	-	-100%	(52,673)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	112,569,606	78,989,211	-30%	(33,580,395)
Federal Emergency Management Agency (FEMA)	19,732	-	-100%	(19,732)
Environmental Protection Agency (EPA)	58,933	-	-100%	(58,933)
Surface Transportation Block Grant (STBG) - New	28,024,607	66,370,000	137%	38,345,393
Surface Transportation Block Grant (STBG) (OBAG 3) - New	3,000,000	-	-100%	(3,000,000)
Job Access and Reverse Commute Program (JARC)	32,144	583,038	1714%	550,894
	\$ 226,000,224	\$ 191,247,491	-15%	\$ (34,752,733)

State Grants

California Housing Community (HCD) Regional Early Action Planning (REAP)	\$ 3,200,984	\$ 1,039,830	-68%	\$ (2,161,154)
California Housing Community Development (HCD) (REAP 2.0)	637,483	66,101,128	10269%	65,463,645
Low Carbon Transit Operations Program (LCTOP) Means Based	594,404	4,486,064	655%	3,891,660
Low Carbon Transit Operations Program (LCTOP)	-	-	-100%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,099,814	917,900	-56%	(1,181,914)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	953,040	239,987	-75%	\$ (713,053)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	55,972	-	-100%	(55,972)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	310,183	-	-100%	\$ (310,183)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	1,480,918	264%	1,074,152
Systemic Safety Analysis Report Program Local (SSARPL)	312,906	-	-100%	(312,906)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	1,846,101	2,172,953	18%	326,852

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
State Transit Assistance (STA)	5,347,888	9,444,174	77%	4,096,286
State Transit Assistance (STA) Exchange Fund	-	4,580,000	-100%	4,580,000
State of California, Wildlife Conservation Board (Proposition 68)	522,020	182,739	-65%	(339,281)
Clean California Enhancement Proposal (New)	6,500,000	-	-100%	(6,500,000)
CA Air Resource Board	-	32,286	-100%	32,286
SB 856 CA State Transp. Agency	-	60,000	-100%	60,000
2% Transit Transfer	764,034	1,118,989	46%	\$ 354,955
5% Transit Transfer	635,645	694,414	9%	58,769
	\$ 24,437,240	\$ 94,907,524	288%	\$ 70,470,284

Local Funding

Bay Area Rapid Transit (BART)	\$ 68,767	\$ -	-100%	\$ (68,767)
SFMTA Local Funding	700,000	700,000	0%	-
Transportation Fund for Clean Air (TFCA)	28,410	-	-100%	(28,410)
Bay Area Air Quality Management District (BAAQMD)	432,657	714,000	65%	281,343
Exchange Fund	2,087,500	25,060,835	1101%	22,973,335
Pavement Management Program (PMP Sales)	1,500,000	2,000,000	33%	500,000
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
High Occupancy Vehicle (HOV) Lane Fines	470,721	450,000	-4%	(20,721)
Cities/Local Funds	294,547	206,585	-30%	(87,962)
Subtotal	\$ 6,126,502	\$ 29,675,320	384%	\$ 23,548,818

Transfers In

Association of Bay Area Governments (ABAG)	\$ 185,424	\$ 188,374	2%	2,950
Bay Area Infrastructure Financing Authority (BAIFA)	224,593	343,715	53%	119,122
Bay Area Toll Authority (BATA) Regional Measure 2	3,428,347	2,644,076	-23%	(784,271)
Bay Area Toll Authority (BATA) Reimbursement Service Authority for Freeways and Expressways (SAFE)	1,468,500	2,279,875	55%	811,375
Reimbursement	115,000	124,500	8%	9,500
BATA Rehabilitation Program	-	1,016,717	-100%	1,016,717
Service Authority for Freeways and Expressways (SAFE) - Advanced	-	228,788	-100%	228,788
SFO Gap Closure Project	-	160,000	-100%	160,000
Subtotal	\$ 5,421,864	\$ 6,986,044	29%	\$ 1,564,180

Reimbursements for Administrative Overhead

Association of Bay Area Governments (ABAG)	\$ 1,607,866	\$ 1,854,781	15%	\$ 246,915
BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Additional BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Bay Area Forward	-	129,143	-100%	129,143
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	1,722,016	21%	301,015
Bay Area Housing Finance Authority (BAHFA)	972,034	967,923	0%	(4,111)
Bay Area Headquarters Authority (BAHA)	742,549	826,574	11%	84,025

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
MTC Grant Funded Overhead	1,055,010	-	-100%	(1,055,010)
Clipper	1,641,510	1,728,916	5%	87,406
Service Authority for Freeways and Expressways (SAFE) Reimbursement	490,770	497,251	1%	6,481
Subtotal	\$ 21,806,740	\$ 27,360,945	25%	\$ 5,554,205

Other Revenues

OPEB Credit	\$ 1,633,029	\$ -	-100%	(1,633,029)
Interest	320,000	1,386,169	333%	1,066,169
Subtotal	\$ 1,953,029	\$ 1,386,169	-29%	\$ (566,860)

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense				
I. Salaries, Benefits, and Overhead	\$ 45,993,401	\$ 52,764,261	15%	\$ 6,770,860
Program Staff Salaries	17,176,917	21,709,118	26%	4,532,201
Program Staff Benefits	8,715,411	9,477,037	9%	761,626
Program Temporary Staff Salaries (Non-Benefited Positions)	-	589,793	0%	589,793
Administrative Overhead Salaries	10,604,022	13,463,392	27%	2,859,370
Administrative Overhead Benefits	5,302,011	5,750,273	8%	448,262
Administrative Overhead Temporary Staff (Non-Benefited Positions)	-	66,663	0%	66,663
New Position Requests (including Benefits)	4,195,040	1,707,987	-59%	(2,487,053)
II. Travel and Training	\$ 1,188,750	\$ 1,216,300	2%	\$ 27,550
III. Printing, Reproduction, and Graphics	\$ 116,000	\$ 119,500	3%	\$ 3,500
IV. Computer Services	\$ 4,563,725	\$ 6,204,556	36%	\$ 1,640,831
V. Commissioner Expense	\$ 150,000	\$ 175,000	17%	\$ 25,000
VI. Advisory Committees	\$ 15,000	\$ 21,000	40%	\$ 6,000
VII. General Operations	\$ 4,043,117	\$ 4,885,681	21%	\$ 842,564
Subtotal of Operating Expenses Before Contractual Service and Capital Outlay	\$ 56,069,993	\$ 65,386,298	17%	\$ 9,316,305
IX. Contractual Services	\$ 244,229,230	\$ 300,396,177	23%	\$ 56,166,947

	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
X. Capital Outlay*	\$ 910,000	\$ -	NA	NA
Total Operating Expense	\$ 301,209,223	\$ 365,782,475	21%	\$ 64,573,252

* FY2022-23 capital projects were funded through the operating budget. FY2023-24 projects will be funded via a transfer from the operating reserve to the capital reserve.

MTC Grant and Local Funding

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 02/28/2023	Consultants enc as of 02/28/2023	Life-to-Date (LTD) Grant Balance as of 02/28/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants												
1	74A0814	1109 FHWA PL (FY 2023-24)	\$ 9,526,211	\$ -	\$ -	\$ 9,526,211	\$ 9,526,211	\$ -	\$ 9,524,196	\$ 2,015	\$ -	06/30/2026
2	74A0814	1109 CO FHWA PL (FY 2022-23) (Carryover)	9,604,012	6,301,843	1,797,430	1,504,739	1,504,739	-	820,705	684,034	-	06/30/2025
4	74A0814	1116 FHWA PL (FY 2023-24)	269,882	-	-	269,882	269,882	-	269,882	-	-	06/30/2026
4	693J32350009	1117 FHWA Resilient State Route SR 37 Program Regional Infrastructure Accel	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	01/23/2025
5	74A0814	1306 Next-Generation Bay Area Freeways Study	500,000	189,713	18,099	292,187	292,187	-	274,461	17,727	-	06/30/2024
6	6084-186	1812 Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,627,418	-	112,887	112,887	-	-	112,887	-	06/30/2025
9	6084-209	1825 Operate Car Pool Program	8,000,000	6,094,166	1,105,834	800,000	800,000	-	-	800,000	-	06/30/2024
10	6084-206	1826 Congestion Management Agency (CMA) Planning	58,818,000	53,238,239	4,988,670	591,090	591,090	-	-	-	591,090	06/30/2025
11	6084-207	1827 MTC Planning	9,590,000	9,454,583	84,860	50,558	50,558	-	50,558	-	-	06/30/2024
12	6084-211	1828 Commuter Benefits Implementation	1,785,000	1,431,254	236,830	116,916	116,916	-	48,429	56,000	12,487	06/30/2025
13	6084-210	1829 Incident Management	20,478,000	18,366,564	555,436	1,556,000	1,556,000	-	-	1,556,000	-	06/30/2025
14	6084-215	1830 Spare the Air Youth Program	2,463,000	1,984,438	478,562	-	-	-	-	-	-	06/30/2025
15	6084-216	1831 Arterial/Transit Performance/Rideshare	5,000,000	2,600,093	725,693	1,674,213	1,674,213	-	-	1,674,213	-	06/30/2025
16	6084-208	1832 Vanpool Program	5,400,000	1,294,211	281,938	3,823,852	3,823,852	-	-	3,418,000	405,852	06/30/2025
17	6084-212	1834 Transportation Management System (TMS) Program	2,910,000	1,743,714	115,367	1,050,919	1,050,919	-	325,043	-	725,876	06/30/2025
18	6084-222	1835 Incident Management	4,160,000	2,405,523	433,942	1,320,535	1,320,535	-	1,162,320	-	158,215	06/30/2025
19	6084-225	1836 Transportation Management Center (TMC) Asset	1,150,000	451,518	19,337	679,145	679,145	-	39,145	640,000	-	06/30/2025
20	6084-220	1837 I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	334,783	19,929	787,288	787,288	-	-	787,288	-	06/30/2025
21	6084-232	1839 PDA Planning & Implementation	17,500,000	6,153,496	1,290,356	10,056,148	10,056,148	-	-	10,056,147	-	12/31/2026
23	6084-226	1841 AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	11,955,551	1,930,866	10,050,584	10,050,584	-	3,624,125	1,500,000	4,926,459	06/30/2026
24	6084-227	1842 Enhance Arterial: CAT1	10,915,000	6,017,357	304,364	4,593,279	4,593,279	-	-	4,276,848	316,431	06/30/2024
25	6084-230	1843 Commuter Parking O&M	2,500,000	456,271	507,442	1,536,287	1,536,287	-	36,287	1,500,000	-	06/30/2025
27	6084-233	1845 Freeway Performance - I-680 Corridor	14,000,000	5,574,216	8,425,784	-	-	-	-	-	-	06/30/2025
28	6084-235	1846 I-880 Communications Infrastructure	2,500,000	441,030	-	2,058,970	2,058,970	-	70,721	1,988,249	-	06/30/2025
29	6084-241	1847 Shared Use Mobility	2,500,000	1,181,938	187,702	1,130,360	1,130,360	-	464,319	666,041	-	06/30/2024
30	6084-243	1849 Targeted Transportation Alternatives	325,000	230,395	90,015	4,590	4,590	-	4,591	-	-	06/30/2024
31	6084-255	1850 511 - Traveler Information Program	5,700,000	5,090,857	319,796	289,347	289,347	-	-	289,347	-	06/30/2024
32	6084-244	1852 Connected Automobile Vehicle	2,500,000	289,450	-	2,210,550	2,210,550	-	-	1,234,550	976,000	06/30/2024
33	6084-259	1853 Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	63,793	-	561,207	561,207	-	-	561,207	-	06/30/2025
34	6084-260	1854 511 Traveler Information Program	16,672,000	5,814,690	1,701,673	9,155,636	9,155,636	-	-	5,870,593	3,285,043	06/30/2028
35	6084-263	1855 Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	943,284	851,716	1,205,000	1,205,000	-	-	1,044,950	160,050	06/30/2025
36	6084-264	1856 Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	519,061	280,939	200,000	200,000	-	-	200,000	-	06/30/2025
37	6084-262	1857 Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,775,262	646,894	577,844	577,844	-	-	577,844	-	02/01/2024
38	6084-269	1859 I-880 Communications Upgrade	100,000	50,609	-	49,391	49,391	-	49,391	-	-	06/30/2026
39	6084-273	1860 I-880 Express Lane in Alameda County	900,000	283,307	-	616,693	616,693	-	-	555,114	61,579	06/30/2026
40	6084-275	1861 Bikeshare Program - Capital	700,000	-	32,000	668,000	668,000	-	-	659,500	8,500	06/30/2027
41	6084-277	1862 Regional Mapping Data Service Development - Capital	1,800,000	-	-	1,800,000	1,800,000	-	-	800,000	1,000,000	06/30/2027
42	6084-278	1863 Mapping and Wayfinding Program - Capital	991,538	20,000	971,538	-	-	-	-	-	-	06/30/2027
43	6084-279	1864 Technical Assistance Mobility Hub Pilot Program	150,000	72,354	77,646	-	-	-	-	-	-	06/30/2027
45	6084-281	1865 Planning activities to advance delivery of Diridon Station	2,000,000	-	-	2,000,000	2,000,000	-	-	2,000,000	-	12/31/2024
46	6084-282	1866 Bay Bridge Forward	5,750,000	3,728	232,117	5,514,155	5,514,155	-	-	-	-	06/30/2027
47	6084-285	1867 Regional Planning Activities	49,500,000	17,667	1,083,152	48,399,181	48,399,181	-	5,547,993	4,267,092	38,584,096	06/30/2027
48	6084-288	1868 Regional Streets and Roads Program	10,000,000	129,342	-	9,870,658	9,870,658	-	-	2,500,000	7,370,658	06/30/2027
49	6084-284	1869 Regional Planning Activities Programming	35,157,000	101,510	5,428,490	29,627,000	29,627,000	-	-	26,627,000	3,000,000	06/30/2027
50	6084-290	1870 Climate Initiatives Education and Outreach	1,500,000	-	-	1,500,000	1,500,000	-	-	1,500,000	-	06/30/2028
51	6084-293	1872 Administration of the Priority Conservation Area	525,000	12,835	104,458	407,706	407,706	-	253,145	-	154,562	12/31/2025
52	6084-292	1873 Implement Bay Area Commuter Benefits Program	6,800,000	-	768,412	6,031,588	6,031,588	-	-	5,531,000	500,588	06/30/2027
Total Federal Highway Administration (FHWA) Grants			\$ 373,583,948	\$ 161,716,062	\$ 36,097,288	\$ 175,770,598	\$ 175,770,598	\$ -	\$ 22,565,311	\$ 84,892,440	\$ 62,798,693	
Federal Transit Administration (FTA) Grants												
53	74A0814	1602 FTA 5303 (FY 2023-24)	\$ 4,734,683	\$ -	\$ -	\$ 4,734,683	\$ 4,734,683	\$ -	\$ 2,684,683	\$ 2,050,000	\$ -	06/30/2026
54	74A0814	1602 CO FTA 5303 (FY 2022-23) (Carryover)	3,973,912	-	-	3,973,912	3,973,912	-	1,979,359	1,994,554	-	06/30/2025
55	74A0814	1604 FTA 5304 (FY 2021-22) (Carryover)	500,000	253,007	-	246,993	246,993	-	-	246,993	-	06/30/2024
56	74A0814	1615 FTA 5304 (FY 2022-23 Carryover)	500,000	-	-	500,000	500,000	-	-	500,000	-	06/30/2025
57	CA-37-X1177	1630 Job Access and Reverse Commute Program (JARC)	2,430,952	1,826,505	-	604,447	604,447	-	-	583,038	21,409	N/A
58	CA-2023-016-00	1675 San Francisco Bay Area Multi-Agency Paratransit Trip Booking	500,000	-	-	500,000	500,000	-	-	500,000	-	12/31/2024
Total Federal Transit Administration (FTA) Grants			\$ 12,639,547	\$ 2,079,512	\$ -	\$ 10,560,035	\$ 10,560,035	\$ -	\$ 4,664,042	\$ 5,874,585	\$ 21,409	
Total Federal Grants			\$ 386,223,495	\$ 163,795,574	\$ 36,097,288	\$ 186,330,634	\$ 186,330,634	\$ -	\$ 27,229,353	\$ 90,767,025	\$ 62,820,102	
State Grants												
59	PPM21 6084-265	2182 State Transportation Improvement Program (PPM)	\$ 723,000	\$ 646,980	\$ -	\$ 76,020	\$ 76,020	\$ -	\$ 76,020	\$ -	\$ -	06/30/2023
60	PPM22 6084-270	2183 State Transportation Improvement Program (PPM)	750,000	-	-	750,000	750,000	-	668,960	-	81,040	06/30/2024
61	PPM22-6084-286	2184 State Transportation Improvement Program (PPM)	776,000	-	-	776,000	776,000	-	185,938	550,000	40,063	06/30/2025
62	6084-245	2214 Systemic Safety Analysis Report Program Local (SSARPL)	500,000	435,286	64,714	-	-	-	-	-	-	06/30/2024
63	74A0814	XXXX Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,106,140	-	-	2,106,140	2,106,140	-	2,106,140	-	-	06/30/2027
64	74A0814	2221 Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,124,836	1,200,310	684,539	239,987	239,987	-	-	239,987	-	02/29/2024
65	74A0814	2222 Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1)	2,099,814	1,181,914	-	917,900	917,900	-	667,900	250,000	-	02/28/2024
66	19-REAP-13915	2310 California Housing Community (HCD) Regional Early Action Planning (REA)	8,396,488	5,549,401	1,807,258	1,039,829	1,039,829	-	1,039,830	-	-	12/31/2023
67	TBD	RP20 Regional Early Action Plan (REAP) 2.0	102,842,103	-	-	102,842,103	102,842,103	-	1,950,530	64,150,598	36,740,975	06/30/2026
68	G16-LDPL-04	2404 Affordable Mobility Pilot Program (CARB)	3,015,000	1,169,087	1,654,628	191,284	191,284	-	32,286	-	158,999	03/31/2025
69	SB856	2405 California State Transp. Agency SB856 (CalSTA)	5,000,000	3,346,623	1,593,377	60,000	60,000	-	-	60,000	-	06/30/2023
70	WC-2106CR	2408 State of California, Wildlife Conservation Board (Proposition 68)	640,000	54,528	402,733	182,739	182,739	-	-	182,739	-	06/30/2024
71	3021-902	2412 California Strategic Growth Council	250,000	-	-	250,000	250,000	-	-	250,000	-	03/30/2024
72	LCTOP	2607 Low Carbon Transit Operations Program (LCTOP) (FY 2019-20)	4,759,808	4,305,717	454,090	-	-	-	-	-	-	06/30/2024
73	LCTOP	2608 Low Carbon Transit Operations Program (LCTOP) (FY 2020-21)	4,720,738	329,613	3,613,882	777,243	777,243	-	-	777,243	-	06/30/2025
74	LCTOP	2609 Low Carbon Transit Operations Program (LCTOP) (FY 2021-22)	2,657,562	187,775	53,763	2,416,024	2,416,024	-	-	2,416,024	-	06/30/2026
75	LCTOP	2610 Low Carbon Transit Operations										

MTC Contractual and Professional Services

**CONTRACTUAL SERVICE ESTIMATES
 FY 2023-24**

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
1111	Support the Commission				
	Transportation Planning Programs		\$ 200,000	\$ -	\$ (200,000)
	Equity Assessment, Consultation, and Administrative Review		200,000	-	\$ (200,000)
	TOTAL	\$ 213,800	\$ 400,000	\$ -	\$ (400,000)
	Notes: Funding for these programs has been moved to Work Element 1150				
1112	Implement Public Information Program and Tribal Government Coordination				
	Awards Program / Anniversary Event		\$ 55,000	\$ 80,000	\$ 25,000
	Bike to Wherever/Work Program (sponsorship backfill)		50,000	25,000	(25,000)
	Design and Promotion		120,000	120,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)		75,000	78,000	3,000
	On call Video Services		35,000	36,750	1,750
	On-call Meeting and Engagement Support (agencywide)		40,000	100,000	60,000
	Photography services for MTC/BATA (agencywide)		100,000	120,000	20,000
	Return to Transit Employer Surveys		170,000	127,000	(43,000)
	Return to Transit Marketing		200,000	200,000	-
	Return to Transit Poll		100,000	150,000	50,000
	Revenue Measure and PBA2050+ Polling		-	200,000	200,000
	Social Media Consultants (MTC, Bay Trail, et al)		110,000	115,000	5,000
	Transit Connectivity		20,000	22,000	2,000
	Transit Month		-	50,000	50,000
	Translations (agencywide)		100,000	50,000	(50,000)
	Legal Notices (agencywide)		-	218,000	218,000
	Translations/Legal Notices		-	-	-
	Web Accessibility Training Consultant		-	100,000	100,000
	Youth Programs		26,000	25,000	(1,000)
	TOTAL	\$ 543,483	\$ 1,201,000	\$ 1,816,750	\$ 615,750
1120	Regional Conservation Investment Strategy				
	Regional Conservation Investment Strategy - Technical Support		\$ 527,701	\$ 268,743	\$ (258,958)
	TOTAL	\$ 360,561	\$ 527,701	\$ 268,743	\$ (258,958)
1121	Regional Transportation Plan/Sustainable Communities				
	Affordable Housing Needs & Revenue Update		\$ 100,000	\$ 150,000	\$ 50,000
	CALCOG Support		30,800	35,000	4,200
	CivicSpark Fellow		35,000	40,000	5,000
	* Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)		1,718,092	1,718,092	-
	Climate Off-Model Calculators		-	250,000	250,000
	Environmental Impact Report - Legal Support		-	100,000	100,000
	Environmental Impact Report - Technical Support		-	100,000	100,000
	Equity Priority Communities Re-Imagining		199,987	199,987	-
	PBA50+ Website Upgrades/Maintenance		75,000	60,000	(15,000)
	PBA50+/Transit50+ CBO Engagement		75,000	350,000	275,000
	PBA50+/Transit50+ Digital Promotion		100,000	250,000	150,000
	PBA50+/Transit50+ Public Engagement Rounds 1 & 2		50,000	300,000	250,000
	Plan Bay Area 2050+ Development		3,349,000	2,349,000	(1,000,000)
	Regional Growth Forecast Update		100,000	100,000	-
	Unencumbered Carryover		473,811	-	(473,811)
	TOTAL	\$ 225,972	\$ 6,306,690	\$ 6,002,079	\$ (304,611)
1122	Analyze Regional Data Using GIS and Planning Models				
	Continuous Travel Behavior Survey		\$ 300,000	\$ 970,000	\$ 670,000
	Bay Area CENSUS Data Portal		-	100,000	100,000
	Bay Area Spatial Information System Development		-	200,000	200,000
	Consultant Carryover		-	435,673	435,673
	Land Use Model Development & Application		175,000	175,000	-
	Prior Year Carryover		87,962	-	(87,962)
	Regional Transit Passenger Survey		1,600,000	1,000,000	(600,000)
	Technical Support for Web Based Projects		100,000	150,000	50,000
	Travel Model 2 Conversion (TM2.2, TM2.3)		250,000	250,000	-
	Travel Model Core Development (ActivitySim)		35,000	35,000	-
	Modeling/Data Development & Application		2,032,000	-	(2,032,000)
	TOTAL	\$ 636,524	\$ 4,579,962	\$ 3,315,673	\$ (1,264,289)
1125	Active Transportation Planning				
	Active Transportation TA and Active Transportation Plan Implementation		\$ 500,000	\$ 5,000,000	\$ 4,500,000
	Toole Design Carryover		41,562	40,135	(1,427)
	TOTAL	\$ 18,414	\$ 541,562	\$ 5,040,135	\$ 4,498,573
1127	Regional Trails				
	* Bay Trail Block Grant #5		\$ 163,190	\$ 263,387	\$ 100,197
	* Bay Trail Block Grant #6		1,320,160	1,414,880	94,720

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
	Bay Trail Cartographic Services		20,000	20,000	-
	Bay Trail Change Management		25,000	25,000	-
	Bay Trail Engineering & Design		-	86,466	86,466
	Bay Trail Culture, Access and Belonging		-	20,000	20,000
	Bay Trail Equity Strategy Phase: Phase II		126,128	75,000	(51,128)
	Bay Trail Design and Engineering		-	305,398	305,398
	Bay Trail Equity Strategy Phase III		-	350,000	350,000
	Bay Trail Gap Closure Implementation Plan		67,804	-	(67,804)
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook		350,000	-	(350,000)
	Bay Trail Planning & Implementation: Regional Trails Data Strategy		200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan		200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan		500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance		250,000	250,000	-
	Bay Trail Planning & Implementation: Project Delivery		750,000	750,000	-
	Bay Trail Planning & Implementation: Design Guidelines		250,000	250,000	-
	Gap Closure Implementation Plan		250,000	352,804	102,804
	Encumbered Carryover		93,169	344,518	251,349
	Merchandise, Outreach & Advertising		20,000	20,000	-
	* Priority Conservation Area Grant Program		-	3,500,000	3,500,000
	Quick Build		164,034	125,000	(39,034)
	SFO Gap Study		-	160,000	160,000
	* Water Trail Block Grant #2		175,974	55,974	(120,000)
	TOTAL	\$ 2,317,038	\$ 4,925,459	\$ 9,268,427	\$ 4,342,968
1128	Resilience and Hazards Planning				
	Resilience Technical Assistance & Planning		\$ 100,000	\$ -	\$ (100,000)
	Sea Level Rise Adaptation Funding and Investment Framework		200,000	-	(200,000)
	TOTAL	\$ 177,591	\$ 300,000	\$ -	\$ (300,000)
1132	Advocate Legislative Programs				
	Leg. Advocates - Sacramento		\$ 152,000	\$ 170,000	\$ 18,000
	Leg. Advocates - Washington		315,000	320,000	5,000
	Revenue Measure Polling		200,000	-	(200,000)
	TOTAL	\$ 285,436	\$ 667,000	\$ 490,000	\$ (177,000)
1150	Executive Office				
	Policy and Programs		\$ -	\$ 200,000	\$ 200,000
	Transportation Planning Programs		500,000	-	(500,000)
	Clerk Administrative and Agencywide Projects		-	350,000	350,000
	Strategic Review and Other Agency Initiatives		-	375,000	375,000
	TOTAL	\$ 152,020	\$ 500,000	\$ 925,000	\$ 425,000
1151	Legal Management				
	Legal Services		\$ 800,000	\$ 700,000	\$ (100,000)
	Litigation Reserves		1,100,000	1,100,000	-
	TOTAL	\$ -	\$ 1,900,000	\$ 1,800,000	\$ (100,000)
1152	Financial Management				
	Actuarial Service - OPEB		\$ 25,000	\$ 16,200	\$ (8,800)
	Bench Audits		200,000	82,000	(118,000)
	Caseware technical support		1,000	2,500	1,500
	Financial audit		305,000	309,000	4,000
	TOTAL	\$ 337,002	\$ 531,000	\$ 409,700	\$ (121,300)
1153	Facilities and Contract Services				
	ADA Assistance		\$ 50,000	\$ 100,000	\$ 50,000
	Develop/Implement PCard Program		-	75,000	75,000
	Emergency Management (COOP, etc.)		500,000	100,000	(400,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)		150,000	150,000	-
	Ergonomic Review and Assistance		150,000	400,000	250,000
	Handbook & Policy Protocols, Procedures, Workflows		-	-	-
	High School Intern Program		-	-	-
	Mineta Transportation Institute		-	-	-
	Risk Management (Contract, Facilities, Emergency)		150,000	150,000	-
	Training Materials (Procurement, DBE, Title VI, Compliance)		-	75,000	75,000
	TOTAL	\$ 301,516	\$ 1,000,000	\$ 1,050,000	\$ 50,000
1158	Administration and Human Development				
	Administrative Services Agency Initiatives		\$ 50,000	\$ 50,000	\$ -
	Agencywide Diversity, Equity, and Inclusion (DEI) Training		250,000	75,000	(175,000)
	Benefits Operation (Benefits Bridge, Leave Management System, Open Enrollment Activities, etc.)		15,000	15,000	-
	College Intern Program		115,500	120,000	4,500
	Handbook and Policy Protocols, Procedures, Workflows		125,000	82,000	(43,000)
	High School Intern Program		55,000	25,000	(30,000)
	Iyai Innovation Challenge		-	40,000	40,000
	Leadership and Coaching		-	324,000	324,000
	Memorandum of Understanding (MOU) Labor Negotiations		104,000	-	(104,000)
	Mineta Transportation Institute		110,000	110,000	-
	Operational Review		75,000	75,000	-

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
TOTAL		\$ 563,280.00	\$ 899,500	\$ 916,000	\$ 16,500
1161	Information Technology Services				
	AD Migration Project		\$ 20,000	\$ 20,000	\$ -
	Administrative Assistance		-	25,000	25,000
	Adobe SSO Integration		-	15,000	15,000
	Central Square Support		20,000	20,000	-
	DATA Security Improvements, Cloud Data Risk		50,000	-	(50,000)
	Enterprise App Support - Ongoing		-	150,000	150,000
	Helpdesk Technician		-	35,000	35,000
	Leave Management System		3,000	3,000	-
	Managed Services for Information Security Program Management - CISOShare		-	180,000	180,000
	Network Assistance		50,000	50,000	-
	PC Support Technician		95,000	-	(95,000)
	Project Coordinator- SD		95,000	70,000	(25,000)
	Salesforce: Agency CRM Enhancement		100,000	100,000	-
	Salesforce: Marketing Cloud		-	500,000	500,000
	Salesforce: Operations Support, Security & Governance		525,000	300,000	(225,000)
	Security Program Consulting and Advisory		120,000	30,000	(90,000)
	Technical Assistance Portal Enhancements		30,000	25,000	(5,000)
	Web Accessibility 508 On-Going O&M		100,000	100,000	-
	Web Security Project		200,000	75,000	(125,000)
	Web/DB Application Development/Integration		50,000	50,000	-
	Website Operations Maintenance and Enhancement		375,000	425,000	50,000
	SharePoint Consulting Services		50,000	-	(50,000)
	TSS App Developer Consultant		200,000	-	(200,000)
TOTAL		\$ 1,769,331	\$ 2,083,000	\$ 2,173,000	\$ 90,000
1162	Agency Websites				
	Website Operations Maintenance and Enhancement		\$ 75,000	\$ 75,000	\$ -
	Salesforce program services		-	22,500	22,500
	DATA Security Improvements, Cloud Data Risk		-	75,000	75,000
	Salesforce: Operations Support, Security & Governance		-	325,000	325,000
	TSS App Developer Consultant		-	200,000	200,000
	Security Program Consulting and Advisory		-	70,000	70,000
TOTAL		\$ 75,000	\$ 75,000	\$ 767,500	\$ 692,500
1212	Performance Measuring and Monitoring				
	Performance Monitoring and Vital Signs		\$ 225,000	\$ 225,000	\$ -
TOTAL		\$ 677,147	\$ 225,000	\$ 225,000	\$ -
1222	Regional Car Pool Program/Van Pool and Commuter Benefits Program				
	Bay Area Carpool Program		\$ 850,000	\$ 500,000	\$ (350,000)
	Bay Area Vanpool Program		1,199,640	500,000	(699,640)
	Commuter Benefits Program (SB 1128)		210,000	-	(210,000)
	Commuter Benefits Program		2,540,000	-	(2,540,000)
	Commuter Benefits Program (SB 1128) - (OBAG-2) - Carryover		-	56,000	56,000
	Commuter Benefits Program (SB 1128) - New Grant (OBAG-3) - Carryover		-	5,531,000	5,531,000
	Bay Area Vanpool Program Carryover		-	2,870,000	2,870,000
	NTD Compliance Audit		30,000	18,000	(12,000)
	Vanpool Audits		-	30,000	30,000
	Bay Area Car Pool Program - Carryover		1,651,017	300,000	(1,351,017)
TOTAL		\$ 2,854,952	\$ 6,480,657	\$ 9,805,000	\$ 3,324,343
1223	Support Transportation System Management Program				
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - Carryover		\$ -	\$ 200,000	\$ 200,000
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - New		-	200,000	200,000
	Connected Bay Area Strategic Plan		-	-	-
	Encumbered Carryover		25,299	-	(25,299)
	I-880 Communications Upgrade		2,000,000	-	(2,000,000)
	I-880 ICM Central Segment Design - Carryover		357,875	-	(357,875)
	Regional Comm Infrastructure Improvements - Carryover		6,308	4,988,249	4,981,941
	TMC Programs and Related Infrastructure- Carryover		661,252	640,000	(21,252)
	Unencumbered Carryover		1,036,496	-	(1,036,496)
TOTAL		\$ -	\$ 4,087,230	\$ 6,028,249	\$ 1,941,019
1224	Implement Regional Traveler Information Services				
	511 Alerting		\$ 75,000	\$ 75,000	\$ -
	511 Express Lane Operations - Est .Carryover		598,323	-	(598,323)
	511 Innovation Lab		200,000	300,000	100,000
	511 System Integrator		2,500,000	3,200,000	700,000
	511 TIC Operations		1,420,000	1,500,000	80,000
	511 Web Hosting		80,000	-	(80,000)
	511 Web Services		1,650,000	1,250,000	(400,000)
	Contract Management Services		30,000	309,940	279,940
	System Integrator		52,673	-	(52,673)
	Technical Advisor Services		400,000	400,000	-
	Transit Data QA/QC Services		250,000	-	(250,000)
TOTAL		\$ 5,373,958	\$ 7,255,996	\$ 7,034,940	\$ (221,056)

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
1233	Transportation Asset Management (TAM) Program				
	AI Data Collection		\$ -	\$ 2,000,000	\$ 2,000,000
	Local Road Safety Plan Assistance		2,000,000	720,000	(1,280,000)
	PTAP Projects		10,850,000	2,500,000	(8,350,000)
	PTAP Projects Est. Carryover		645,037	1,121,744	476,707
	PTAP Projects - Unencumbered Est Carryover		53,340	-	(53,340)
	Quality Assurance Program for PTAP		60,000	60,000	-
	Regional Safety Campaign		500,000	500,000	-
	Regional Safety Data System Support & Expansion		312,906	400,000	87,094
	StreetSaver Development		1,500,000	2,000,000	500,000
	StreetSaver Training		650,000	650,000	-
	Needs Assessment		-	50,000	50,000
	Workshops/peer - exchanges/outreach campaign		-	1,600,000	1,600,000
	TOTAL	\$ 4,362,142	\$ 16,571,283	\$ 11,601,744	\$ (4,969,539)
1234	Arterial and Transit Management				
	* IDEA 2.0		\$ -	\$ 1,000,000.00	\$ 1,000,000.00
	* PASS		2,000,000	1,500,000	(500,000)
	* IDEA Contra Costa TSP Carryover		-	1,136,844	1,136,844
	Match for STBG		-	340,777	340,777
	2016 On-Call Transportation Eng. and Plan Services - Carryover		447,968	-	(447,968)
	2016 On-Call Transportation Engagement & Planning Services - Carryover		273,377	274,213	836
	* AC Transit, Dumbarton Express IDEA Project - Carryover		1,461,501	2,543,492	1,081,991
	* Supplemental IDEA Category 2 - Carryover		282,356	200,000	(82,356)
	* IDEA Category 1 - Carryover		613,018	433,356	(179,662)
	Required Match for STBG 1842		340,777	-	(340,777)
	Carryover		-	206,585	206,585
	FY 2021-22 Carryover		1,437,980	-	(1,437,980)
	Multi-modal Arterial Operations		-	2,000,000	2,000,000
	TOTAL	\$ 1,511,941	\$ 6,856,977	\$ 9,635,267	\$ 2,778,290
1235	Implement Incident Management Program				
	I-880 Central Segment PE/Env/Design		\$ 550,000	\$ -	\$ (550,000)
	I-880 ICM North Segment Integration - Carryover		3,615,556	1,256,000	(2,359,556)
	I-880 ICM Project Construction and System Integration		300,000	-	(300,000)
	511 Alerting		1,498,000	-	(1,498,000)
	I-880 Central Segment PE/Env/Design - Carryover		-	550,000	550,000
	I-880 ICM Central Segment Design - Carryover		-	184,550	184,550
	I-880 ICM Project Construction and System Integration - Carryover		-	300,000	300,000
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase - Carryover		-	1,498,000	1,498,000
	Incident Management		-	2,000,000	2,000,000
	TOTAL	\$ 383,203	\$ 5,963,556	\$ 5,788,550	\$ (175,006)
1237	Freeway Performance Programs - Bay Bridge Forward				
	2019 Project Management - Carryover		\$ 228,083	\$ -	\$ (228,083)
	2019 Project/Program Management Services - Carryover		13,559	-	(13,559)
	ALA-I580 Westbound - Carryover		287,356	-	(287,356)
	Bay Bridge Forward - Carryover		450,010	-	(450,010)
	Commuter Parking Initiative		646,500	2,145,289	1,498,789
	Commuter Parking Outreach - Carryover		661,868	-	(661,868)
	Consultants - Carryover		954,724	-	(954,724)
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37		2,050,000	1,700,000	(350,000)
	I-80 Comprehensive Multimodal Corridor Plan (CMCP)/I-80 Design Alternatives Analysis (DAA)		885,000	1,044,950	159,950
	Northbound I-680 Express Lane Project - Carryover		8,425,784	-	(8,425,784)
	Occupancy Detection/Verification - Carryover		-	559,501	559,501
	Occupancy Detection/Verification- New		-	200,000	200,000
	On-Call Transportation Eng. and Planning Services - Carryover		38,174	-	(38,174)
	Parking Operations & Management - Carryover		2,095,196	-	(2,095,196)
	RSR Forward Bike/TDM		400,000	400,000	-
	Richmond San Rafael (RSR) Rides		-	52,702	52,702
	Richmond-San Rafael E-Bike Commute Program		-	300,000	300,000
	Transp. Engng. & Planning Services - Carryover		150,606	-	(150,606)
	TOTAL	\$ 2,467,229	\$ 18,786,860	\$ 7,902,442	\$ (10,884,418)
1238	Technology-Based Operations & Mobility				
	* Bikeshare Capital Grant Program		\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation		700,000	655,500	(44,500)
	Connected and Automated Vehicles		450,000	1,234,550	784,550
	Napa Valley Forward TDM		240,000	260,000	20,000
	Napa Valley Forward Transportation Demand Management (TDM)		-	420,225	420,225
	Regional Data Platform		-	4,000	4,000
	Richmond-San Rafael E-Bike Commute Program		-	95,816	95,816
	Shared Use Mobility		575,000	150,000	(425,000)
	TOTAL	\$ 329,898	\$ 2,791,000	\$ 3,646,091	\$ 855,091
1239	Regional Mobility Technology Program				
	Regional ITS Architecture		\$ 50,000	\$ 2,000,000	1,950,000

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
	Regional Map		1,791,538	3,570,000	1,778,462
	Regional Mapping Data Services Platform		1,900,000	800,000	(1,100,000)
	Salesforce: Regional Account		500,000.00	1,250,000	750,000
	Transit Connectivity Gap Analysis with Regional GTFS		388,347	250,000	(138,347)
	TOTAL	\$ 2,873,033	\$ 4,629,885	\$ 7,870,000	\$ 3,240,115
1240	Clean Air Program				
	Clean CA Portal Lighting Project		\$ 6,500,000	\$ -	\$ (6,500,000)
	Total	\$ -	\$ 6,500,000	\$ -	\$ (6,500,000)
1310	Equity, Access and Mobility Planning and Programs				
	Blue Ribbon Action Plan - Paratransit Analysis		\$ 250,000	\$ -	\$ (250,000)
	* <i>Community-Based Organizations engagement enhancement</i>		-	1,500,000	1,500,000
	Community Choice Learning Hub: Contracting w/ CBOs		30,000	-	(30,000)
	Coordinated Plan Update		-	90,463	90,463
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources		70,000	-	(70,000)
	FY 2021-22 Carryover		32,144	21,048	(11,096)
	* <i>OBAG3 CTA CBTP Planning funds</i>		-	3,000,000	3,000,000
	Participatory Budgeting Advisory Technical Assistance		100,000	4,000,000	3,900,000
	* <i>TTAP Action 22 - OSR Pilot Grants</i>		-	1,600,000	1,600,000
	TTAP Actions 21-25 Facilitation Assistance		-	30,000	30,000
	TTAP Actions 21-25 Planning Assistance		-	200,025	200,025
	Unspent Grant funds		-	561,990	561,990
	TOTAL	\$ 110,202	\$ 482,144	\$ 11,003,526	\$ 10,521,382
1311	Means Based Fare Program				
	* <i>Fare Subsidy</i>		\$ 1,094,404	\$ 8,000,000	\$ 6,905,596
	Fare Program Title VI Analysis Support		-	600,000	600,000
	Studies, Evaluations, and Analyses		-	1,000,000	1,000,000
	Other Admin		500,000	-	(500,000)
	Program Admin		1,500,000	1,816,024	316,024
	Technology Support		500,000	-	(500,000)
	TOTAL	\$ 10,143,209	\$ 3,594,404	\$ 11,416,024	\$ 7,821,620
1312	Support Title VI and Environmental Justice				
	Title VI Triennial Report and LAP review assistance		\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ -	\$ 75,000	\$ 75,000	\$ -
1314	Means Based Toll Discount				
	Express Lanes START Pilot Study on EL (Carryover)		\$ 300,000	\$ 105,114	\$ (194,886)
	I-880 Corridor Performance Evaluation for Toll Discount Pilot		300,000	450,000	150,000
	TOTAL	\$ 576,091	\$ 600,000	\$ 555,114	\$ (44,886)
1413	Climate Initiatives				
	Bike to Wherever/Work Day Program		\$ 1,500,000	\$ 1,500,000	\$ -
	Spare the Air Youth Program		531,754	3,300,000	2,768,246
	Regional Carsharing - Carryover		142,352	-	(142,352)
	* <i>Electric Vehicles and Chargers</i>		20,000,000	15,000,000	(5,000,000)
	* <i>Mobility Hubs</i>		15,000,000	2,500,000	(12,500,000)
	Parking Program (capital)		10,001,908	-	(10,001,908)
	Bay Weels Bikeshare E-Bike Expansion		-	15,940,000	15,940,000
	Parking (planning)		-	2,000,000	2,000,000
	TOTAL	\$ 967,620	\$ 47,176,014	\$ 40,240,000	\$ (6,936,014)
1514	Regional Assistance Programs and Project Reviews				
	Performance Audits - RFP		\$ 285,000	\$ 285,000	\$ -
	Performance Audits - New		-	500,000	500,000
	TDA/STA Portal		290,000	340,000	50,000
	TOTAL	\$ 80,000	\$ 575,000	\$ 1,125,000	\$ 550,000
1515	State Programming, Monitoring and STIP Development				
	ATP Technical Assistance Program		\$ 300,000	\$ 300,000	\$ -
	TOTAL	\$ -	\$ 300,000	\$ 300,000	\$ -
1517	Transit Sustainability/Planning				
	Action Plan Projects and Support		\$ -	\$ 1,500,000	\$ 1,500,000
	Action Plan Support		-	1,650,000	1,650,000
	Blue Ribbon Analysis		3,240,000	115,000	(3,125,000)
	Clipper BayPass Program Development and Evaluation		-	600,000	600,000
	Connected Network Plan Community Engagement		250,000	-	(250,000)
	Connected Network Plan Technical Assistance		750,000	-	(750,000)
	Consultant support for Regional Transit Priority Policy and Corridor Assessment		-	450,000	450,000
	HDR Engineering FY 2022-23 Carryover		-	60,000	60,000
	Integrated Rail Fare Study		-	400,000	400,000
	Staff Support - Leaves		-	250,000	250,000
	Transit 2050+ (CNP) Technical Assistance		-	2,000,000	2,000,000
	Transit Fiscal Cliff analysis		-	450,000	450,000
	Regional Zero Emission Fleet Strategy		612,911	515,638	(97,273)
	Diridon Station Business Case Planning Support		2,000,000	2,000,000	-

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
	Transformatio Action Plan Support		-	315,000	315,000
	SRTP Planning		720,000	-	(720,000)
	TOTAL	\$ 1,934,582	\$ 7,572,911	\$ 10,305,638	\$ 2,732,727
1520	BART Metro 2030 and Beyond				
	Bart Metro 2030 and Beyond		\$ 168,192	\$ -	\$ (168,192)
	TOTAL	\$ -	\$ 168,192	\$ -	\$ (168,192)
1521	Bay Area Regional Rail Partnerships - Project Delivery & Governance				
	Bay Area Regional Rail Partnerships: Project Delivery and Governance		\$ 188,357	\$ -	\$ (188,357)
	TOTAL	\$ 206,892	\$ 188,357	\$ -	\$ (188,357)
1522	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study				
	* San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study		\$ 1,200,000	\$ 1,200,000	\$ -
	TOTAL	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -
1611	Regional Growth Framework Planning and Implementation				
	Carryover Match for Various Projects		\$ 1,281,842	\$ 1,281,842	\$ -
	* CTA Planning & Programming Activities		35,157,000.00	7,861,000	(27,296,000)
	* CTA Planning & Programming Activities - Augmentation		-	15,766,000	15,766,000
	* Del Norte Station Precise Plan - Carryover		206,845.00	112,887	(93,958)
	Downtown Specific Plan EIR - Carryover		34,800.00	-	(34,800)
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover		277,160.00	-	(277,160)
	* General Plan Update - Carryover		1,600,000.00	1,600,000	-
	* Growth Framework Implementation - PDA Grants		23,000,000.00	23,000,000	-
	* Growth Framework Implementation - PPA Grants		2,000,000.00	2,000,000	-
	* Jumpstart Alameda County - carryover		2,000,000.00	2,000,000	-
	* Lindenville Specific Plan - Carryover		500,000.00	500,000	-
	* Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover		340,102.00	90,102	(250,000)
	* MFA-PDA-Decoto Industrial Park Study - Carryover		-	250,000	250,000
	* Milpitas Gateway/ PDA Planning - Carryover		500,000.00	500,000	-
	PCA Revamp		25,000.00	75,000	50,000
	* PDA Regional Studies - Carryover		87,000.00	587,000	500,000
	Planning, Programming Transportation Land Use - Carryover		50,558.00	-	(50,558)
	Priority Conservation Area (PCA) Revamp		250,000.00	250,000	-
	* Priority Development Area (PDA) Grant Program - Carryover		4,670,000.00	1,919,998	(2,750,002)
	* Priority Development Area Grant Program - Carryover (OBAG1)		-	609,047	609,047
	Railvolution (renamed to MPact)		15,000.00	15,000	-
	San Francisco Market Street Hub EIR - Carryover		134,649.00	-	(134,649)
	SW Expressway & Race Street Urban Village Plan - Carryover		545,987.00	-	(545,987)
	Transit Corridors & 22nd Street Station Relocation - Carryover		434,200.00	-	(434,200)
	Transit Oriented Communities (TOC) Policy Implementation		282,390.00	32,390	(250,000)
	Transit Oriented Communities (TOC) Policy Implementation - Carryover		-	40,000	40,000
	Unencumbered Carryover		89,362.00	-	(89,362)
	* Burlingame Downtown Plan		-	400,000	400,000
	* Marin City PDA Plan		-	300,000	300,000
	* Richmond Hilltop Plan		-	750,000	750,000
	* Rumrill Blvd Specific Plan		-	250,000	250,000
	* Santa Clara Station Area Plan		-	400,000	400,000
	* City of Hayward Micromobility TA		-	70,000	70,000
	* City of San Leandro Infrastructure TA		-	150,000	150,000
	* City of Santa Rosa Finance Analysis TA		-	150,000	150,000
	* Berkeley San Pablo Avenue Specific Plan		-	775,000	775,000
	* City of San Jose Parking TA		-	125,000	125,000
	* City of San Mateo TDM TA		-	150,000	150,000
	* Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover		240,000.00	240,000	-
	* VMT Policy Adoption - Carryover		240,000.00	240,000	-
	TOTAL	\$ 1,174,619	\$ 73,961,895	\$ 62,490,266	\$ (11,471,629)
1612	Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning				
	Initiative #1 Climate Adaptation		\$ 100,000	\$ -	\$ (100,000)
	Initiative #2 Climate Adaptation		100,000	-	(100,000)
	Initiative #3 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	Initiative #4 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	TBD		-	400,000	400,000
	TOTAL	\$ 289,874	\$ 400,000	\$ 400,000	\$ -
1614	Vehicle Miles Traveled - Reduction Planning for Priority Development Areas				
	Vehicle Miles Traveled		\$ 310,183	\$ -	\$ (310,183)
	TOTAL	\$ 309,999	\$ 310,183	\$ -	\$ (310,183)
1615	Connecting Housing and Transportation (REAP funded only)				
	* Housing Technical Assistance		\$ -	\$ 13,640,598	\$ 13,640,598
	REAP 2 Public Engagement		-	100,000	100,000
	* Housing Preservation Pilot Transfer of REAP 2.0 grant funding to BAHFA		-	15,000,000	15,000,000
	EPA Brownsfield Grant		58,933	-	(58,933)
	* Priority Sites Pilot Transfer of REAP 2.0 grant funding to BAHFA		-	28,000,000	28,000,000
	TOTAL	\$ 43,685	\$ 58,933	\$ 56,740,598	\$ 56,681,665

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
1622	Next-Generation Bay Area Freeways Study				
	Next-Generation Bay Area Freeways Study Operational Analysis		\$ 150,000	\$ 150,000	\$ -
	Next-Generation Freeways Implementation Planning		-	100,000	100,000
	Public Engagement and Outreach		250,000	17,727	(232,273)
	Public Engagement Carryover		82,878	250,000	167,122
	TOTAL	\$ 60,000	\$ 482,878	\$ 517,727	\$ 34,849
1621	Network Management - Planning for Implementation				
	Network Management		\$ 496,993	\$ 246,993	\$ (250,000)
	TOTAL	\$ 490,058	\$ 496,993	\$ 246,993	\$ (250,000)
	Total Consultant Contracts	\$ 46,382,281	\$ 244,229,222	\$ 300,396,177	\$ 56,166,955

* Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC

Metropolitan Transportation Commission Capital Budget FY 2023-2024

Capital Projects

Revenue:

Transfer from Operating Reserve

Total Revenue

Expenses:

Security Upgrades
 Hardware Deployment Pgm
 SCCM and MAC Management Project
 Veeam Backup Server
 Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement
 Hardware Support -OOW / Recovery
 Hardware Replacement (GIS)
 Hardware - Monitors
 Committee Packet Automation System
 ERP Planning and Discovery
 Contract and Procurement Routing Module

Total Expenses

	FY 2022-23 Budget	FY 2023-24 Approved
Transfer from Operating Reserve	\$ 910,000	\$ 3,066,000
Total Revenue	\$ 910,000	\$ 3,066,000
Expenses:		
Security Upgrades	\$ 100,000	\$ 100,000
Hardware Deployment Pgm	150,000	220,000
SCCM and MAC Management Project	80,000	80,000
Veeam Backup Server	15,000	15,000
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement	80,000	100,000
Hardware Support -OOW / Recovery	10,000	10,000
Hardware Replacement (GIS)	-	16,000
Hardware - Monitors	-	25,000
Committee Packet Automation System	-	2,500,000
ERP Planning and Discovery	275,000	-
Contract and Procurement Routing Module	200,000	-
Total Expenses	\$ 910,000	\$ 3,066,000

Clipper Operating and Capital Budget

**Clipper Budget
FY 2023-24 Budget**

Clipper 1 Operating:

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
Revenue:				
Regional Measure 2 (RM2)	\$ 1,345,300	\$ 3,209,807	\$ 3,988,344	\$ 778,537
State of Good Repair (SGR)	-	68,188	390,133	321,945
State Transit Assistance (STA)	5,495,318	10,000,000	7,700,000	(2,300,000)
Coronavirus Aid, Relief and Economic Security Act (CARES)	-	-	120,000	120,000
Inactive Accounts	-	-	5,000,000	5,000,000
Miscellaneous	-	-	-	-
Float Account Interest	2,107,735	1,500,000	500,000	(1,000,000)
Transit Operators	7,092,266	12,515,000	14,000,000	1,485,000
Total Revenue	\$ 16,040,619	\$ 27,292,995	\$ 31,698,477	\$ 4,405,482
Expense:				
Staff cost	\$ 357,361	\$ 597,470	\$ 864,077	\$ 266,607
General Operations	13,252,126	488,162	114,400	(373,762)
Clipper Operations	338,347	26,207,362	30,720,000	4,512,638
Total Expense	\$ 13,947,834	\$ 27,292,994	\$ 31,698,477	\$ 4,405,483

Clipper 2 Operating:

	Actuals as of 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	Change \$ Increase/(Decrease)
Revenue:				
Regional Measure 2 (RM2)	\$ 1,023,606	\$ 1,790,193	\$ 2,308,627	\$ 518,434
State of Good Repair (SGR)	1,845,027	9,893,309	4,598,027	(5,295,282)
State Transit Assistance (STA)	-	-	-	-
Low Carbon Transit Operations (LCTOP)	-	-	6,000,000	6,000,000
Clipper Cards	-	4,255,000	2,750,000	(1,505,000)
Inactive Accounts	-	-	2,000,000	2,000,000
Miscellaneous	-	-	-	-
Float Account Interest	-	-	600,000	600,000
Transit Operators	974,244	8,030,000	14,844,108	6,814,108
Total Revenue	\$ 3,842,877	\$ 23,968,502	\$ 33,100,762	\$ 9,132,260
Expense:				
Staff cost	\$ 577,330	\$ 987,702	\$ 1,300,362	\$ 312,660
General Operations	278	10,400	10,400	-
Clipper 2 Operations	3,466,133	22,970,400	31,790,000	8,819,600
Total Expense	\$ 4,043,741	\$ 23,968,502	\$ 33,100,762	\$ 9,132,260

Clipper 1 Capital:

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	FY 2023-24 Life-To-Date (LTD)
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	\$ -	\$ 65,048,448
Clipper Cards	28,243,830	27,031,267	1,204,386	28,235,653
Low Carbon Transit Operations (LCTOP)	7,467,202	8,224,373	176,198	8,400,571
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,777,110	14,098,770	26,369	14,125,139
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B	1,045,170	1,115,383	-	1,115,383
San Francisco Municipal Transportation Agency (SFMTA)	4,253,603	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Area Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	7,573,878	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	29,953,905	26,520,751	-	26,520,751
Transit Operators	5,373,183	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax	890,216	890,216	-	890,216

	Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	FY 2023-24 Life-To-Date (LTD)
Clipper Escheatment	-	218,251	-	218,251
Total Revenue	\$ 254,624,336	\$ 239,715,086	\$ 1,406,954	\$ 241,122,039

Expense:

Staff Costs	\$ 16,429,561	\$ 16,187,387	\$ 406,954	\$ 16,594,340
Equipment	128,548,759	48,726,873	1,000,000	49,726,873
Consultants	72,611,761	174,800,826	-	174,800,826
Total Expense	\$ 217,590,081	\$ 239,715,086	\$ 1,406,954	\$ 241,122,039

Clipper 2 Capital:

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Approved	FY 2023-24 Life-To-Date (LTD)
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Revenue:

Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ 250,000	\$ 9,727,616
Federal Transit Administration (FTA)	61,480,793	176,438,364	-	176,438,364
Prop 1B/LCTOP	349,150	-	96,857	96,857
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	22,369,101	22,859,802	-	22,859,802
State of Good Repair (SGR)	25,866,580	54,496,690	8,037,328	62,534,017
State Transit Assistance (STA)	2,884,592	8,989,992	3,065,000	12,054,992
Clipper Cards	-	7,000,000	5,000,000	12,000,000
Low Carbon Transit Operations (LCTOP)	-	452,961	-	452,961
Inactive Cards	-	135,000	-	135,000
Quickstrike	-	-	-	-
Total Revenue	\$ 123,158,475	\$ 281,471,493	\$ 16,449,185	\$ 297,920,678

Expense:

Staff Costs	\$ 13,810,591	\$ 17,603,938	\$ 2,584,185	\$ 20,188,123
Equipment	47,755,798	7,591,903	3,500,000	11,091,903
Consultants	13,378,459	256,275,652	10,365,000	266,640,652
Total Expense	\$ 74,944,848	\$ 281,471,493	\$ 16,449,185	\$ 297,920,678

**Bay Area Forward Capital Budgets
 FY 2023-24**

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Approved	FY 2023-24 Life-To-Date (LTD)
Bay Area Forward - Project Delivery				
Bay Bridge Forward 2016 (2656)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 44,453	\$ 1,299,819	\$ 387,430	\$ 1,687,249
Service Authority for Freeways and Expressways (SAFE)	25,000	6,231,144	-	6,231,144
Congestion Mitigation and Air Quality (CMAQ)	41,178	-	756,813	756,813
Exchange	123,557	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	597,327	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	-	17,866,000	700,000	18,566,000
Total Revenue	\$ 840,015	\$ 29,896,963	\$ 1,844,243	\$ 31,741,206
Expense:				
Staff Costs	\$ 85,795	\$ 50,181	\$ 387,430	\$ 437,611
Consultants	769,761	29,846,782	1,456,813	31,303,595
Total Expense	\$ 855,557	\$ 29,896,963	\$ 1,844,243	\$ 31,741,206
Bay Bridge Forward 2020 (2657)				
Revenue:				
Surface Transportation Block Grant (STBG) - New	\$ 435,408	\$ 10,749,675	\$ 4,450,000	\$ 15,199,675
Regional Measure 2 (RM2) Capital		4,825,455	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)		12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Local Partnership		5,000,000	(5,000,000)	-
Bay Area Toll Authority (BATA) Rehabilitation	900,716	2,000,000	-	2,000,000
Alameda County Transportation Commission (ACTC)	737,626	20,757,833	-	20,757,833
Total Revenue	\$ 2,073,751	\$ 56,042,325	\$ (550,000)	\$ 55,492,325
Expense:				
Staff Costs	\$ 95,524	\$ 124,675	\$ -	\$ 124,675
Construction Implementation			-	-
Consultants	2,038,390	55,917,650	(550,000)	55,367,650
Total Expense	\$ 2,133,914	\$ 56,042,325	\$ (550,000)	\$ 55,492,325
Bay Area Forward - Richmond San Rafael Forward (2658)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 35,154	\$ 55,812	\$ -	\$ 55,812
Active Transportation Program (Cycle 5)			4,302,000	4,302,000
Exchange	-	1,146,000	-	1,146,000
Total Revenue	\$ 35,154	\$ 1,201,812	\$ 4,302,000	\$ 5,503,812
Expense:				
Staff Costs	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Consultants	-	222,000	4,302,000	4,524,000
Total Expense	\$ 35,688	\$ 277,812	\$ 4,302,000	\$ 4,579,812
Bay Area Forward - Freeway Performance Initiative I-680 (2659)				
Revenue:				
Surface Transportation Block Grant (STBG)	-	14,000,000	-	14,000,000
Total Revenue	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants		14,000,000	-	14,000,000
Total Expense	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000

	Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Approved	FY 2023-24 Life-To-Date (LTD)
Bay Area Forward - Freeway Performance Initiative I-880 (2660)				
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 552,044	\$ 3,725,115	\$ -	\$ 3,725,115
Congestion Mitigation and Air Quality (CMAQ)		3,296,800		3,296,800
Total Revenue	\$ 552,044	\$ 7,021,915	\$ -	\$ 7,021,915
Expense:				
Staff Costs	\$ 53,719	\$ 61,440	\$ -	\$ 61,440
Consultants	502,242	6,960,475		6,960,475
Total Expense	\$ 555,961	\$ 7,021,915	\$ -	\$ 7,021,915
Bay Area Forward - Freeway Performance Initiative US - 101 (2661)				
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 40,475	\$ 3,000,000	\$ 400,000	\$ 3,400,000
Surface Transportation Block Grant (STBG)	51,231	2,467,440	-	2,467,440
Total Revenue	\$ 91,706	\$ 5,467,440	\$ 400,000	\$ 5,867,440
Expense:				
Staff Costs	\$ 55,547	\$ 61,440	\$ -	\$ 61,440
Consultants	40,475	5,406,000	400,000	5,806,000
Total Expense	\$ 96,022	\$ 5,467,440	\$ 400,000	\$ 5,867,440
Bay Area Forward - Dumbarton Forward (2662)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	\$ 244,752	\$ 7,350,361	\$ -	\$ 7,350,361
Regional Measure 2 (RM2) Capital		4,800,000	-	4,800,000
Total Revenue	\$ 244,752	\$ 12,150,361	\$ -	\$ 12,150,361
Expense:				
Staff Costs	\$ 87,754	\$ 100,361	\$ -	\$ 100,361
Consultants	157,614	12,050,000		12,050,000
Total Expense	\$ 245,368	\$ 12,150,361	\$ -	\$ 12,150,361
Bay Area Forward - Napa Forward (2663)				
Revenue:				
Surface Transportation Block Grant (STBG)/(New)	1,146,236	20,662,600	-	20,662,600
Total Revenue	\$ 1,146,236	\$ 20,662,600	\$ -	\$ 20,662,600
Expense:				
Staff Costs	\$ 161,800	\$ 161,800	\$ -	\$ 161,800
Consultants	986,494	20,500,800	-	20,500,800
Total Expense	\$ 1,148,294	\$ 20,662,600	\$ -	\$ 20,662,600
Bay Area Forward - SR 37 Sears Point to Mare Island Improvement Project (2664)				
Revenue:				
Senate Bill (SB) 170 Caltrans		\$ -	\$ 4,000,000	\$ 4,000,000
Regional Measure 3	-	-	6,000,000	6,000,000
Total Revenue	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
Expense:				
Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants	-	-	10,000,000	10,000,000
Total Expense	\$ -	\$ -	\$ 10,000,000	\$ 10,000,000
Total Revenue Bay Area Forward	\$ 4,983,657	\$ 146,443,416	\$ 15,996,243	\$ 162,439,659
Total Expense Bay Area Forward	\$ 5,070,803	\$ 145,519,416	\$ 15,996,243	\$ 161,515,659

Exchange Program - Summary

MTC Resolution 3989

As of April 28, 2023

Attachment G

Resolution 3989

MTC Exchange Program

Revenues	Resolution	Approved	Received to Date	Repayment Pending		
Account Interest Carryover - SCL STP Exchange	N/A	\$1,156,052	\$1,156,052			
Account Interest To-Date (7/30/2011 to 12/31/2022) - MTC Exchange	N/A	1,952,703	1,952,703			
SCTA - SON US 101 Steele Lane HOV	3731	1,500,000	1,500,000			
TAM - MRN US 101 HOV Gap Closure	3842	13,253,049	13,253,049			
SFMTA - SFPark Parking Pricing	3963	22,799,802	22,799,802			
CCTA - CC I-80 San Pablo Dam Road I/C	4264	1,100,000	1,100,000			
SCTA - SON US 101 MSN Phase B	4305	12,000,000	12,000,000			
CCTA - I-680 NB HOV/Express Lane	4357	4,000,000	4,000,000			
TAM - MRN US 101 MSN HOV Lane	4468	75,651,097		\$75,651,097	*	
STA - SOL I-80 Managed Lanes	4469	63,464,510		63,464,510	*	
STA - SOL I-80 Managed Lanes	4479	1,845,000		1,845,000		
BAIFA - SOL I-80 Managed Lanes	4480	1,845,000		1,845,000		
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	500,000		500,000		
CCJPA - SR84 Ardenwood	4202	100,000		100,000		
MTC Exchange Revenue - Total		\$201,167,213	\$57,761,606	\$143,405,607		

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life to Date	FY 2023-24 Approved	Projected Remaining
Housing Investment Pilots						
Transit Oriented Affordable Housing Development (TOAH)	3940	\$10,000,000	\$10,000,000	\$0		\$0
Affordable Housing Jumpstart Program	4260	10,000,000	8,000,000	2,000,000	\$2,000,000	0
Bay Area Preservation Pilot	4311	10,000,000	10,000,000	0		0
PCA Grant Program						
PCA Grant Program	4202	6,949,000	2,453,592	4,495,408	3,500,000	995,408
Bike Share Investments						
Bike Share Capital and Outreach - SMART Corridor	3925	826,000		826,000	826,000	0
Bike Share Capital and Outreach - Richmond	3925	1,024,000	1,024,000	0		0
Bay Wheels Bikeshare E-bike Expansion	4505	15,940,000		15,940,000	15,940,000	0
Other Multimodal Investments						
Stewart's Point Intertribal EV Implementation	3925	376,000	376,000	0		0
BBF Commuter Parking Initiative	4035	3,875,000	2,855,238	1,019,762	645,289	374,473
Fruitvale Quick Build	4035	25,000	25,000	0		0
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	589,000	0	589,000	589,000	0
IDEA - Walnut Creek: Various Locations	4202	621,000	73,156	547,844	547,844	(0)
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	144,000	143,538	462		462
Richmond-San Rafael Bridge Bicycle Access	4202	500,000	484,668	15,332		15,332
Richmond-San Rafael Bridge Forward	4202	1,046,000	157,570	888,430	752,702	135,728
Napa Valley Transportation Demand Strategies	4202	1,100,000	430,000	670,000	260,000	410,000
MTC Exchange Expenditures - Total		\$63,015,000	\$36,022,762	\$26,992,238	\$25,060,835	\$1,931,403

Balances				
		\$138,152,213	\$21,738,844	\$116,413,369

*These two exchange agreements were made possible by advancing approximately \$140 million of federal One Bay Area Grant (OBAG) funding, or nearly one year's worth of our regional share of federal apportionment of STP/CMAQ funding. Repayment of these two agreements with non-federal funds will be used to backfill OBAG program capacity and does not represent additional OBAG program capacity.

Fund Estimate

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 8, 2023

Agenda Item 3b - 23-0163

MTC Resolution No. 4556. FY 2023-24 MTC Fund Estimate

Subject:

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY 2023-24.

Background:

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2023-24. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

The Bay Area economy has improved since the initial shocks caused by the Covid-19 pandemic. Unemployment rates have returned to close to pre-pandemic levels and taxable sales largely outperformed initial estimates. However, significant uncertainty remains about the general health of the economy, shifts in population which continue to trend lower, telecommute share which remains high, and transit ridership where recovery continues to be sluggish. All these factors could impact transit operating revenues significantly. Accordingly, it is prudent for transit operators to continue to budget with great caution.

Transportation Development Act (TDA)

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to improve by 5% in the current year of FY 2022-23 to \$508 million, with a subsequent increase of 2.1% in FY 2023-24 to \$519 million.

There remains some uncertainty about the attribution of sales taxes for non-retail (online) sales in California. In October 2021, the California Department of Tax and Fee Administration (CDTFA)

issued a notice to Santa Clara County that an audit uncovered an erroneous attribution of sales on eBay as sales taxes to Santa Clara County instead of a use tax to point of delivery jurisdictions. An appeal has been filed by the City of San Jose and Santa Clara County, and a negative ruling would result in a reduction of TDA sales tax revenues in Santa Clara County going forward and a rescission of some already allocated funds dating back to October 2019. The CDTFA is also conducting audits of other major online retailers and it is possible that additional situations similar to the eBay case could be found which may impact other Bay Area jurisdictions. The result of the appeal is still pending.

Assembly Bill 1107 (AB 1107)

A portion (25%) of BART's half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is subject to allocation by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to revise the current FY 2022-23 estimate upwards to \$104 million and to forecast FY 2023-24 revenues of \$104 million. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission policy.

State Transit Assistance (STA)

Governor Newsom's proposed FY 2023-24 State Budget estimates \$932 million in STA funds statewide in FY 2023-24. Based on this estimate, the Bay Area would receive approximately \$388 million (\$297 million in Revenue-Based and \$91 million in Population-Based) in FY 2023-24 STA funds. As noted in the Issues section below, FY 2023-24 is the first year that the STA Revenue-Based distribution should be based on actual FY 2021-22 qualifying revenues after several years of the calculation being frozen at pre-COVID-19 FY 2018-19 qualifying revenue levels. The revenue distribution factors for certain Bay Area operators are dramatically different from prior years and will require further investigation with the State.

While the Fund Estimate will reflect the latest available information from the State Controller's Office for the current year (FY 2022-23) estimates, the Governor's budget also forecasts additional increases in FY 2022-23 STA revenues. If the estimates in the Governor's Proposed Budget are correct, the Bay Area will see an increase of \$119 million STA revenues in FY 2022-

23 over FY 2021-22 levels, and \$127 million in FY 2023-24 over FY 2021-22 levels. STA revenues are based on a sales tax on diesel fuel, and higher prices and consumption in recent years have resulted in higher revenues to the STA programs. Based on data from the US Energy Information Administration, diesel retail price in California reached a peak of \$6.91 per gallon in June 2022, but have come down 20% to \$5.48 in January 2023. Staff will return to the Commission to update the estimates following the state budget approval later this year.

State of Good Repair (SGR) Program

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$46 million to the Bay Area in FY 2023-24 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

Bridge Tolls

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

Cap and Trade – Low Carbon Transit Operations Program

The FY 2023-24 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2023-24, the region is projected to receive \$38 million from the program based on an estimate from Governor Newsom's proposed FY 2023-24 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Issues:

1. STA- Revenue Based Calculations – Funds from the STA Revenue-Based program are apportioned through a formula-based calculation using operator qualifying revenues (ie. fare revenues, local sales tax, parking revenues). While these distribution factors have been frozen at FY 2018-19 levels since FY 2020-21 due to impacts of the COVID-19 pandemic, the FY 2023-24 revenue estimates should be calculated using actual qualifying revenues from FY 2021-22. The factors for SFMTA are significantly different than expected, resulting in drastic impacts to revenue estimates. Staff is working with the State Controller’s Office and SFMTA to investigate, and Attachment A will remain under development until the issue is resolved.
2. BART Feeder Bus Agreement – A 1997 agreement between BART and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest to amend the agreement before the pandemic and has recently expressed greater urgency given its looming fiscal cliff. Discussions towards a resolution are ongoing, and an update on progress will be provided verbally at the February 2023 Programming and Allocations Committee meeting.

Recommendations:

Refer MTC Resolution No. 4556 to the Commission for approval.

Attachments:

- MTC Resolution No. 4556 (*Attachment A to this Resolution is under development and will be posted prior to the meeting*).
- Attachment 1: Presentation slides



Alix A. Bockelman

Date: February 22, 2023
W.I.: 1511
Referred by: PAC

ABSTRACT

MTC Resolution No. 4556

This resolution approves the FY 2023-24 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, and transit-related bridge toll funds.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 8, 2023.

Date: February 22, 2023
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4556

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2022-23 and FY 2023-24 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2023-24 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2023-24 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2023-24 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION



Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 22, 2023.

**FY 2023-24 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4556
Page 1 of 20
2/22/2023

TDA REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E</i>	<i>F</i>	<i>G</i>	<i>H=Sum(A:G)</i>
	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	FY2023-24	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,903,461	(120,222,771)	101,774,961	10,943,244	(4,508,728)	113,845,387	(4,553,816)	148,181,738
Contra Costa	50,482,840	(79,085,332)	58,468,618	(1,536,254)	(2,277,295)	60,006,712	(2,400,269)	83,659,020
Marin	5,528,591	(20,669,122)	16,523,000	(2,115,449)	(576,302)	14,839,778	(593,591)	12,936,905
Napa	8,447,843	(16,017,112)	10,405,658	1,486,840	(475,700)	12,368,198	(494,728)	15,721,000
San Francisco	2,942,104	(45,348,505)	45,952,500	4,977,500	(2,037,200)	51,445,000	(2,057,800)	55,873,597
San Mateo	16,827,307	(58,850,489)	52,172,265	4,735,908	(2,276,327)	60,360,105	(2,414,405)	70,554,363
Santa Clara	17,521,693	(149,647,968)	140,649,000	3,780,454	(5,777,178)	145,007,000	(5,800,280)	145,732,721
Solano	45,394,948	(38,269,010)	25,527,409	2,263,349	(1,111,630)	27,790,758	(1,831,967)	59,763,857
Sonoma	32,053,379	(35,846,544)	32,025,000	0	(1,281,000)	33,200,000	(1,328,000)	58,822,836
TOTAL	\$230,102,168	(\$563,956,853)	\$483,498,410	\$24,535,593	(\$20,321,360)	\$518,862,938	(\$21,474,856)	\$651,246,037

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, & SGR PROGRAM REGIONAL SUMMARY TABLE

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D</i>	<i>E=Sum(A:D)</i>
	6/30/2022	FY2021-23	FY2022-23	FY2023-24	FY2023-24
Fund Source	Balance (w/ interest) ¹	Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based ³	39,983,143	(190,516,640)	256,881,538	250,544,353	356,892,392
Population-Based	84,822,112	(70,982,306)	93,145,482	90,847,614	197,832,903
SUBTOTAL	124,805,255	(261,498,946)	350,027,020	341,391,967	554,725,295
AB1107 - BART District Tax (25% Share)	0	(104,000,000)	104,000,000	104,000,000	104,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,399,446	(7,169,269)	1,450,000	1,450,000	4,130,177
5% State General Fund Revenue	21,379,832	(15,621,645)	3,442,511	3,476,936	12,677,633
SUBTOTAL	29,779,278	(22,790,914)	4,892,511	4,926,936	16,807,810
Low Carbon Transit Operations Program	0	0	47,459,360	38,332,560	85,791,921
State of Good Repair Program					
Revenue-Based ³	4	(32,422,245)	32,422,155	33,656,207	33,656,118
Population-Based	24,080,508	(35,661,328)	11,756,303	12,203,772	12,379,255
SUBTOTAL	24,080,511	(68,083,573)	44,178,458	45,859,979	46,035,373
TOTAL	\$178,665,045	(\$456,373,433)	\$550,557,349	\$534,511,442	\$807,360,398

Please see Attachment A pages 2-20 for detailed information on each fund source.

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.
3. Estimates for the FY2023-24 STA Revenue-Based programs are based on February 2023 forecasts from the State Controller's Office (SCO). The SCO anticipates updating these estimates in August 2023 with forecasts based on latest available actual qualifying revenues. Accordingly, both the regional total and operator shares are subject to change.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2023-24 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	101,774,961	13. County Auditor Estimate	113,845,387
2. Revised Revenue (Feb, 23)	112,718,205	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	10,943,244	14. MTC Administration (0.5% of Line 13)	569,227
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	569,227
4. MTC Administration (0.5% of Line 3)	54,716	16. MTC Planning (3.0% of Line 13)	3,415,362
5. County Administration (Up to 0.5% of Line 3) ⁴	54,716	17. Total Charges (Lines 14+15+16)	4,553,816
6. MTC Planning (3.0% of Line 3)	328,297	18. TDA Generations Less Charges (Lines 13-17)	109,291,571
7. Total Charges (Lines 4+5+6)	437,729	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	10,505,515	19. Article 3.0 (2.0% of Line 18)	2,185,831
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	107,105,740
9. Article 3 Adjustment (2.0% of line 8)	210,110	21. Article 4.5 (5.0% of Line 20)	5,355,287
10. Funds Remaining (Lines 8-9)	10,295,405	22. TDA Article 4 (Lines 20-21)	101,750,453
11. Article 4.5 Adjustment (5.0% of Line 10)	514,770		
12. Article 4 Adjustment (Lines 10-11)	9,780,635		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	6,355,031	37,304	6,392,335	(5,475,906)	0	1,954,079	210,110	3,080,617	2,185,831	5,266,448
Article 4.5	890,668	5,802	896,470	(5,353,745)	0	4,787,494	514,770	844,989	5,355,287	6,200,276
SUBTOTAL	7,245,699	43,106	7,288,805	(10,829,651)	0	6,741,573	724,880	3,925,606	7,541,118	11,466,724
Article 4										
AC Transit										
District 1	10,852,851	22,882	10,875,734	(67,976,124)	0	58,247,727	6,263,026	7,410,362	65,495,586	72,905,948
District 2	2,897,741	6,115	2,903,856	(18,280,448)	0	15,683,052	1,686,304	1,992,763	17,245,657	19,238,420
BART ³	20,010	175	20,185	(57,517)	0	97,096	10,440	70,204	142,186	212,390
LAVTA	19,648,651	94,518	19,743,169	(23,022,031)	0	12,938,264	1,391,173	11,050,576	14,669,457	25,720,033
Union City	10,238,509	76,904	10,315,413	(300,699)	0	3,996,250	429,693	14,440,656	4,197,568	18,638,224
SUBTOTAL	43,657,762	200,594	43,858,356	(109,636,819)	0	90,962,389	9,780,635	34,964,561	101,750,453	136,715,014
GRAND TOTAL	\$50,903,461	\$243,700	\$51,147,161	(\$120,466,470)	\$0	\$97,703,962	\$10,505,515	\$38,890,167	\$109,291,571	\$148,181,738

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.
3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	58,468,618	13. County Auditor Estimate	60,006,712
2. Revised Revenue (Feb, 23)	56,932,364	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,536,254)	14. MTC Administration (0.5% of Line 13)	300,034
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	300,034
4. MTC Administration (0.5% of Line 3)	(7,681)	16. MTC Planning (3.0% of Line 13)	1,800,201
5. County Administration (Up to 0.5% of Line 3) ⁴	(7,681)	17. Total Charges (Lines 14+15+16)	2,400,269
6. MTC Planning (3.0% of Line 3)	(46,088)	18. TDA Generations Less Charges (Lines 13-17)	57,606,443
7. Total Charges (Lines 4+5+6)	(61,450)	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(1,474,804)	19. Article 3.0 (2.0% of Line 18)	1,152,129
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	56,454,314
9. Article 3 Adjustment (2.0% of line 8)	(29,496)	21. Article 4.5 (5.0% of Line 20)	2,822,716
10. Funds Remaining (Lines 8-9)	(1,445,308)	22. TDA Article 4 (Lines 20-21)	53,631,598
11. Article 4.5 Adjustment (5.0% of Line 10)	(72,265)		
12. Article 4 Adjustment (Lines 10-11)	(1,373,043)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,148,275	10,358	2,158,634	(3,117,555)	0	1,122,597	(29,496)	134,179	1,152,129	1,286,308
Article 4.5	526,010	3,353	529,363	(3,240,423)	0	2,750,364	(72,265)	(32,961)	2,822,716	2,789,755
SUBTOTAL	2,674,285	13,711	2,687,996	(6,357,978)	0	3,872,961	(101,761)	101,218	3,974,845	4,076,063
Article 4										
AC Transit										
District 1	1,921,896	6,180	1,928,076	(10,774,214)	0	8,977,874	(235,892)	(104,157)	9,475,264	9,371,107
BART ³	78,437	502	78,939	(147,930)	0	217,708	(5,720)	142,997	226,131	369,128
CCCTA	33,543,146	110,319	33,653,464	(33,479,642)	0	24,521,140	(644,289)	24,050,672	24,796,860	48,847,532
ECCTA	7,159,661	30,657	7,190,318	(22,764,519)	0	15,435,040	(405,553)	(544,716)	15,962,167	15,417,451
WCCTA	5,105,416	21,068	5,126,484	(5,743,485)	0	3,105,151	(81,587)	2,406,563	3,171,176	5,577,739
SUBTOTAL	47,808,555	168,726	47,977,281	(72,909,791)	0	52,256,912	(1,373,043)	25,951,359	53,631,598	79,582,957
GRAND TOTAL	\$50,482,840	\$182,437	\$50,665,277	(\$79,267,769)	\$0	\$56,129,873	(\$1,474,804)	\$26,052,577	\$57,606,443	\$83,659,020

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Details on the proposed apportionment of BART funding to local operators are shown on page 16 of the Fund Estimate.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	16,523,000		13. County Auditor Estimate		14,839,778
2. Revised Revenue (Feb, 23)	14,407,551		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(2,115,449)	14. MTC Administration (0.5% of Line 13)		74,199
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		74,199
4. MTC Administration (0.5% of Line 3)	(10,577)		16. MTC Planning (3.0% of Line 13)		445,193
5. County Administration (Up to 0.5% of Line 3) ⁴	(10,577)		17. Total Charges (Lines 14+15+16)		593,591
6. MTC Planning (3.0% of Line 3)	(63,463)		18. TDA Generations Less Charges (Lines 13-17)		14,246,187
7. Total Charges (Lines 4+5+6)		(84,617)	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(2,030,832)	19. Article 3.0 (2.0% of Line 18)		284,924
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		13,961,263
9. Article 3 Adjustment (2.0% of line 8)	(40,617)		21. Article 4.5 (5.0% of Line 20)		0
10. Funds Remaining (Lines 8-9)		(1,990,215)	22. TDA Article 4 (Lines 20-21)		13,961,263
11. Article 4.5 Adjustment (5.0% of Line 10)	0				
12. Article 4 Adjustment (Lines 10-11)		(1,990,215)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	113,787	(471)	113,316	(389,942)	0	317,242	(40,617)	0	284,924	284,924
Article 4.5										
SUBTOTAL	113,787	(471)	113,316	(389,942)	0	317,242	(40,617)	0	284,924	284,924
Article 4/8										
GGBHTD	3,091,661	801	3,092,463	(8,867,685)	0	5,804,443	(743,146)	(713,926)	5,483,984	4,770,058
Marin Transit	2,323,143	32	2,323,175	(11,411,858)	0	9,740,395	(1,247,069)	(595,356)	8,477,279	7,881,923
SUBTOTAL	5,414,804	833	5,415,637	(20,279,543)	0	15,544,838	(1,990,215)	(1,309,282)	13,961,263	12,651,981
GRAND TOTAL	\$5,528,591	\$362	\$5,528,954	(\$20,669,485)	\$0	\$15,862,080	(\$2,030,832)	(\$1,309,282)	\$14,246,187	\$12,936,905

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2022-23 TDA Revenue Estimate			FY2023-24 TDA Revenue Estimate		
FY2022-23 Generation Estimate Adjustment			FY2022-23 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 22)	10,405,658		13. County Auditor Estimate		12,368,198
2. Revised Revenue (Feb, 23)	11,892,498		FY2023-24 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		1,486,840	14. MTC Administration (0.5% of Line 13)		61,841
FY2022-23 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)		61,841
4. MTC Administration (0.5% of Line 3)	7,434		16. MTC Planning (3.0% of Line 13)		371,046
5. County Administration (Up to 0.5% of Line 3) ⁴	7,434		17. Total Charges (Lines 14+15+16)		494,728
6. MTC Planning (3.0% of Line 3)	44,605		18. TDA Generations Less Charges (Lines 13-17)		11,873,470
7. Total Charges (Lines 4+5+6)		59,473	FY2023-24 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		1,427,367	19. Article 3.0 (2.0% of Line 18)		237,469
FY2022-23 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		11,636,001
9. Article 3 Adjustment (2.0% of line 8)	28,547		21. Article 4.5 (5.0% of Line 20)		581,800
10. Funds Remaining (Lines 8-9)		1,398,820	22. TDA Article 4 (Lines 20-21)		11,054,201
11. Article 4.5 Adjustment (5.0% of Line 10)	69,941				
12. Article 4 Adjustment (Lines 10-11)		1,328,879			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	355,579	2,581	358,160	(308,454)	0	199,789	28,547	278,042	237,469	515,511
Article 4.5	293,827	1,481	295,307	(589,800)	0	489,482	69,941	264,930	581,800	846,730
SUBTOTAL	649,406	4,062	653,468	(898,254)	0	689,271	98,488	542,972	819,269	1,362,241
Article 4/8										
NVTA ³	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,328,879	3,304,558	11,054,201	14,358,759
SUBTOTAL	7,798,438	69,422	7,867,859	(15,192,341)	0	9,300,161	1,328,879	3,304,558	11,054,201	14,358,759
GRAND TOTAL	\$8,447,843	\$73,483	\$8,521,327	(\$16,090,595)	\$0	\$9,989,432	\$1,427,367	\$3,847,530	\$11,873,470	\$15,721,000

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	45,952,500	13. County Auditor Estimate	51,445,000
2. Revised Revenue (Feb, 23)	50,930,000	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	4,977,500	14. MTC Administration (0.5% of Line 13)	257,225
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	257,225
4. MTC Administration (0.5% of Line 3)	24,888	16. MTC Planning (3.0% of Line 13)	1,543,350
5. County Administration (Up to 0.5% of Line 3) ⁴	24,888	17. Total Charges (Lines 14+15+16)	2,057,800
6. MTC Planning (3.0% of Line 3)	149,325	18. TDA Generations Less Charges (Lines 13-17)	49,387,200
7. Total Charges (Lines 4+5+6)	199,101	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	4,778,399	19. Article 3.0 (2.0% of Line 18)	987,744
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	48,399,456
9. Article 3 Adjustment (2.0% of line 8)	95,568	21. Article 4.5 (5.0% of Line 20)	2,419,973
10. Funds Remaining (Lines 8-9)	4,682,831	22. TDA Article 4 (Lines 20-21)	45,979,483
11. Article 4.5 Adjustment (5.0% of Line 10)	234,142		
12. Article 4 Adjustment (Lines 10-11)	4,448,689		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,684,867	3,086	1,687,954	(903,404)	0	882,288	95,568	1,762,406	987,744	2,750,150
Article 4.5	0	0	0	(2,224,196)	0	2,161,606	234,142	171,552	2,419,973	2,591,525
SUBTOTAL	1,684,867	3,086	1,687,954	(3,127,600)	0	3,043,894	329,710	1,933,958	3,407,717	5,341,675
Article 4										
SFMTA	1,257,237	41,158	1,298,395	(42,265,150)	0	41,070,505	4,448,689	4,552,439	45,979,483	50,531,922
SUBTOTAL	1,257,237	41,158	1,298,395	(42,265,150)	0	41,070,505	4,448,689	4,552,439	45,979,483	50,531,922
GRAND TOTAL	\$2,942,104	\$44,245	\$2,986,349	(\$45,392,750)	\$0	\$44,114,399	\$4,778,399	\$6,486,397	\$49,387,200	\$55,873,597

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	52,172,265	13. County Auditor Estimate	60,360,105
2. Revised Revenue (Feb, 23)	56,908,173	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	4,735,908	14. MTC Administration (0.5% of Line 13)	301,801
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	301,801
4. MTC Administration (0.5% of Line 3)	23,680	16. MTC Planning (3.0% of Line 13)	1,810,803
5. County Administration (Up to 0.5% of Line 3) ⁴	23,680	17. Total Charges (Lines 14+15+16)	2,414,405
6. MTC Planning (3.0% of Line 3)	142,077	18. TDA Generations Less Charges (Lines 13-17)	57,945,700
7. Total Charges (Lines 4+5+6)	189,437	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	4,546,471	19. Article 3.0 (2.0% of Line 18)	1,158,914
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	56,786,786
9. Article 3 Adjustment (2.0% of line 8)	90,929	21. Article 4.5 (5.0% of Line 20)	2,839,339
10. Funds Remaining (Lines 8-9)	4,455,542	22. TDA Article 4 (Lines 20-21)	53,947,447
11. Article 4.5 Adjustment (5.0% of Line 10)	222,777		
12. Article 4 Adjustment (Lines 10-11)	4,232,765		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,510,154	59,045	3,569,199	(3,230,043)	0	1,001,707	90,929	1,431,792	1,158,914	2,590,706
Article 4.5	665,858	6,973	672,831	(2,790,948)	0	2,454,183	222,777	558,843	2,839,339	3,398,182
SUBTOTAL	4,176,013	66,018	4,242,031	(6,020,991)	0	3,455,890	313,706	1,990,635	3,998,253	5,988,888
Article 4										
SamTrans	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	4,232,765	10,618,028	53,947,447	64,565,475
SUBTOTAL	12,651,294	132,486	12,783,780	(53,028,002)	0	46,629,485	4,232,765	10,618,028	53,947,447	64,565,475
GRAND TOTAL	\$16,827,307	\$198,504	\$17,025,811	(\$59,048,993)	\$0	\$50,085,375	\$4,546,471	\$12,608,663	\$57,945,700	\$70,554,363

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	140,649,000	13. County Auditor Estimate	145,007,000
2. Revised Revenue (Feb, 23)	144,429,454	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	3,780,454	14. MTC Administration (0.5% of Line 13)	725,035
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	725,035
4. MTC Administration (0.5% of Line 3)	18,902	16. MTC Planning (3.0% of Line 13)	4,350,210
5. County Administration (Up to 0.5% of Line 3) ⁴	18,902	17. Total Charges (Lines 14+15+16)	5,800,280
6. MTC Planning (3.0% of Line 3)	113,414	18. TDA Generations Less Charges (Lines 13-17)	139,206,720
7. Total Charges (Lines 4+5+6)	151,218	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	3,629,236	19. Article 3.0 (2.0% of Line 18)	2,784,134
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	136,422,586
9. Article 3 Adjustment (2.0% of line 8)	72,585	21. Article 4.5 (5.0% of Line 20)	6,821,129
10. Funds Remaining (Lines 8-9)	3,556,651	22. TDA Article 4 (Lines 20-21)	129,601,457
11. Article 4.5 Adjustment (5.0% of Line 10)	177,833		
12. Article 4 Adjustment (Lines 10-11)	3,378,818		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
Apportionment Jurisdictions	6/30/2022 Balance (w/o interest)	FY2021-22 Interest	6/30/2022 Balance (w/ interest) ¹	FY2021-23 Outstanding Commitments ²	FY2022-23 Transfers/ Refunds	FY2022-23 Original Estimate	FY2022-23 Revenue Adjustment	6/30/2023 Projected Carryover	FY2023-24 Revenue Estimate	FY2023-24 Available for Allocation
Article 3	8,216,162	31,704	8,247,866	(8,105,223)		2,700,461	72,585	2,915,689	2,784,134	5,699,823
Article 4.5	465,279	2,221	467,499	(7,080,945)	0	6,616,129	177,833	180,516	6,821,129	7,001,645
SUBTOTAL	8,681,441	33,924	8,715,365	(15,186,168)	0	9,316,590	250,418	3,096,205	9,605,263	12,701,468
Article 4										
VTA	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,378,818	3,429,796	129,601,457	133,031,253
SUBTOTAL	8,840,252	42,195	8,882,447	(134,537,919)	0	125,706,450	3,378,818	3,429,796	129,601,457	133,031,253
GRAND TOTAL	\$17,521,693	\$76,119	\$17,597,812	(\$149,724,087)	\$0	\$135,023,040	\$3,629,236	\$6,526,001	\$139,206,720	\$145,732,721

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	25,527,409	13. County Auditor Estimate	27,790,758
2. Revised Revenue (Feb, 23)	27,790,758	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	2,263,349	14. MTC Administration (0.5% of Line 13)	138,954
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	138,954
4. MTC Administration (0.5% of Line 3)	11,317	16. MTC Planning (3.0% of Line 13)	833,723
5. County Administration (Up to 0.5% of Line 3) ⁴	11,317	17. Total Charges (Lines 14+15+16)	1,111,631
6. MTC Planning (3.0% of Line 3)	67,900	18. Solano Transportation Authority Planning (2.7% of Line 13-17) ⁴	720,336
7. Total Charges (Lines 4+5+6)	90,534	19. TDA Generations Less Charges (Lines 13-17)	25,958,791
8. Adjusted Generations Less Charges (Lines 3-7)	2,172,815	FY2023-24 TDA Apportionment By Article	
FY2022-23 TDA Adjustment By Article		20. Article 3.0 (2.0% of Line 18)	519,176
9. Article 3 Adjustment (2.0% of line 8)	43,456	21. Funds Remaining (Lines 18-19)	25,439,615
10. Funds Remaining (Lines 8-9)	2,129,359	22. Article 4.5 (5.0% of Line 20)	0
11. Article 4.5 Adjustment (5.0% of Line 10)	0	23. TDA Article 4 (Lines 20-21)	25,439,615
12. Article 4 Adjustment (Lines 10-11)	2,129,359		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	959,819	4,381	964,200	(844,727)	0	490,126	43,456	653,055	519,176	1,172,231
Article 4.5										
SUBTOTAL	959,819	4,381	964,200	(844,727)	0	490,126	43,456	653,055	519,176	1,172,231
Article 4/8										
Dixon	1,749,663	4,870	1,754,533	(767,098)	0	1,106,100	98,071	2,191,606	1,085,464	3,277,070
Fairfield	8,555,797	30,289	8,586,086	(7,841,181)	0	6,462,613	572,998	7,780,515	6,819,888	14,600,403
Rio Vista	1,206,538	3,858	1,210,396	(129,905)	0	552,037	48,946	1,681,474	564,546	2,246,020
Solano County	2,985,017	10,252	2,995,269	(244,390)	0	1,005,770	89,175	3,845,824	1,043,031	4,888,855
Suisun City	1,217,370	3,694	1,221,064	(1,613,137)	0	1,581,740	140,243	1,329,909	1,643,640	2,973,549
Vacaville	15,278,251	52,703	15,330,954	(13,790,489)	0	5,369,273	476,058	7,385,796	5,759,622	13,145,418
Vallejo/Benicia	13,442,493	45,203	13,487,696	(13,193,332)	0	7,938,655	703,869	8,936,887	8,523,424	17,460,311
SUBTOTAL	44,435,129	150,869	44,585,998	(37,579,533)	0	24,016,187	2,129,359	33,152,011	25,439,615	58,591,626
GRAND TOTAL	\$45,394,948	\$155,250	\$45,550,198	(\$38,424,260)	\$0	\$24,506,313	\$2,172,815	\$33,805,066	\$25,958,791	\$59,763,857

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.

3. Where applicable by local agreement, contributions from each jurisdiction will be made to support the Intercity Transit Funding Agreement.

4. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2023-24 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2022-23 TDA Revenue Estimate		FY2023-24 TDA Revenue Estimate	
FY2022-23 Generation Estimate Adjustment		FY2022-23 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 22)	32,025,000	13. County Auditor Estimate	33,200,000
2. Revised Revenue (Feb, 23)	32,025,000	FY2023-24 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	0	14. MTC Administration (0.5% of Line 13)	166,000
FY2022-23 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	166,000
4. MTC Administration (0.5% of Line 3)	0	16. MTC Planning (3.0% of Line 13)	996,000
5. County Administration (Up to 0.5% of Line 3) ⁴	0	17. Total Charges (Lines 14+15+16)	1,328,000
6. MTC Planning (3.0% of Line 3)	0	18. TDA Generations Less Charges (Lines 13-17)	31,872,000
7. Total Charges (Lines 4+5+6)	0	FY2023-24 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	0	19. Article 3.0 (2.0% of Line 18)	637,440
FY2022-23 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	31,234,560
9. Article 3 Adjustment (2.0% of line 8)	0	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	0	22. TDA Article 4 (Lines 20-21)	31,234,560
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	0		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2022	FY2021-22	6/30/2022	FY2021-23	FY2022-23	FY2022-23	FY2022-23	6/30/2023	FY2023-24	FY2023-24
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	0	1,092,289	637,440	1,729,729
Article 4.5										
SUBTOTAL	2,479,957	12,815	2,492,771	(2,015,362)	0	614,880	0	1,092,289	637,440	1,729,729
Article 4/8										
GGBHTD ³	913,170	11,009	924,179	(8,396,950)	0	7,490,436	0	17,665	7,767,384	7,785,049
Petaluma	3,820,168	15,480	3,835,648	(880,466)	0	2,405,670	0	5,360,851	2,412,993	7,773,844
Santa Rosa	9,673,241	50,936	9,724,177	(8,780,495)	0	8,156,373	0	9,100,056	8,676,778	17,776,834
Sonoma County	15,166,844	48,707	15,215,551	(15,912,217)	0	12,076,641	0	11,379,975	12,377,405	23,757,380
SUBTOTAL	29,573,423	126,131	29,699,554	(33,970,127)	0	30,129,120	0	25,858,547	31,234,560	57,093,107
GRAND TOTAL	\$32,053,379	\$138,946	\$32,192,326	(\$35,985,490)	\$0	\$30,744,000	\$0	\$26,950,836	\$31,872,000	\$58,822,836

1. Balance as of 6/30/21 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/21, and FY2021-22 allocations as of 1/31/22.
3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) ³	\$256,881,538	4. Projected Carryover (Jan, 23)	\$106,348,039
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$250,544,353
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$356,892,392

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	17,531	0	374,951	392,482	365,701	758,183
Caltrain	4,201,874	(14,030,039)	12,175,901	2,347,736	11,875,526	14,223,262
CCCTA	447,230	(745,694)	1,067,479	769,015	1,041,145	1,810,160
City of Dixon	46,583	0	10,423	57,006	10,166	67,172
ECCTA	96,506	(468,628)	516,110	143,988	503,378	647,366
City of Fairfield	22,439	(132,200)	189,416	79,655	184,743	264,398
GGBHTD	473,888	(4,559,143)	11,683,293	7,598,038	11,395,069	18,993,107
LAVTA	99,518	(468,141)	512,045	143,422	499,413	642,835
Marin Transit	2,180,581	(1,500,000)	1,996,710	2,677,291	1,947,451	4,624,742
NVTA	27,061	(131,587)	144,962	40,436	141,385	181,821
City of Petaluma	13,441	0	62,197	75,638	60,663	136,301
City of Rio Vista	16,553	0	3,314	19,867	3,231	23,098
SamTrans	1,315,038	(10,636,477)	12,211,635	2,890,196	11,910,378	14,800,574
SMART	475,528	0	2,524,164	2,999,692	2,461,894	5,461,586
City of Santa Rosa	9,756	(218,570)	209,001	187	203,846	204,033
Solano County Transit	83,038	(404,070)	445,196	124,164	434,213	558,377
Sonoma County Transit	54,405	(264,313)	291,142	81,234	283,960	365,194
City of Union City	7,587	0	158,170	165,757	154,268	320,025
Vacaville City Coach	122,914	0	33,900	156,814	33,063	189,877
VTA	1,665,279	(38,676,007)	37,012,180	1,452	36,099,102	36,100,554
VTA - Corresponding to ACE	9,726	(226,045)	216,319	0	210,982	210,982
WCCTA	123,734	(518,809)	677,036	281,961	660,333	942,294
WETA	16,530,199	(5,289,400)	3,320,161	14,560,960	3,238,254	17,799,214
SUBTOTAL	28,040,411	(78,269,123)	85,835,705	35,606,991	83,718,164	119,325,155
AC Transit	6,083,987	(29,636,318)	32,652,511	9,100,180	31,846,985	40,947,165
BART	2,320,804	(3,384,218)	51,166,528	50,103,114	49,904,266	100,007,380
SFMTA	3,537,941	(79,226,981)	87,226,794	11,537,754	85,074,938	96,612,692
SUBTOTAL	11,942,732	(112,247,517)	171,045,833	70,741,048	166,826,189	237,567,237
GRAND TOTAL	\$39,983,143	(\$190,516,640)	\$256,881,538	\$106,348,039	\$250,544,353	\$356,892,392

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY 2021-22 allocations as of 1/31/23.

3. FY 2022-23 STA revenue generation is based on revised estimates from the State Controller's Office in August 2022.

4. Projected carryover as of 6/30/23 does not include interest accrued in FY2022-23.

5. FY2023-24 STA revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO expects to update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2022-23 STA Revenue Estimate		FY2023-24 STA Revenue Estimate	
1. State Estimate (Aug, 22) ³	\$93,145,482	4. Projected Carryover (Jan, 23)	\$106,985,289
2. Actual Revenue (Aug, 23)		5. State Estimate ⁴ (Jan, 23)	\$90,847,614
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$197,832,903

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant⁶						
Alameda	558,769	(1,377,503)	5,360,109	4,541,375	11,241,461	15,782,836
Contra Costa	690,980	(8,454,249)	12,026,694	4,263,425	14,106,608	18,370,033
Marin	180,246	(1,512,985)	2,115,180	782,440	3,628,920	4,411,360
Napa	110,716	(1,179,757)	2,059,151	990,110	2,219,817	3,209,927
San Francisco	1,138,688	0	1,659,985	2,798,673	5,377,125	8,175,798
San Mateo	4,556,334	(1,846,597)	1,840,336	4,550,073	3,219,424	7,769,497
Santa Clara	435,911	(4,421,309)	3,985,763	365	8,961,581	8,961,946
Solano	11,766,524	(8,411,328)	6,234,285	9,589,481	6,678,552	16,268,033
Sonoma	1,003,477	(7,376,626)	8,247,973	1,874,824	8,159,842	10,034,666
SUBTOTAL	20,441,646	(34,580,354)	43,529,474	29,390,766	63,593,330	92,984,096
Regional Program	28,471,252	(33,401,952)	27,943,645	23,012,945	18,835,831	41,848,776
WestCat Feeder Bus Support					418,453	418,453
Means-Based Transit Fare Program	34,907,363	(3,000,000)	0	31,907,363	8,000,000	39,907,363
American Rescue Program Exchange	0	0	21,672,364	21,672,364	0	21,672,364
Transit Emergency Service Contingency Fund⁸	1,001,851	0	0	1,001,851	0	1,001,851
GRAND TOTAL	\$84,822,112	(\$70,982,306)	\$93,145,482	\$106,985,289	\$90,847,614	\$197,832,903

1. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

3. FY 2022-23 STA revenue generation is based on revised estimates from the Governor's proposed budget in January 2022, and reflects the remaining balance after satisfying the American Rescue Plan exchange obligations

4. The projected carryover as of 6/30/2023 does not include interest accrued in FY 2022-23.

5. FY2023-24 STA revenue generation based on forecasts from the State Controller's Office from January 2023.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. The County Block Grant program was suspended in FY23, per amendment to MTC Resolution 4321, Revised. Revenues in excess of the American Rescue Plan exchange obligation will be allocated directly to operators. These amounts are reflected in column D.

8. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2023-24 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - AMERICAN RESCUE PLAN EXCHANGE (FY 2022-23)**

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Apportionment Jurisdictions ¹	FY2022-23 Aug. 2022 Estimate ²	ARP Exchange Amount ³	Estimated FY2022-23 Revenue to Operators
Alameda	\$11,525,799	\$6,165,689	\$5,360,109
AC Transit	\$6,942,565	\$4,807,453	\$2,135,112
BART	\$1,116,850	\$780,570	\$336,280
LAVTA	\$2,484,962	\$535,322	\$1,949,640
Union City	\$981,422	\$42,344	\$939,078
Contra Costa	\$14,463,415	\$2,436,722	\$12,026,694
County Connection	\$6,826,732	\$548,920	\$6,277,812
Tri Delta	\$4,353,488	\$178,426	\$4,175,062
WestCAT	\$1,099,220	\$270,627	\$828,593
AC Transit	\$2,082,732	\$1,367,989	\$714,743
BART	\$101,244	\$70,760	\$30,484
Marin	\$3,720,708	\$1,605,529	\$2,115,180
GGBHTD	\$1,361,916	\$1,361,916	\$0
Marin Transit	\$2,282,007	\$243,613	\$2,038,394
SMART	\$76,785	\$0	\$76,785
Napa	\$2,275,965	\$216,814	\$2,059,151
NVTA	\$2,275,965	\$216,814	\$2,059,151
San Francisco	\$5,513,132	\$3,853,147	\$1,659,985
SFMTA	\$5,513,132	\$3,853,147	\$1,659,985
San Mateo	\$3,300,855	\$1,460,519	\$1,840,336
SamTrans	\$3,300,855	\$1,460,519	\$1,840,336
Santa Clara	\$9,188,253	\$5,202,490	\$3,985,763
VTA	\$9,188,253	\$5,202,490	\$3,985,763
Solano	\$6,847,477	\$613,192	\$6,234,285
Solano County Operators	\$6,847,477	\$613,192	\$6,234,285
Sonoma	\$8,366,235	\$868,262	\$7,497,973
Sonoma County Operators	\$8,366,235	\$118,262	\$8,247,973
GRAND TOTAL	\$65,201,837	\$21,672,364	\$43,529,474

1. FY 2022-23 programming amounts for each county reflect each county's share of the STA County Block Grant program established in MTC Resolution 4321, Revised.

The County Block Grant program is suspended for FY2022-23, and will resume in FY 2023-24.

2. Programming amounts by operator reflect county transportation agency adopted frameworks for FY 23 in Alameda, Contra Costa, Napa, Santa Clara, Solano and Sonoma counties, a transit operator agreement in Marin County, and a direct apportionment of funds to the local transit operator in San Francisco and San Mateo counties.

3. American Rescue Plan (ARP) exchange amounts for each operator are shown in order to fulfill the funding exchange detailed in MTC Resolution 4481, Revised.

**FY 2023-24 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2022	FY2021-23	FY2022-23	6/30/2023	FY2023-24	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,741,314	(6,336,155)	1,000,000	2,405,159	1,000,000	3,405,159
Bay Trail	64,034	(514,034)	450,000	0	450,000	450,000
Studies	594,098	(319,080)	0	275,018	0	275,018
SUBTOTAL	8,399,446	(7,169,269)	1,450,000	2,680,177	1,450,000	4,130,177
5% State General Fund Revenues						
Ferry	21,031,555	(14,986,000)	3,155,142	9,200,697	3,186,694	12,387,391
Bay Trail	348,277	(635,645)	287,369	0	290,242	290,242
SUBTOTAL	21,379,832	(15,621,645)	3,442,511	9,200,697	3,476,936	12,677,633

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/22 is from the MTC FY2021-22 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations and pending disencumbrances as of 1/31/23.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2023-24 FUND ESTIMATE
 AB1107 FUNDS
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

Attachment A
 Res No. 4556
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 2/22/2023

FY2022-23 AB1107 Revenue Estimate		FY2023-24 AB1107 Estimate	
1. Original MTC Estimate (Feb, 22)	\$100,000,000	4. Projected Carryover (Jun, 21)	\$0
2. Revised Estimate (Feb, 23)	\$104,000,000	5. MTC Estimate (Feb, 22)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$4,000,000	6. Total Funds Available (Lines 4+5)	\$104,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2021	FY2020-21	6/30/2021	FY2020-22	FY2021-22	FY2021-22	6/30/2022	FY2022-23	FY2022-23
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(52,000,000)	50,000,000	2,000,000	0	52,000,000	52,000,000
SFMTA	0	0	0	(52,000,000)	50,000,000	2,000,000	0	52,000,000	52,000,000
TOTAL	\$0	\$0	\$0	(\$104,000,000)	\$100,000,000	\$4,000,000	\$0	\$104,000,000	\$104,000,000

1. Balance as of 6/30/22 is from the MTC FY2020-21 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/22, and FY2022-23 allocations as of 1/31/23.

**FY 2023-24 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$6,200,276	\$2,789,755
AC Transit	\$5,450,068	\$860,536
LAVTA	\$300,683	
Pleasanton	\$61,311	
Union City	\$388,215	
CCCTA		\$1,161,778
ECCTA		\$590,707
WCCTA		\$176,732

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2023-24
CCCTA	\$640,531
LAVTA	\$663,250
ECCTA	\$2,532,085
WCCTA	\$2,352,033

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$100,007,380	
STA Revenue-Based	BART	CCCTA ²	(640,531)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	(450,860)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	(2,532,085)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ^{2, 3}	(1,982,905)	BART Feeder Bus
Total Payment			(5,606,381)	
Remaining BART STA Revenue-Based Funds			\$94,400,999	
Total Available BART TDA Article 4 Funds²			\$581,518	
TDA Article 4	BART-Alameda	LAVTA	(212,390)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(369,128)	BART Feeder Bus
Total Payment			(581,518)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$14,800,574	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$13,999,550	
Total Available Union City TDA Article 4 Funds			\$18,638,224	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$18,521,525	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Per an agreement between BART and East Bay bus operators, FY24 feeder bus payments will be reduced by \$397,946 for CCCTA, \$221,083 for LAVTA, \$844,028 for Tri-Delta, and and \$1,157,512 for WCCTA.

3. FY2022-23 marked the conclusion of the WestCat Feeder Bus Capital Payment agreement.

**FY 2023-24 FUND ESTIMATE
STA SPILLOVER FUNDING AGREEMENT PER RESOLUTION 3814**

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PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814	%	FY 2007-08	FY2009-20	MTC Res-3833	MTC Res-3925	MTC Res-4509	FY2021-22
	Spillover Payment Schedule		Spillover Distribution	Spillover Distribution	(RM 1 Funding)	(STP/CMAQ Funding)	(STP/CMAQ, LCTOP, STA)	Remaining
Lifeline	10,000,000	16%	1,028,413	0	0	8,971,587		0
Small Operators / North Counties	3,000,000	5%	308,524	0	0	2,691,476		0
BART to Warm Springs	3,000,000	5%	308,524	0	0	0		0
eBART	3,000,000	5%	327,726	0	2,672,274	0		0
SamTrans ¹	43,000,000	69%	4,422,174	0	0	19,288,913	19,600,000	0
TOTAL	\$62,000,000	100%	\$6,395,361	\$0	\$0	\$30,951,976	\$19,600,000	\$0

1. On January 26, 2022, the MTC Commission adopted MTC Resolution No. 4509, which approved a funding commitment of \$19.6 million to SamTrans to satisfy the terms of the 2007 Caltrain Right of Way settlement agreement.

On June 22, 2022, the MTC Commission revised MTC Resolution Nos. 4273, 4505, and 4520 to reprogramm a total of \$19.6 million in Low Carbon Transit Operations Program, One Bay Area Grant Program, and State Transit Assistance funds to SamTrans to fulfill the commitment.

2. With all remaining balances now satisfied, this page will be removed from future MTC Fund Estimates.

**FY 2023-24 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

*Attachment A
Res No. 4556
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2/22/2023*

FY2022-23 LCTOP Revenue Estimate¹		FY2023-24 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 23)	\$130,000,000	5. Estimated Statewide Appropriation (Jan, 23)	\$105,000,000
2. MTC Region Revenue-Based Funding	\$34,829,978	6. Estimated MTC Region Revenue-Based Funding	\$28,131,905
3. MTC Region Population-Based Funding	\$12,629,382	7. Estimated MTC Region Population-Based Funding	\$10,200,655
4. Total MTC Region Funds	\$47,459,360	8. Estimated Total MTC Region Funds	\$38,332,560

1. The FY 2022-23 LCTOP revenue generation is based on the \$163 million revised estimate included in the FY 2023-24 Proposed State Budget.

2. The FY 2023-24 LCTOP revenue generation is based on the \$182 million estimated in the FY 2023-24 Proposed State Budget.

**FY 2023-24 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

Attachment A
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10/27/2021

FY2022-23 SGR Revenue-Based Revenue Estimate		FY2023-24 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 22)	\$31,477,988	4. Projected Carryover (Jan, 23)	(\$89)
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$33,656,207
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$33,656,118

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

<i>Column</i>	<i>A</i>			<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2022	FY2021-23	FY2021-23	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment Jurisdictions	Balance (w/interest)	Actuals	Encumbrances	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACOMA - Corresponding to ACE	0	(15,373)	(31,951)	(47,324)	47,324	0	49,125	49,125
Caltrain	0	(499,215)	(1,037,559)	(1,536,774)	1,536,774	0	1,595,267	1,595,267
CCCTA	0	(43,767)	(90,964)	(134,731)	134,731	0	139,859	139,859
City of Dixon	0	0	(1,316)	(1,316)	1,316	0	1,366	1,366
ECCTA	0	(21,161)	(43,980)	(65,141)	65,141	0	67,620	67,620
City of Fairfield	0	(7,766)	(16,141)	(23,907)	23,907	0	24,817	24,817
GGBHTD	0	(479,018)	(995,582)	(1,474,600)	1,474,600	0	1,530,726	1,530,726
LAVTA	0	(20,994)	(43,634)	(64,628)	64,628	0	67,087	67,087
Marin Transit	0	(81,866)	(170,148)	(252,014)	252,014	0	261,606	261,606
NVTA	0	(5,943)	(12,353)	(18,296)	18,296	0	18,993	18,993
City of Petaluma	0	(2,550)	(5,300)	(7,850)	7,850	0	8,149	8,149
City of Rio Vista	0	(136)	(282)	(418)	418	0	434	434
SamTrans	0	(500,680)	(1,040,604)	(1,541,284)	1,541,284	0	1,599,949	1,599,949
SMART	0	(103,491)	(215,095)	(318,586)	318,586	0	330,712	330,712
City of Santa Rosa	0	(8,569)	(17,810)	(26,379)	26,379	0	27,383	27,383
Solano County Transit	0	(18,253)	(37,937)	(56,190)	56,190	0	58,329	58,329
Sonoma County Transit	0	(11,937)	(24,809)	(36,746)	36,746	0	38,145	38,145
City of Union City	0	(6,485)	(13,478)	(19,963)	19,963	0	20,723	20,723
Vacaville City Coach	0	(1,390)	(2,889)	(4,279)	4,279	0	4,441	4,441
VTA	0	(1,517,510)	(3,153,961)	(4,671,471)	4,671,471	0	4,849,277	4,849,277
VTA - Corresponding to ACE	0	(8,869)	(18,434)	(27,303)	27,303	0	28,342	28,342
WCCTA	0	(27,759)	(57,783)	(85,542)	85,452	(90)	88,704	88,614
WETA	0	(136,128)	(282,924)	(419,052)	419,052	0	435,002	435,002
SUBTOTAL	3	(3,518,861)	(7,314,933)	(10,833,794)	10,833,704	(90)	11,246,056	11,245,966
AC Transit	0	(1,338,761)	(2,782,457)	(4,121,218)	4,121,218	0	4,278,080	4,278,080
BART	0	(2,097,840)	(4,360,114)	(6,457,954)	6,457,954	0	6,703,756	6,703,756
SFMTA	0	(3,576,326)	(7,432,953)	(11,009,279)	11,009,279	1	11,428,315	11,428,316
SUBTOTAL	1	(7,012,927)	(14,575,524)	(21,588,451)	21,588,451	1	22,410,151	22,410,152
GRAND TOTAL	\$4	(\$10,531,788)	(\$21,890,457)	(\$32,422,245)	\$32,422,155	(\$89)	\$33,656,207	\$33,656,118

1. FY2022-23 State of Good Repair Program revenue generation is based on August 2022 estimates from the State Controller's Office (SCO).

5. FY2023-24 State of Good Repair Program revenue generation based on February 2023 State Controller's Office (SCO) forecast. SCO will update revenue forecasts in August 2023 with new estimates based on latest available actual qualifying revenue.

**FY 2023-24 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2022-23 SGR Population-Based Revenue Estimate		FY2023-24 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 22)	\$11,756,303	4. Projected Carryover (Jan, 23)	\$175,483			
2. Actual Revenue (Aug, 23)		5. State Estimate (Jan, 23)	\$12,203,772			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$12,379,255			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2022	FY2021-23	FY2022-23	6/30/2022	FY2023-24	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	24,080,508	(35,661,328)	11,756,303	175,483	12,203,772	12,379,255
GRAND TOTAL	\$24,080,508	(\$35,661,328)	\$11,756,303	\$175,483	\$12,203,772	\$12,379,255

1. FY2021-22 State of Good Repair Program revenue generation is based on August 2021 estimates from the State Controller's Office (SCO).
2. FY2022-23 State of Good Repair Program revenue generation is based on January 2022 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

MTC Resolution No. 4556

FY 2023-24 MTC Fund Estimate

MTC Programming and Allocations Committee

February 8, 2023

Fund Estimate Background

- State law requires MTC to complete a Fund Estimate by March 1st annually
- Assists transit operators in budgeting
- Approx. 40% of Bay Area transit operating revenues are based on sales taxes
- As expected, caution is warranted in budgeting for FY 2023-24 given uncertainties around the ongoing impacts of COVID-19 on public transit
- **FY 2023-24 Fund Estimate identifies for distribution ~\$1 billion, mostly for transit operations**



Fund Estimate Overview

	Program	Description	FY 2021-22 Actuals	FY 2022-23 Revised Estimates	FY 2023-24 Estimates
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$481M	\$508M	\$519M
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$104M	\$104M	\$104M
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5M	\$5M	\$5M
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$260M	\$350M	\$388M*
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$43M	\$44M	\$52M
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$70M	\$47M	\$43M

Note: Estimated revenue amounts are rounded to nearest million.

* There are inconsistencies with the underlying distribution factors. Staff is working to reconcile these issues.

TDA Sales Tax Forecast FY 2023-24

- Estimates for each county prepared by individual county Auditor/Controllers
- FY23 (Current Year) estimates revised to **\$508M**
 - Up 5% from original \$484M FY23 estimate
 - Up 6% from FY22 Actuals (\$481M)
- FY24 estimates projected to be 2.1% higher at **\$519M**
 - Contra Costa, Napa, and San Mateo projecting ~5% growth over FY22 revised estimates
- Does not account for possible impacts due to eBay sales tax adjustment in Santa Clara



STA Formula Programs

FY 2023-24

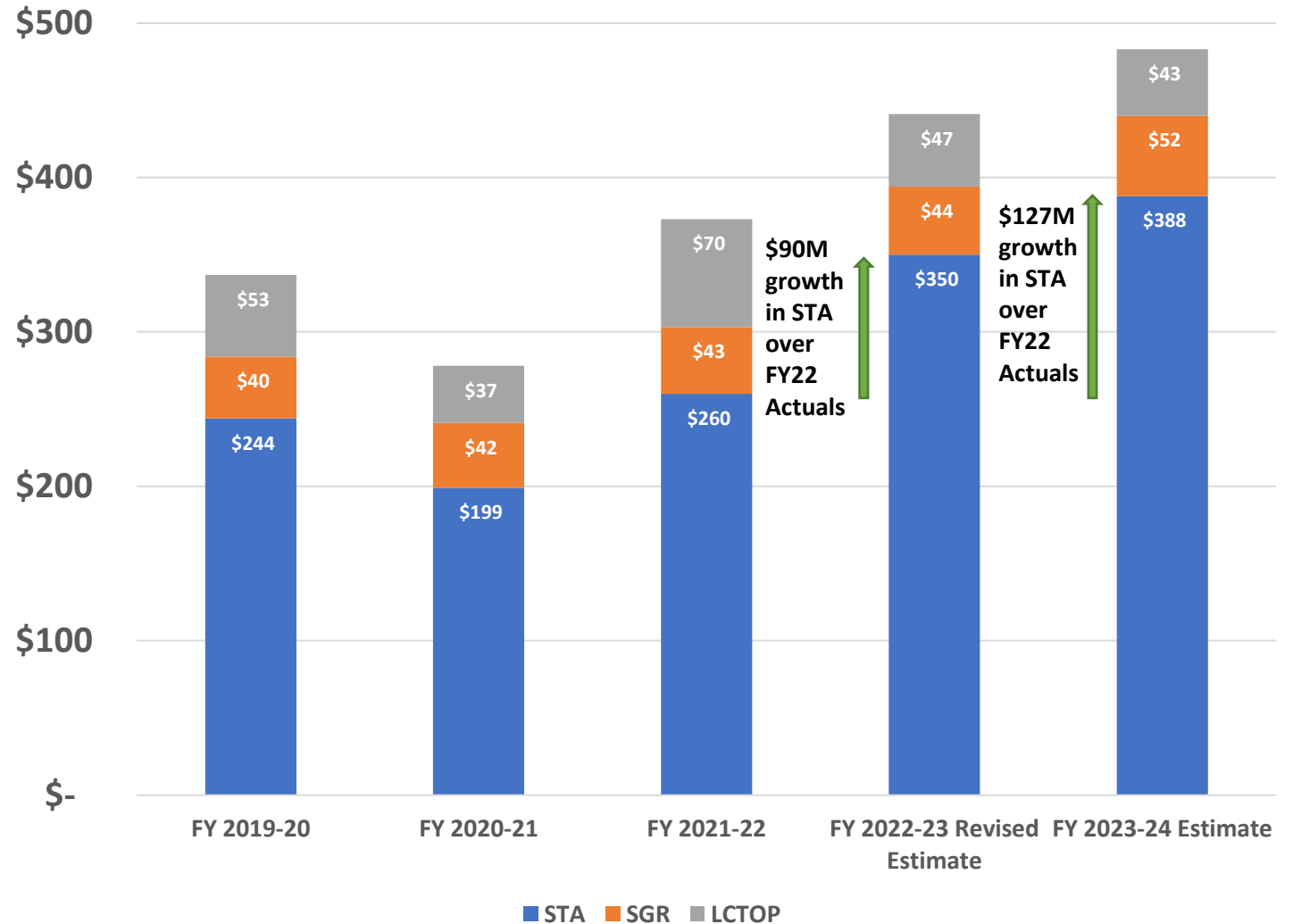
State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

STA revenues are derived from a sales tax on diesel fuel. Increases in diesel prices in recent years have contributed to substantial increases in STA revenues compared to FY22

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC

FY 2023-24 forecast of \$483 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



Issues Related to TDA/STA Programs

State Transit Assistance

- The STA Revenue-Based program uses distribution factors based on an operator's qualifying revenue
- Qualifying revenues have been frozen for several years to mitigate impacts due to the COVID-19 pandemic
- The freeze has been lifted for FY 2023-24, which is based on actual qualifying revenues from FY 2021-22
- Qualifying revenues for SFMTA are significantly different than expected, resulting in substantially lower estimates for SFMTA
- Staff is working with the State Controller's Office (SCO) and SFMTA to investigate and resolve the issue

Feeder Bus Agreement

- A 1997 agreement establishes a funding mechanism for BART to support four East Bay bus operators using BART's STA Revenue-Based and TDA sales tax funds
- BART has expressed a desire to amend and restructure the agreement
- Discussions are on-going between all impact parties to reconcile issues and identify a new approach

AB 1107 Sales Tax Forecast FY 2023-24

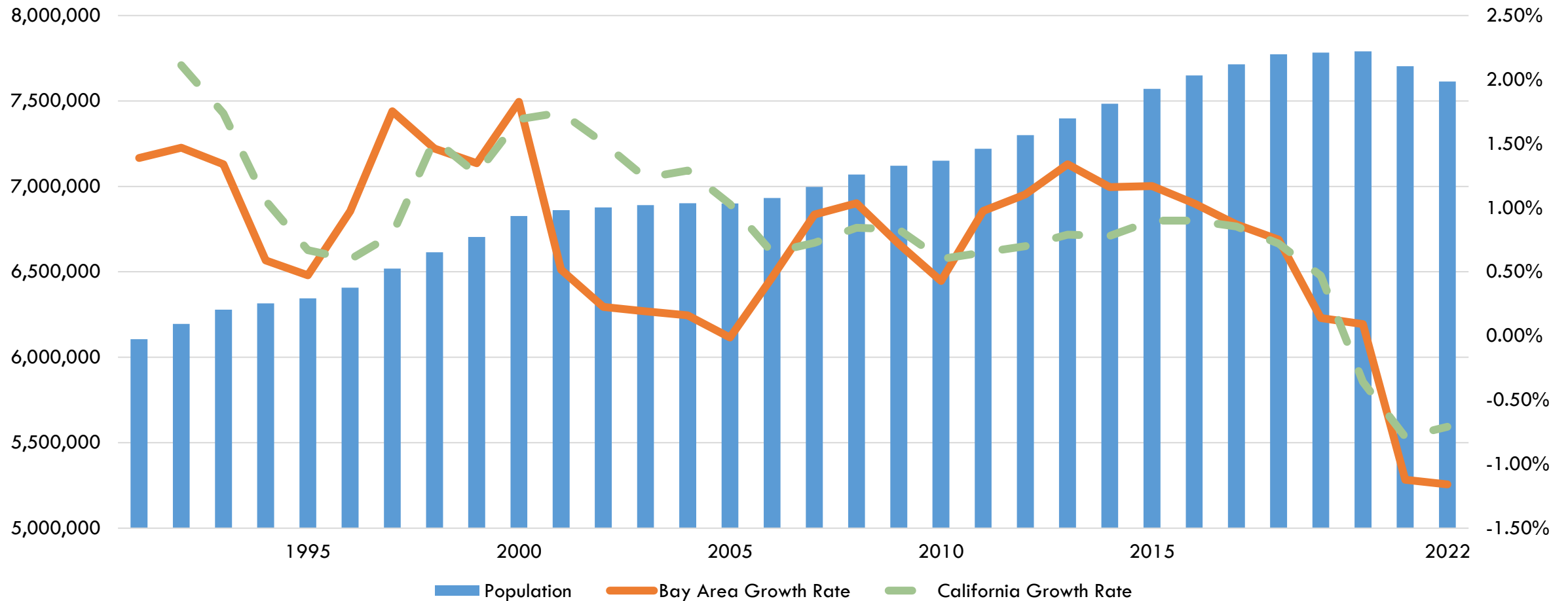
- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2023-24 forecast of \$104 million is in line with projected growth in TDA sales tax in Alameda, Contra Costa and San Francisco**

FY 2022-23 forecast is revised upwards to \$104 million from \$100 million



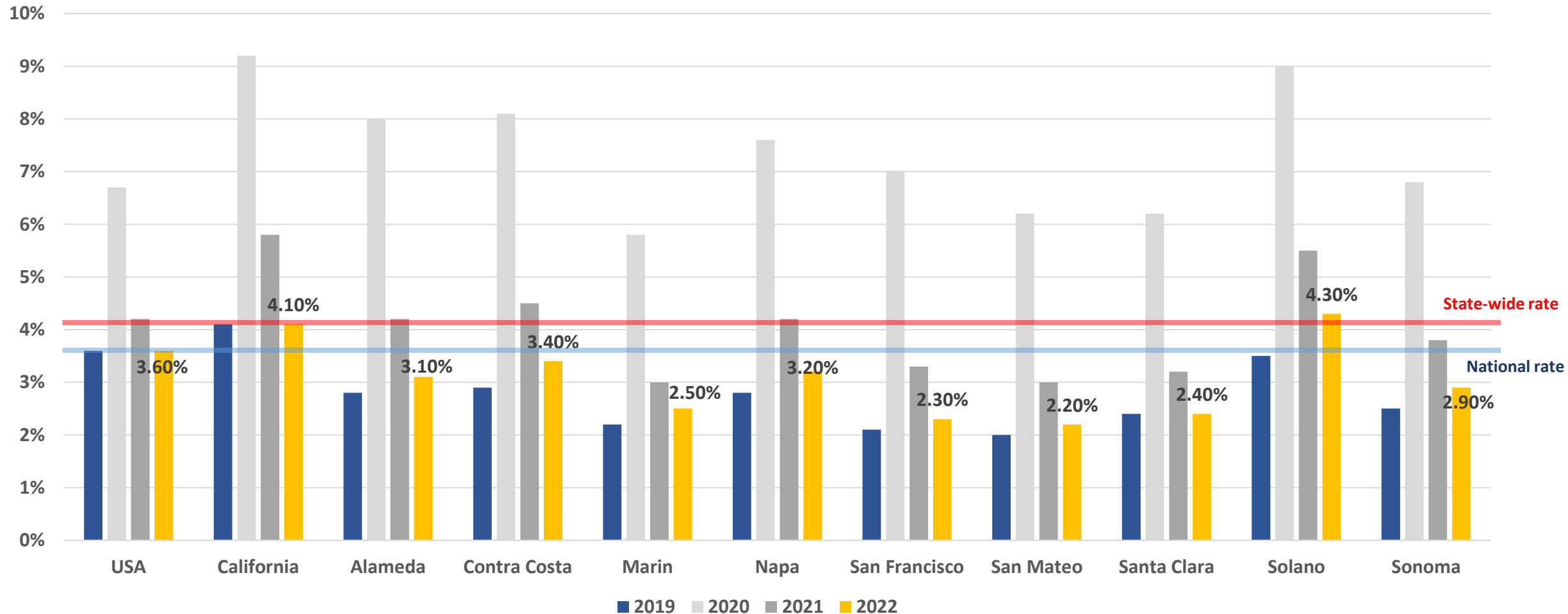
Bay Area Population

- Bay Area Population has declined, now equal to 2015 levels
- The regional population is shrinking faster than the state population.

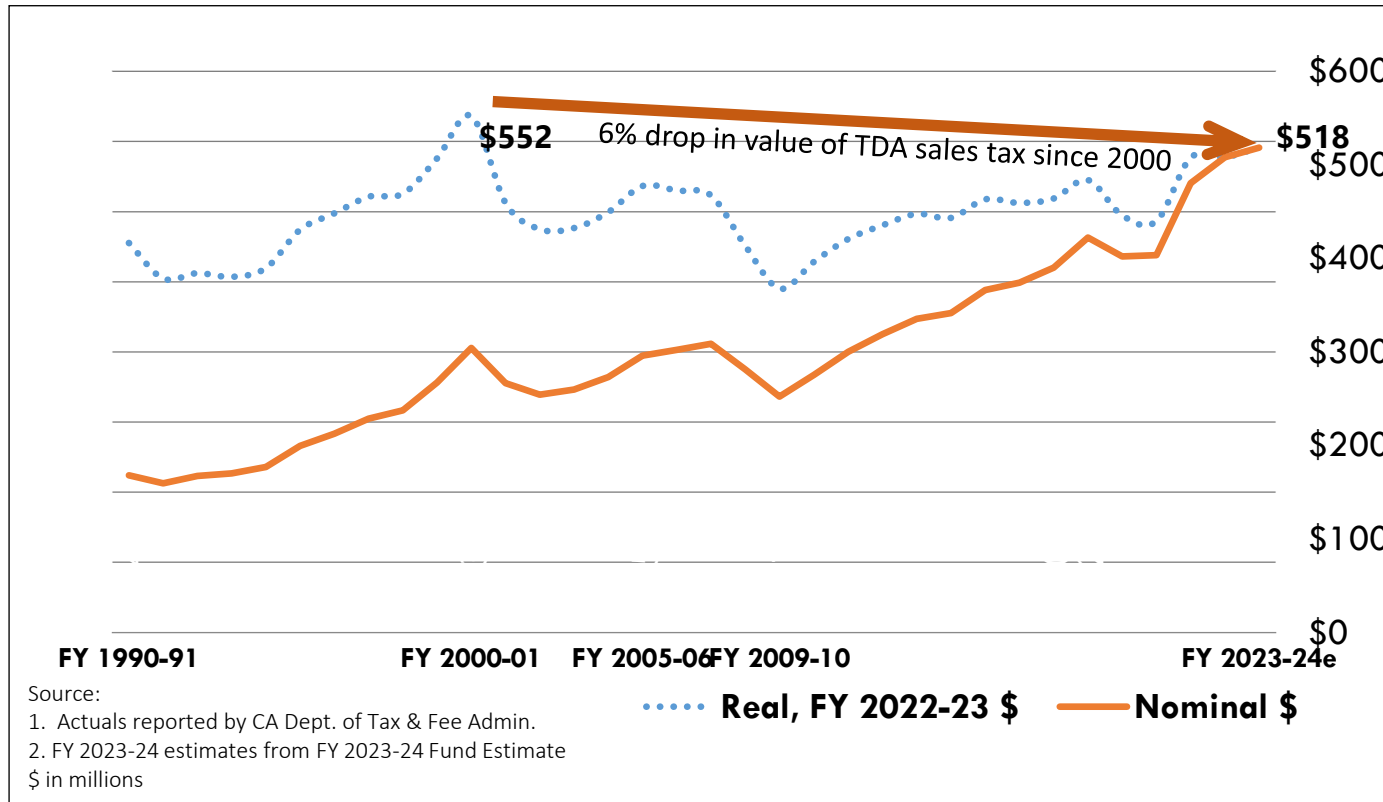


Bay Area Unemployment Rate

- Unemployment rates have improved significantly, returning to or near pre-pandemic levels



Real Sales Tax Revenue: 6% drop since 2000



- Despite near continuous increases in sales tax revenues in nominal terms, revenues have not kept up with inflation
- Since 2000, real sales tax revenues have declined 6%

Staff Recommendation

Staff recommendation is to forward to the Commission for approval:

MTC Resolution No. 4556 (FY 2023-24 MTC Fund Estimate)



**BAY AREA TOLL AUTHORITY
(BATA) BUDGET**

Bay Area Toll Authority

June 28, 2023

Agenda Item 4a - 23-0735

Bay Area Toll Authority (BATA) Resolution No. 169 - Fiscal Year (FY) 2023-24 Operating and Capital Budgets

Subject:

A request for adoption of BATA Resolution No. 169, authorizing the FY 2023-24 Operating and Capital Budgets. The BATA operating budget is balanced as presented. Total operating revenue is budgeted at \$1,070 million, including \$894 million of general toll revenue. Total operating expense and transfers are \$1,041 million. The operating surplus of \$29 million will be transferred to the operating reserve. The FY 2023-24 BATA Rehabilitation Program budget is \$185 million.

On May 24, 2023, staff presented a draft FY 2023-24 Operating and Capital Budgets to the Authority. The budget proposed for adoption and described below incorporates three minor changes: a \$420 thousand increase in staff cost due to adjustments in allocation of staff positions between entities, a \$175 thousand increase to the RM2 project monitoring budget, and a \$150 thousand increase in transfers to MTC for funding provided by BATA to the Travel Diary Survey project and an equivalent decrease in miscellaneous toll administration expense to cover this transfer. These changes result in a reduction to the operating surplus of \$595 thousand.

Background:

The Bay Area Toll Authority manages the toll revenues collected from the Bay Area's seven bridges owned by the California Department of Transportation (Caltrans) and the expenses of operating and maintaining the bridges, regular rehabilitation of the bridges, and debt service costs associated with the bridge system. BATA also manages FasTrak[®], which is the electronic toll payment system at the bridges and express lanes in the Bay Area. Caltrans is responsible for the operation and maintenance of these bridges.

BATA has continued to manage through several significant issues during FY 2022-23, including:

- Completion of refunding a portion of toll violation penalties accrued between January and November 2021

- Development of a low-income payment plan for tolls (effective July 1, 2023)
- Development of an approach for resumption of sending accounts with unpaid tolls and violations to DMV for registration hold
- Bridge traffic is more stable but still significantly reduced from FY 2018-19 total

The conversion from cash toll/electronic toll collection to all electronic collection continues to present revenue collection challenges. Even though we continue to improve billing and collections processes, the current system does not provide the same degree of revenue assurance as did cash collections.

Notably, the litigation of Regional Measure 3 was successfully resolved this winter with the California Supreme Court’s dismissal of the case. With this dismissal, the BATA Board acted on March 22, 2023 to dissolve the RM3 escrow. Staff will return to the Authority in the coming months with a recommendation to authorize expenditure of RM3 funds pursuant to allocation by MTC’s Programming and Allocations Committee.

FY 2022-23 yearend estimate of paid traffic still trends below pre-pandemic levels at 90% of FY 2018-19 paid traffic. However, FY 2022-23 yearend estimate of toll revenues will be at similar level as pre-pandemic level due to the full-year collection of the Regional Measure 3 (RM3) two dollar toll. We anticipate that FY 2023-24 will be the fifth straight year paid traffic will be below the FY 2018-19 total. Hence, FY 2023-24 projected toll revenue is kept at the FY 2022-23 budget level but RM3 money is now free to be used for operating and capital program expenses.

	Paid Traffic	Toll Revenue
FY 2018-19	138M	\$828M
FY 2023-24 (budget)	124M	\$894M

The remaining question is if and when the traffic and revenue will recover to the FY 2018-19 level. While we had hoped that we would achieve full traffic recovery by FY 2025, this appears to be highly unlikely given the high persistence of remote work for Bay Area employees.

As has been noted in prior years, the pandemic has had negative impacts on total BATA reserves. This is a function of decreases in traffic volume, foregone revenue which “leaks” from the toll collection system with the movement to all-electronic-tolling, and costs of invoicing customers, offset partially by savings associated with the movement to all-electronic tolling. This lost revenue and increase costs have decreased the financial flexibility that BATA has traditionally sustained – particularly the ability to fund bridge rehabilitation from pay-as-you go sources of funding. BATA has spent over \$1 billion in the past few years on pay-as-you-go capital rehabilitation projects. Over the same period, BATA’s reserve balance dropped almost 50%. Until 2020, the reduction of the cash reserve was part of a planned drawdown of capital funds built up during the seismic retrofit program. In FY 2022, we issued revenue bonds that are providing for funding of bridge rehabilitation projects in FY 2023 and beyond.

FY 2023-24 Budget:

For development of the FY 2023-24 budget staff has made the following key assumptions:

- Traffic remains at 90% of FY 2018-19 total.
- Toll revenue will be kept at a baseline which is FY 2022-23 budgeted revenue.
- The backlog of past due invoices will be addressed starting July 1.
- Minor increase to staffing level of 0.75 full-time equivalent (FTE)
- The operating surplus is estimated to be \$29 million compared to an estimated \$14 million in the FY 2022-23 budget.
- The proposed addition to the bridge rehabilitation budget is \$185 million, up by \$28 million from the FY 2022-23 budget.

The California Supreme Court dismissed the legal challenge to Senate Bill 595 and Regional Measure 3 (RM3) on January 25, 2023. Thus, RM3 revenue was released from escrow per BATA Resolution No. 170 dated March 22, 2023. The FY 2023-24 budget includes \$233 million of RM3 toll revenue. The RM3 toll revenue is and will continue to be recorded to an unrestricted fund and will be used for the respective RM3 operating and capital program expenses.

The total proposed BATA Operating Budget for FY 2023-24 is \$1,070 million in revenue with projected operating expenses of \$1,041 million, including debt service and transfers. The operating budget is balanced as presented with a projected operating surplus of \$29 million.

The proposed Bridge Rehabilitation Program Budget for FY 2023-24 is \$185 million which will be funded from reserve funds (that have been partially restored through issuance of bonds for reimbursement of prior expenditures).

Operating Revenue:

The FY 2023-24 paid traffic assumptions project an increase of 14.21% for 2 axle vehicles, 1% for carpool and 6% for commercial vehicles from current FY 2022-23 yearend estimates. The resulting traffic projections are approximately 90% of FY 2018-19 pre-pandemic paid traffic. The projected total FY 2023-24 toll revenue of RM1, RM2 and RM3 is \$894 million and will make BATA surpass the FY 2018-19 pre-pandemic total for the first time because of the inclusion of RM3. This projection maintains toll revenue the same as what was budgeted in FY 2022-23 as bridge traffic continues to be affected by “return-to-office” trends.

Overall operating revenue for FY 2023-24 is expected to be approximately \$1,070 million. In summary, revenue highlights include:

- Toll traffic up 13% over FY 2022-23 year-end estimate
- Toll revenue, including RM3, up 12% over FY 2022-23 year-end estimate of \$795 million but at same level as FY 2022-23 budget.
- Violation revenue budget estimates are \$26 million, up \$8 million over FY 2022-23 year-end estimate of \$18 million but at same level as FY 2022-23 budget.
- Reimbursement revenue from other operators at \$18 million, increasing by \$2.5 million over FY 2022-23 budget

Operating Expenses:

Total projected FY 2023-24 BATA Operating Expense, including transfers, is approximately \$1,041 million. Proposed FY 2023-24 Operating Expense before transfers is \$759 million, up \$42 million, a 5.9% increase over FY 2022-23.

Operating expenses highlights include:

- Caltrans Operations, \$12 million - Up by \$2.4 million for additions to San Francisco Bay Bridge maintenance staff and major contracts cost increases
- FasTrak Operations, \$110 million - Up by \$19 million, firstly, due to Consumer Price Index (CPI) increase for toll operations. Additionally, \$14 million of the increase is for additional projects including phase two of the payment development plan, eligibility, language and payment system enhancements, replacement of old tags, and system expansion support. The payment of DMV hold expenses for the overdue and unpaid toll revenue notices will resume in FY 2023-24 which estimates \$8.8 million of fees.
- Toll Bridge Administration, \$34 million - Down by \$1.5 million due to lower finance related costs with the elimination of RM3 escrow fees and decrease in staffing based on Department staff reallocation to other agency programs.
- Debt Service – increase in principal payment from \$85 million in FY 2022-23 to \$116 million in FY 2023-24. FY 2022-23 was reduced by a prepayment of debt service in FY 2021-22 – the FY 2023-24 budget does not include a prepayment of debt service. Total projected interest payment for FY 2023-24 is lower by \$14 million.
- Transfers, \$38 million - Up by \$10 million mainly due to the inclusion of the 2% administration transfer from RM3 revenue (this transfer was not being made pending resolution of the RM3 litigation). There are also increases in liability reserve because of carryover legal fees and in the BART Inspector General contract contribution.

We have suspended sending past due toll invoices to the DMV since January 2021. BATA will resume sending past due invoices to DMV beginning later in 2023. All related DMV expenses for FY 2022-23 are shown in the extraordinary operating expense line item, amounting to \$15 million. The DMV expenses fees since January 2021 to the end of FY 2021-22 for a similar amount of \$15 million that were budgeted in the prior fiscal year will be carried over to FY 2023-24.

RM2 expenses for marketing and transit operating programs are relatively stable compared to the prior year. Meanwhile, with the release of the RM3 money, there will be additional marketing, operating and project costs that will be managed through allocations.

Bridge Rehabilitation Program:

The Toll Bridge Rehabilitation Program has been underway, under BATA Oversight, since 2007. Over the past 16 years both Caltrans and BATA have administered bridge rehab projects (in millions).

	<u>Budget Thru FY 2023-24</u>	<u>Actual*</u>	<u>Balance</u>
Caltrans	\$1,152	\$ 849	\$ 303
BATA	\$ 901	\$ 594	\$ 307
	<u>\$2,053</u>	<u>\$1,443</u>	<u>\$ 610</u>

*as of February 2023

The proposed FY 2023-24 Toll Bridge Rehab program budget is \$185 million, up from an approved budget of \$157 million in FY 2022-23. Major components (in millions):

	<u>FY 2023-24</u>
Recurring Annual Work	\$72
Bridge Integrity	\$15
Paint	\$62
Other	\$36

BATA’s recently adopted FY 2024-33 Capital Improvement Plan (CIP) provides a baseline for the FY 2023-24 budget as it outlines BATA’s plan for funding projects to upkeep the toll bridges on a multi-year basis. There are a few notable items that increased the planned FY 2024 budget including increased cost to BASE cameras, investigations, State staff painting, the future Fastrak® Customer Service Center, and a new T-1 steel weld testing project required by the FHWA. Similar to last year, structural steel paint continues to be the largest component of the rehab budget as Caltrans prepares for the next phases of paint projects for the San Francisco-Oakland Bay Bridge West Span and Richmond-San Rafael Bridge.

The proposed budget for FY 2023-24 is \$185 million. The breakdown of Caltrans and BATA (in millions) is:

- Caltrans \$112
- BATA \$ 73

BATA projects make up 40% of the FY 2023-24 budget. Notable BATA projects included in FY 2023-24 are Open Road Tolling (ORT) and Richmond-San Rafael Forward ORT and HOVL. The complete list of proposed FY 2023-24 Bridge Rehab projects is in Attachment C.

Capital Programs:

Other capital projects are underway in the following programs.

	Budget	Actual*	Balance
RM2	\$1,589	\$1,543	\$46
AB1171	570	503	67
Core Capacity Challenge	250	169	81
Subtotal	\$2,409	\$2,215	\$194
Bridge Rehab	1,868	1,443	425
Total Projects	\$4,277	\$3,658	\$619

*as of February 2023

The complete list of projects for these capital programs is included in Attachments B, D and E. The RM3 capital program includes \$4.5 billion of projects and is included in Attachment F.

Operating and Capital Reserve:

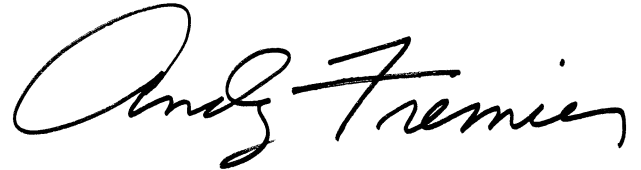
Staff is not proposing any changes to the designated reserves for Fiscal Year 2023-24. Information on these designated reserves is included in Attachment G.

Recommendations:

Staff recommends approval of Resolution No. 169 authorizing the BATA FY 2023-24 Operating and Capital Budgets.

Attachments:

- BATA Resolution No. 169 FY 2023-24 Operating and Capital Budgets
- BATA FY 2023-24 Budget PowerPoint Presentation

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive style with a large initial "A" and "F".

Andrew B. Fremier

Date: June 28, 2023
W.I.: 1251/1254, 1255/1256,1258

ABSTRACT

BATA Resolution No. 169

This resolution approves the FY 2023-24 BATA Toll Bridge Program Operating and Capital Budgets.

Further discussion of the BATA Operating and Capital Budgets are contained in the BATA Summary Sheet dated June 28, 2023. A budget is attached as Attachments A through G.

BAY AREA TOLL AUTHORITY
RESOLUTION No. 169

WHEREAS, Streets and Highways Code Sections § 30950 et seq. created the Bay Area Toll Authority (“BATA”); and

WHEREAS, Streets and Highways Code § 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission (“CTC”) and California Department of Transportation (“Caltrans”) for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, in accordance with Streets and Highways Code §§ 30950.2 and 30886, BATA is responsible for the administration of all toll revenues from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission (“MTC”); and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges; and

WHEREAS, Streets and Highways Code § 30950.1 requires BATA to adopt an annual operating budget; and

WHEREAS, Streets and Highways Code § 30958 authorizes MTC to retain an amount not to exceed 1 percent of the gross revenues collected from tolls annually on Bay Area bridges to pay for administrative costs, after payments for debt service on outstanding bonds, and BATA’s direct operating costs; and

WHEREAS, Streets & Highway Code § 30959 authorizes BATA to make direct contributions to MTC not to exceed 1% of annual bridge toll revenue and further authorizes BATA to make additional contributions in the form of loans to MTC provided such loans do not exceed 1% of bridge toll revenue and are fully repaid with interest at the rate that would apply to toll bridge revenue bonds of the same duration; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2023-24 that includes anticipated revenues and expenses, as set forth in Attachment A, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; and

WHEREAS, pursuant to Streets and Highways Code § 30952, the State of California Department of Transportation (“Caltrans”) is responsible for the capital improvements of the state-owned toll bridges in accordance with programming and scheduling requirements as adopted by BATA; and

WHEREAS, Caltrans has requested that BATA adopt budgets for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, BATA is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital and operating projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, BATA is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan; and

WHEREAS, pursuant to Streets and Highways Code §§ 30913 and 31010(b), BATA is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic

retrofit surcharge funds exceeding legal requirements to fund and finance the Seismic Retrofit Program (SRP); and

WHEREAS, in accordance with the BATA Plan of Finance plan (BATA Resolution No. 110), adopted by BATA on November 20, 2013, and the bond covenants adopted under the Master Indenture and Supplemental Indentures, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self-Insurance Reserve of at least \$50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the final draft BATA budget for FY 2023-24 was reviewed and recommended by the BATA Oversight Committee for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2023-24 BATA operating and capital budgets attached hereto as Attachment A and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BATA operating budget for FY 2023-24, provided that there shall be no increase in the overall BATA operating budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and capital costs in BATA's budget for FY 2023-24, providing that there shall be no increase in the overall budget without prior approval of BATA; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and other expenditures authorized in the BATA budget for FY 2023-24; and, be it further

RESOLVED, that BATA adopt budgets for the FY 2023-24 RM 2, Rehab, AB 1171, and RM 3 Programs for the state-owned toll bridges, as listed in Attachments B through F; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budgets within the authorized Toll Bridge Rehabilitation Program Budget List and to move funds between designated contingency projects and active projects provided there is no overall increase to the total approved Toll Bridge Rehabilitation Program Budget; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available cash and reserves to meet any operational and cash-flow shortfall and as an advance for project cash flow purposes provided the advance is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that BATA's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts, projects, and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective June 30, 2023, as listed in Attachment G; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to use available operating reserves to prepay or retire the BATA share of all pensions and OPEB obligations; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct

contributions to MTC to assist MTC with the retirement of MTC pension liabilities; and be it further

RESOLVED, that BATA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to two years of operating revenue and a capital repair and replacement reserve up to the level of accumulated depreciation expense, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to create and designate a Liability Reserve and to transfer from available funds up to \$5 million for FY 2022-23 with a current contract limit of \$3 million and no further expenditures are authorized from the Liability Reserve without prior approval of the BATA Operations Committee; and, be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Committee.

BAY AREA TOLL AUTHORITY



Alfred Pedroza, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 28, 2023.

Date: June 28, 2023
W.I.: 1251/1254, 1255/1256,1258

Attachments

BATA Resolution No. 169
FY2023-24 Toll Bridge Program Operating and Capital Budgets

Attachment A: FY 2023-24 Toll Bridge Program Operating Budget.

Attachment B: Other Capital Project Budget, which shows the adopted capital budgets for the Express Lanes and Core Capacity Challenge projects.

Attachment C: Toll Bridge Rehabilitation Program, which shows capital outlay and capital outlay support budgets for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2023-24 budgets and allocations).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: AB 1171 Capital Program.

Attachment F: RM3 Capital Program Budget, which includes all RM3 capital projects listed as part of the Bay Area Traffic Relief Plan.

Attachment G: Fund Reserve Designations, effective June 30, 2023.



**ATTACHMENT A
BAY AREA TOLL AUTHORITY
OPERATING BUDGET FY 2023-24**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1251 - 1258

	02/28/2023 Actuals	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
General Toll Revenue	\$526,564,731	\$893,600,000	\$893,600,000	\$0	0.0%
Violation Revenue	9,737,737	26,000,000	26,000,000	0	0.0%
Interest Revenue	41,095,763	7,800,000	62,116,998	54,316,998	696.4%
Reimbursement Revenue	8,615,203	15,377,000	17,920,000	2,543,000	16.5%
Rebate for Build America Bonds	47,282,181	70,807,528	70,339,448	(468,080)	-0.7%
Total Operating Revenue	\$633,295,614	\$1,013,584,528	\$1,069,976,446	\$56,391,918	5.6%
Total Operating Expense	\$361,954,201	\$716,676,540	\$759,037,379	\$42,360,839	5.9%
Operating Surplus/(Shortfall) before Transfer	\$271,341,414	\$296,907,988	\$310,939,067	\$14,031,079	4.7%
Transfers	\$14,005,009	\$283,234,731	\$281,744,859	(\$1,489,872)	-0.5%
Depreciation	\$50,218	\$0	\$0	\$0	0.0%
Total Operating Surplus/(Shortfall)	\$257,286,187	\$13,673,257	\$29,194,208	\$15,520,951	113.5%
Transfer to Toll Bridge Rehabilitation/Capital Programs	\$0	\$0	\$0	\$0	0.0%
Transfer to (from) Reserves	\$257,286,187	\$13,673,257	\$29,194,208		

**REVENUE DETAIL
BUDGET FY 2023-24**

	02/28/2023 Actuals	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
General Toll Revenue (subtotal)	\$526,564,731	\$893,600,000	\$893,600,000	\$0	0.0%
RM 1 & Seismic Toll Revenues	\$318,691,975	\$542,600,000	\$542,600,000	\$0	0.0%
RM 2 Toll Revenues	68,146,916	117,400,000	117,400,000	0	0.0%
RM 3 Toll Revenues	139,725,840	233,600,000	233,600,000	0	0.0%
Violation and Other Revenue (subtotal)	\$9,737,737	\$26,000,000	\$26,000,000	\$0	0.0%
Violations & Other	\$9,737,737	\$26,000,000	\$26,000,000	\$0	0.0%
Interest Revenue (subtotal)	\$41,095,763	\$7,800,000	\$62,116,998	\$54,316,998	696.4%
RM1 Interest Earnings	\$25,084,909	\$6,240,000	\$37,333,598	\$31,093,598	498.3%
RM2 Interest Earnings	6,271,227	1,560,000	9,333,400	7,773,400	498.3%
RM3 Interest Earnings	9,739,627	0	15,450,000	15,450,000	0.0%
Reimbursement Revenue (subtotal)	\$8,615,203	\$15,377,000	\$17,920,000	\$2,543,000	16.5%
BAIFA	\$949,355	\$2,677,000	\$2,000,000	(\$677,000)	-25.3%
GGBHTD Fastrak	3,557,673	7,100,000	7,500,000	400,000	5.6%
ACTC	719,844	2,200,000	2,200,000	0	0.0%
VTA Express Lane	2,120,965	900,000	4,000,000	3,100,000	344.4%
SM Express Lane	1,255,019	1,400,000	2,120,000	720,000	51.4%
SFO Airport	12,347	100,000	100,000	0	0.0%
BAHA	0	1,000,000	0	(1,000,000)	-100.0%
Rebate for Build America Bonds (subtotal)	\$47,282,181	\$70,807,528	\$70,339,448	(\$468,080)	-0.7%
Rebate for Build America Bonds	\$47,282,181	70,807,528	\$70,339,448	(\$468,080)	-0.7%
Total Current Year Revenue	\$633,295,614	\$1,013,584,528	\$1,069,976,446	\$56,391,918	5.6%

**EXPENSE DETAIL
BUDGET FY 2023-24**

	02/28/2023 Actuals	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
Caltrans Operations and Maintenance (Subtotal)	\$6,248,885	\$9,300,000	\$11,690,000	\$2,390,000	25.7%
Toll Bridge & Facility Maintenance (Category A&B)	6,248,885	9,300,000	\$11,690,000	\$2,390,000	25.7%
Fastrak Operations and Maintenance (Subtotal)	\$45,109,278	\$90,778,273	\$109,660,430	\$18,882,157	20.8%
RCSC Operations	\$29,942,574	\$56,900,000	\$69,870,000	\$12,970,000	22.8%
Banking/Credit Card Fees	12,319,383	22,000,000	22,000,000	0	0.0%
ATCAS Facility and In-lane Maintenance	2,202,835	4,300,000	4,300,000	0	0.0%
ATCAS Hardware/Software Maintenance	445,034	2,451,000	3,070,430	619,430	25.3%
Collections Contract	199,446	1,600,000	1,600,000	0	0.0%
DMV Expenses	6	3,527,273	8,820,000	5,292,727	150.1%
Toll Bridge Operations and Maintenance Total	\$51,358,163	\$100,078,273	\$121,350,430	21,272,157	0
Toll Bridge Administration (Subtotal)	\$16,600,729	\$35,527,010	\$34,068,650	(1,458,360)	(0)
Salaries and Benefits	\$10,817,694	\$20,058,308	\$19,166,625	(891,683)	(0)
Temporary Assistance	19,433	250,000	160,000	(90,000)	(0)
Travel&Training/Printing/Memberships	61,869	437,530	445,705	8,175	1.9%
Other	62,220	312,500	328,180	15,680	5.0%
Financing Costs	2,449,582	9,301,700	8,259,194	(1,042,506)	-11.2%
Audit/Accounting/Other	388,747	1,262,500	1,073,370	(189,130)	-15.0%
Beale St Assessment	1,601,821	2,135,761	2,314,627	178,866	8.4%
Business Insurance	654,446	408,711	400,949	(7,762)	-1.9%
Misc. Toll Administration Operating Expenses	544,918	1,360,000	1,920,000	560,000	41.2%
Consultant Contract/Other (Subtotal)	\$253,230	\$6,721,000	\$8,311,000	\$1,590,000	23.7%
ETC Marketing	\$228,149	\$3,750,000	\$4,850,000	\$1,100,000	29.3%
Other Operating Contracts	25,081	2,406,000	2,821,000	415,000	17.2%
RM2 Project Monitoring - Capital & Ops. Program	0	565,000	640,000	75,000	13.3%
Debt Service	\$278,291,106	\$525,148,257	\$546,105,299	\$20,957,042	4.0%
RM2 Marketing	\$742,044	\$4,590,000	\$4,590,000	\$0	0.0%
RM2 Transit Operating	\$14,708,929	\$44,612,000	\$44,612,000	\$0	0.0%
Total Operating Expense	\$361,954,201	\$716,676,540	\$759,037,379	\$42,360,839	5.9%
Transfers Out					
Transfers Out	\$14,005,009	\$27,762,004	\$38,189,586	\$10,427,582	37.6%
1% Administration Draw	\$5,203,500	\$6,938,000	\$9,817,170	\$2,879,170	41.5%
Additional 1% Administration Draw	5,203,500	6,582,215	9,440,308	2,858,093	43.4%
Transfer to ABAG SFEP from Additional 1% Administration Draw	0	355,785	376,862	21,077	5.9%
Transfer to MTC	0	1,518,500	2,330,879	812,379	53.5%
Transfer to Liability Reserve	32,692	5,600,000	8,155,000	2,555,000	45.6%
Transbay Transit Terminal Maintenance	3,565,317	5,767,504	5,969,367	201,863	3.5%
Transfer to BART for IG Contract	0	1,000,000	2,100,000	1,100,000	110.0%
Deposit to RM3 Account	\$0	\$233,600,000	\$228,928,000	(\$4,672,000)	-2.0%
Provision for Depreciation/Amortization	\$50,218	\$0	\$0	\$0	0.0%
Extraordinary Operating Expenses	\$0	\$21,872,727	\$14,627,273	(\$7,245,454)	-33.1%
Caltrans Toll Collection Operations Reimbursement	\$0	\$6,000,000	\$0	(\$6,000,000)	-100.0%
Prior Year DMV Hold	0	15,872,727	14,627,273	(1,245,454)	-7.8%
Total Transfers Out and One-Time Expenses	\$14,055,227	\$283,234,731	\$281,744,859	(\$1,489,872)	-0.5%
Total Operating Expense and Transfer	\$376,009,428	\$999,911,271	\$1,040,782,238	\$40,870,967	4.1%



Attachment B
Bay Area Toll Authority
Other Capital Projects

Program #		BATA Actuals Thru February 2023	BATA Budget Thru FY 2022-23	FY 2023-24	Life to Date Project Budget
6953	Core Capacity Challenge Program	\$ 169,329,948	\$ 250,000,000	-	\$ 250,000,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
1	Completed		Var.	Completed/Closed Rehab Projects	Support	\$38,665,694		\$38,665,694
		REHAB			Capital	\$78,636,635		\$78,636,635
		8030			Total	\$117,302,329	\$0	\$117,302,329
2	CTR 0001	00297	SFO	Construct New Toll Operations Building***	Support	\$7,562,775		\$7,562,775
		REHAB			Capital	\$0		\$0
		6825			Total	\$7,562,775	\$0	\$7,562,775
3	CTR 0002	00394	RSR	RSR Maintenance Building***	Support	\$5,733,571		\$5,733,571
		REHAB			Capital	\$4,480,035		\$4,480,035
		6814			Total	\$10,213,606	\$0	\$10,213,606
4	CTR 0003	01090	ALL	Upgrade Existing SCADA System	Support	\$6,180,409		\$6,180,409
		REHAB			Capital	\$5,597,591		\$5,597,591
		6828			Total	\$11,778,001	\$0	\$11,778,001
5	CTR 0009	01407	SFO	Toll Plaza Median Landscaping***	Support	\$722,112		\$722,112
		REHAB			Capital	\$202,181		\$202,181
		6825			Total	\$924,293	\$0	\$924,293
6	CTR 0010	0120T	SFO	W4 Substation Upgrade, Foghorn Replacement,	Support	\$2,958,917		\$2,958,917
		REHAB		BASE	Capital	\$11,883,015		\$11,883,015
		6825			Total	\$14,841,932	\$0	\$14,841,932
7	CTR 0012	04082	SFO	Replace Substation Equipment on WS***	Support	\$957,644		\$957,644
		REHAB			Capital	\$869,782		\$869,782
		6825			Total	\$1,827,425	\$0	\$1,827,425
8	CTR 0013	04100	SMH	Resurface Orthotropic Deck	Support	\$7,838,078		\$7,838,078
		REHAB		Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	\$27,880,814		\$27,880,814
		6826			Total	\$35,718,892	\$0	\$35,718,892
9	CTR 0014	3G460	Var.	Northern Bridge Structural Improvements***	Support	\$72,662		\$72,662
		REHAB			Capital	\$0		\$0
		6828			Total	\$72,662	\$0	\$72,662
10	CTR 0015	04224	SMH	Replace Elec Cable Hangers & Upgrade 12kv System***	Support	\$2,869,539		\$2,869,539
		REHAB			Capital	\$2,777,316		\$2,777,316
		6826			Total	\$5,646,855	\$0	\$5,646,855
11	CTR 0016	04225	DUM	Expansion Joint Rehabilitation***	Support	\$2,091,531		\$2,091,531
		REHAB			Capital	\$2,700,672		\$2,700,672
		6827			Total	\$4,792,203	\$0	\$4,792,203
12	CTR 0145	0120S	SFO	SFOBB East Span YBITS 1	Support	\$1,340,014		\$1,340,014
		REHAB		YBI Resurfacing/BASE	Capital	\$21,690,860		\$21,690,860
		6825		Replace Lighting w/ HPS Lighting System ***	Total	\$23,030,874	\$0	\$23,030,874
13	CTR 0018	04907	CAR	Replace Pier 3 Fender Structure Support and	Support	\$4,811,400		\$4,811,400
		REHAB		Timber Fenders at Piers 2, 3, 4***	Capital	\$17,652,449		\$17,652,449
		6813			Total	\$22,463,849	\$0	\$22,463,849
14	CTR 0027	1G250	SFO	Replace Lighting w/ HPS Lighting System (WB)***	Support	\$714,010		\$714,010
		REHAB			Capital	\$0		\$0
		6825			Total	\$714,010	\$0	\$714,010
15	CTR 0028	1G260	SFO	Replace Lighting w/ HPS Lighting System (EB)***	Support	\$554,232		\$554,232
		REHAB			Capital	\$0		\$0
		6825			Total	\$554,232	\$0	\$554,232
16	CTR 0031	1G660	SFO	SFOBB West Span Pathway	Support	\$1,579,392		\$1,579,392
		REHAB			Capital	\$0		\$0
		6825			Total	\$1,579,392	\$0	\$1,579,392
17	CTR 0032	1G720	SFO	Eyebar Monitoring System (ES)***	Support	\$207,931		\$207,931
		REHAB			Capital	\$3,431,263		\$3,431,263
		6825			Total	\$3,639,194	\$0	\$3,639,194
18	CTR 0147	2F000	SMH	Replace Damaged Transformer and Substation***	Support	\$53,276		\$53,276
		REHAB			Capital	\$204,900		\$204,900
		6826			Total	\$258,176	\$0	\$258,176
19	CTR 0035	2G420	ALL	ATCAS II Oversight***	Support	\$202,495		\$202,495
		REHAB			Capital	\$0		\$0
		6828			Total	\$202,495	\$0	\$202,495
20	CTR 0036	2G670	SMH	Cracked Girder Repairs***	Support	\$2,756,322		\$2,756,322
		REHAB			Capital	\$4,033,186		\$4,033,186
		6826			Total	\$6,789,509	\$0	\$6,789,509
21	CTR 0043	3G300	Var.	Replace Foghorns/Radar Beacons PID***	Support	\$67,738		\$67,738
		REHAB			Capital	\$0		\$0
		6828			Total	\$67,738	\$0	\$67,738
22	CTR 0045	3G442	SFO	Replace Seismic Dampeners (WS)	Support	\$10,136,000		\$10,136,000
		REHAB			Capital	\$21,605,000		\$21,605,000
		6825			Total	\$31,741,000	\$0	\$31,741,000
23	CTR 0048	3G487	SFO	West Span Super Structural (Floor Systems)	Support	\$3,664,669		\$3,664,669
		REHAB			Capital	\$50,000,000	\$3,000,000	\$53,000,000
		6825			Total	\$53,664,669	\$3,000,000	\$56,664,669



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
24	CTR 0049	3G470	Var.	Replace travelers and Rails PIDS***	Support	\$159,815		\$159,815
		REHAB			Capital	\$0		\$0
		6828			Total	\$159,815	\$0	\$159,815
25	CTR 0051	3G480	Var.	Caltrans PSR Planning	Support	\$64,164		\$64,164
		REHAB		Paint Bridge Structures PID ***	Capital	\$0		\$0
		6828			Total	\$64,164	\$0	\$64,164
26	CTR 0052	3G484	RSR	Bridge Paint	Support	\$7,778,247		\$7,778,247
		REHAB		(Lower Deck Only)	Capital	\$29,299,836		\$29,299,836
		6814		Part 1***	Total	\$37,078,084	\$0	\$37,078,084
27	CTR 0053	3G486	SMH	Bridge Paint	Support	\$8,402,126		\$8,402,126
		REHAB		Part 1 ***	Capital	\$50,885,407		\$50,885,407
		6826			Total	\$59,287,533	\$0	\$59,287,533
28	CTR 0055	3G474	RSR	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	\$5,372,000		\$5,372,000
		REHAB			Capital	\$48,815,000		\$48,815,000
		6814			Total	\$54,187,000	\$0	\$54,187,000
29	CTR 0056	4A860	SFO	Repair Timber Fender at W5***	Support	\$335,109		\$335,109
		REHAB			Capital	\$1,429,316		\$1,429,316
		6825			Total	\$1,764,424	\$0	\$1,764,424
30	CTR 0057	4G280	SFO	Toll Plaza Renovation Oversight***	Support	\$352,488		\$352,488
		REHAB			Capital	\$0		\$0
		6825			Total	\$352,488	\$0	\$352,488
31	CTR 0058	4G290	SFO	Toll Plaza Crash Cushion and Pump Station	Support	\$396,591		\$396,591
		REHAB		Oversight ***	Capital	\$0		\$0
		6825			Total	\$396,591	\$0	\$396,591
32	CTR 0059	91206	ALL	OSM Rehab Planning***	Support	\$158,660		\$158,660
		REHAB			Capital	\$0		\$0
		8629			Total	\$158,660	\$0	\$158,660
33	CTR 0064	97037	ANT	Toll Plaza Rehab Projects***	Support	\$0		\$0
		REHAB			Capital	\$179,979		\$179,979
		8033			Total	\$179,979	\$0	\$179,979
34	CTR 0065	97047	SFO	Toll Plaza Rehab Projects***	Support	\$0		\$0
		REHAB			Capital	\$3,386		\$3,386
		8033			Total	\$3,386	\$0	\$3,386
35	CTR 0078	3G462	BM	Floor Beam Mitigation Phase 1	Support	\$2,132,800		\$2,132,800
		REHAB		(Modification of stringer floor beams due to fatigue cracking)	Capital	\$971,200		\$971,200
		6812		and Bearing Shear Bolts	Total	\$3,104,000	\$0	\$3,104,000
36	CTR 0088	3G403	CAR	Anchorage Modification, Drainage Improvements,	Support	\$3,695,965		\$3,695,965
		REHAB		Polyester Concrete Overlay (1958) and Ped	Capital	\$8,165,909		\$8,165,909
		6813		Replace Joint Seals (1958)***	Total	\$11,861,874	\$0	\$11,861,874
37	CTR 0097	3G305	Var.	Replace Fog Horns, Radar Beacons and	Support	\$2,979,498		\$2,979,498
		REHAB		Related Electrical Systems on Southern Bridges	Capital	\$4,291,623		\$4,291,623
		6828			Total	\$7,271,121	\$0	\$7,271,121
38	CTR 0107	3G364	RSR	Substations Upgrade (4 locations)	Support	\$5,187,726		\$5,187,726
		REHAB		upgrade from 4,160V to 15kV	Capital	\$12,500,000		\$12,500,000
		6814		replace power cable 12kV	Total	\$17,687,726	\$0	\$17,687,726
39	CTR 0119	3G307	SFO	Fog Horns (West Spans)***	Support	\$339,821		\$339,821
		REHAB			Capital	\$0		\$0
		6825			Total	\$339,821	\$0	\$339,821
40	CTR 0120	3G444	SFO	Main Cable Wrap Investigations Phase 1	Support	\$3,523,000	\$1,500,000	\$5,023,000
		REHAB			Capital	\$14,000,000	\$14,000,000	\$28,000,000
		6825			Total	\$17,523,000	\$15,500,000	\$33,023,000
41	CTR 0121	3G477	SFO	Traveler Replacements and Rail Upgrades	Support	\$380,000		\$380,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$380,000	\$0	\$380,000
42	CTR 0126	3G448	SFO	W1 to W7 Concrete Column Repair and Seal	Support	\$300,000		\$300,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$300,000	\$0	\$300,000
43	CTR 0129	3G457	SFO	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	\$3,905,504		\$3,905,504
		REHAB		RSR - Replace Joint Seals (Upper Deck)	Capital	\$5,368,882		\$5,368,882
		6825		and Resurfacing***	Total	\$9,274,386	\$0	\$9,274,386
44	CTR 0134	4H970	SFO	Gateway Park Oversight	Support	\$1,910,000		\$1,910,000
		REHAB		and Link (4H971) PAED	Capital	\$0		\$0
		6825			Total	\$1,910,000	\$0	\$1,910,000
45	CTR 0147	01408	SFO	SFOBB Maintenance Complex	Support	\$2,915,337		\$2,915,337
		REHAB		Maintenance Complex***	Capital	\$41,587,338		\$41,587,338
		6825			Total	\$44,502,675	\$0	\$44,502,675
46	CTR 0148	01410	SFO	SFOBB Maintenance Complex	Support	\$0		\$0
		REHAB		Maintenance Warehouse	Capital	\$18,414,937		\$18,414,937
		6825		Phase 2***	Total	\$18,414,937	\$0	\$18,414,937



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
47	CTR 0151	3G443	SFO	Replace Grating Shields and Access Ladders***	Support	\$1,715,469		\$1,715,469
		REHAB			Capital	\$1,473,044		\$1,473,044
		6825			Total	\$3,188,512	\$0	\$3,188,512
48	CTR 0152	0120M	SFO	Toll Plaza Repaving***	Support	\$825,782		\$825,782
		REHAB			Capital	\$7,450,000		\$7,450,000
		6825			Total	\$8,275,782	\$0	\$8,275,782
49	CTR 0153	1G310	SFO	Toll Plaza Repaving***	Support	\$0		\$0
		REHAB			Capital	\$1,602,286		\$1,602,286
		6825			Total	\$1,602,286	\$0	\$1,602,286
50	CTR 0154	3G440	SFO	Various Structural PIDS***	Support	\$159,900		\$159,900
		REHAB			Capital	\$0		\$0
		6825			Total	\$159,900	\$0	\$159,900
51	CTR 0155	3G450	VAR	Bridge Joint Seals***	Support	\$57,611		\$57,611
		REHAB			Capital	\$0		\$0
		6828			Total	\$57,611	\$0	\$57,611
52	CTR 0156	3G390	VAR	Bridge Lighting***	Support	\$99,415		\$99,415
		REHAB			Capital	\$0		\$0
		6828			Total	\$99,415	\$0	\$99,415
53	CTR 0157	3G400	VAR	Bridge Overlays***	Support	\$134,556		\$134,556
		REHAB			Capital	\$0		\$0
		6828			Total	\$134,556	\$0	\$134,556
54	CTR 0158	0120F	SFO	East Span Base ***	Support	\$0		\$0
		REHAB			Capital	\$1,930,691		\$1,930,691
		6825			Total	\$1,930,691	\$0	\$1,930,691
55	CTR 0159	2J870	SFO	West Span BASE***	Support	\$938,249		\$938,249
		REHAB			Capital	\$8,790,393		\$8,790,393
		6825			Total	\$9,728,641	\$0	\$9,728,641
56	CTR 0160	4H180	SFO	Refill Seismic Dampeners***	Support	\$22,052		\$22,052
		REHAB			Capital	\$252,546		\$252,546
		6825			Total	\$274,597	\$0	\$274,597
57	CTR 0163	3G447	SFO	Rebuild Damaged Fender System ***	Support	\$238,798		\$238,798
		REHAB		W6	Capital	\$772,842		\$772,842
		6825			Total	\$1,011,640	\$0	\$1,011,640
58	CTR 0182	3G478	Var	PID - Water Line System	Support	\$193,307		\$193,307
		REHAB		Air Compressor, Airlines	Capital	\$0		\$0
		6828			Total	\$193,307	\$0	\$193,307
59	CTR 0201	0J120	RSR	Replace Expansion Joint at Pier 44E***	Support	\$68,600		\$68,600
		REHAB			Capital	\$270,000		\$270,000
		6814			Total	\$338,600	\$0	\$338,600
60	CTR 0202	0J870	SFO	Install Air Gap Monitoring System***	Support	\$95,994		\$95,994
		REHAB			Capital	\$128,755		\$128,755
		6825			Total	\$224,749	\$0	\$224,749
61	CTR 0203	3G360	Var.	Replace Various Navigational and Utility Equipment	Support	\$127,649		\$127,649
		REHAB		Supplemental PID***	Capital	\$0		\$0
		6828			Total	\$127,649	\$0	\$127,649
62	CTR 0204	3G301	Var.	Replace Fog Horns, Radar Beacons and	Support	\$4,956,394		\$4,956,394
		REHAB		Related Electrical Systems on Northern Bridges	Capital	\$6,000,000		\$6,000,000
		6828			Total	\$10,956,394	\$0	\$10,956,394
63	CTR 0206	2J680	RSR	RSR Access – PPUL Oversight	Support	\$3,500,000		\$3,500,000
		REHAB			Capital	\$0		\$0
		6814			Total	\$3,500,000	\$0	\$3,500,000
64	CTR 0212	3G368	Var	Substation and Power Cable	Support	\$219,112		\$219,112
		REHAB			Capital	\$0		\$0
		6828			Total	\$219,112	\$0	\$219,112
65	CTR 0213	01412	SFO	CT Oversight of Bridge Yard	Support	\$276,198		\$276,198
		REHAB		(IERBYS Building Slab) ***	Capital	\$0		\$0
		6825			Total	\$276,198	\$0	\$276,198
66	CTR 0214	01413	SFO	CT Oversight of Bridge Yard	Support	\$476,178		\$476,178
		REHAB		(IERBYS Building Retrofit)***	Capital	\$0		\$0
		6825			Total	\$476,178	\$0	\$476,178
67	CTR 0215	2J190	SFO	Replace transverse expansion joints ***	Support	\$1,309,010		\$1,309,010
		REHAB		West Span	Capital	\$1,944,698		\$1,944,698
		6825			Total	\$3,253,708	\$0	\$3,253,708
68	CTR 0216	2J410	CARQ	Al Zampa (CARQ) Joint Repair ***	Support	\$146,672		\$146,672
		REHAB			Capital	\$183,592		\$183,592
		6813			Total	\$330,265	\$0	\$330,265
69	CTR 0217	2J400	SFO	I-880 Overhead Signage and Delineation Upgrade	Support	\$46,649		\$46,649
		REHAB		Oversight***	Capital	\$0		\$0
		6825			Total	\$46,649	\$0	\$46,649



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
70	CTR 0219	OK220	SFO	Metering Lights Upgrade Oversight	Support	\$2,100,000		\$2,100,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$2,100,000	\$0	\$2,100,000
71	CTR 0222	TBD	SFO	SFOBB Maintenance Administration	Support	\$0		\$0
		REHAB			Capital	\$478,064	\$500,000	\$978,064
		6825			Total	\$478,064	\$500,000	\$978,064
72	CTR 0225	4J710	RSR	RSR Access - Bike Ped Oversight	Support	\$855,000		\$855,000
		REHAB			Capital	\$0		\$0
		6814			Total	\$855,000	\$0	\$855,000
73	CTR 0226	1K450	SFO	Roof Repairs at Sterling Substation	Support	\$72,000		\$72,000
		REHAB		Minor Rehab***	Capital	\$119,999		\$119,999
		8033			Total	\$191,999	\$0	\$191,999
74	CTR 0227	1K470	SMH	Roof Repairs at toll admin building (Toll Plaza)	Support	\$60,000		\$60,000
		REHAB		Minor Rehab***	Capital	\$99,550		\$99,550
		8033			Total	\$159,550	\$0	\$159,550
75	CTR 0228	1K460	BM	Bird abatement at Benicia Toll Plaza	Support	\$150,000		\$150,000
		REHAB		Minor Rehab***	Capital	\$249,950		\$249,950
		8033			Total	\$399,950	\$0	\$399,950
76	CTR 0229	OK691	SFO	Install Grease Caps and Repair Pre-stress Tendons	Support	\$1,188,816		\$1,188,816
		REHAB		East Span- Director's Order***	Capital	\$3,318,043		\$3,318,043
		6825			Total	\$4,506,859	\$0	\$4,506,859
77	CTR 0230	3G482	BM	Repair Seismic Joint - Pier 3	Support	\$148,912		\$148,912
		REHAB		Director's Order***	Capital	\$250,846		\$250,846
		6812			Total	\$399,758	\$0	\$399,758
78	CTR 0232	2K960	SFO	YBI Tunnel Concrete Repair	Support	\$811,591		\$811,591
		REHAB			Capital	\$1,463,409		\$1,463,409
		6825			Total	\$2,275,000	\$0	\$2,275,000
79	CTR 0233	3G445	SFO	Fender Repair	Support	\$735,111		\$735,111
		REHAB		Director's Order***	Capital	\$4,302,040		\$4,302,040
		6825			Total	\$5,037,151	\$0	\$5,037,151
80	CTR 0234	2K560	SFO	Repair SFOBB Seismic Dampers	Support	\$185,712		\$185,712
		REHAB		Director's Order***	Capital	\$279,263		\$279,263
		6825			Total	\$464,976	\$0	\$464,976
81	CTR 0243	OW140	SFO	Replace Fender System and Skirt Modifications	Support	\$7,000,000		\$7,000,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$7,000,000	\$0	\$7,000,000
82	CTR 0244	TBD	RSR	TBD Work on RSR lower deck, towers, columns, travelers	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6814			Total	\$0	\$0	\$0
83	CTR 0245	OP560	Var.	Install BASE radio links	Support	\$300,583		\$300,583
		REHAB		Director's Order ***	Capital	\$483,201		\$483,201
		6828			Total	\$783,784	\$0	\$783,784
84	CTR 0246	0Q470	SFO	East Span Skyway Polyester Concrete Overlay Repairs	Support	\$22,760		\$22,760
		REHAB		Director's Order ***	Capital	\$183,163		\$183,163
		6825			Total	\$205,922	\$0	\$205,922
85	CTR 0247	1Q490	SFO	East Span Replace Expansion Joint Panels	Support	\$97,631	\$0	\$97,631
		REHAB		Director's Order ***	Capital	\$302,369	-\$132,973	\$169,396
		6825			Total	\$400,000	-\$132,973	\$267,027
86	CTR 0248	1Q500	BM	Repair Water Line	Support	\$118,911		\$118,911
		REHAB		Director's Order ***	Capital	\$230,583		\$230,583
		6812			Total	\$349,494	\$0	\$349,494
87	CTR 0249	1Q360	SFO	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	\$195,905		\$195,905
		REHAB		(West Approach & Anchorage)	Capital	\$163,601		\$163,601
		6825		Director's Order ***	Total	\$359,506	\$0	\$359,506
88	CTR 0250	1Q950	SFO	SFOBB YBI tunnel Repair Fire Suppression System	Support	\$646,850		\$646,850
		REHAB		Director's Order ***	Capital	\$314,000	-\$132,843	\$181,157
		6825			Total	\$960,850	-\$132,843	\$828,007
89	CTR 0251	2Q910	Var	High Mast Arm Light (HMAL) repair and conversion to LED***	Support	\$100,000	-\$96,730	\$3,270
		REHAB			Capital	\$1,925,000	-\$1,185,665	\$739,335
		8033			Total	\$2,025,000	-\$1,282,395	\$742,605
90	CTR 0252	OP680	CAR	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	\$0		\$0
		REHAB			Capital	\$908,118		\$908,118
		8033			Total	\$908,118	\$0	\$908,118
91	CTR 0253	2Q930	SMH	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	\$12,500	-\$12,500	\$0
		REHAB		***	Capital	\$250,000	-\$156,442	\$93,558
		8033			Total	\$262,500	-\$168,942	\$93,558
92	CTR 0254	2Q920	Var	Toll Paint Facility and Plaza – Replace Metals Doors And Other Upgrades	Support	\$0	\$0	\$0
		REHAB		***	Capital	\$450,000	-\$296,310	\$153,690
		8033			Total	\$450,000	-\$296,310	\$153,690



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
93	CTR 0258	TBD	ANT	Replace Fender System	Support	\$70,000		\$70,000
		REHAB			Capital	\$0		\$0
		6811			Total	\$70,000	\$0	\$70,000
94	CTR 0261	3G488	SMH	Structural Steel Painting (Towers)	Support	\$1,320,000		\$1,320,000
		REHAB			Capital	\$9,037,000		\$9,037,000
		6826			Total	\$10,357,000	\$0	\$10,357,000
95	CTR 0262	2Q980	BM	Repair Expansion Joint Assemblies ***	Support	\$500,000	-\$126,245	\$373,755
		REHAB			Capital	\$1,950,000	-\$1,206,458	\$743,542
		6812			Total	\$2,450,000	-\$1,332,703	\$1,117,297
96	CTR 0263	3G454	SMH	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	\$6,964,000		\$6,964,000
		REHAB			Capital	\$28,372,000		\$28,372,000
		6826			Total	\$35,336,000	\$0	\$35,336,000
97	CTR 0264	01358	SFO	SFOBB East Span Pier Retention-CMGC	Support	\$0		\$0
		REHAB			Capital	\$787,344		\$787,344
		6825			Total	\$787,344	\$0	\$787,344
98	CTR 0265	2Q360	SFO	SFOBB WS Remove Truss Web Scaffolds ***	Support	\$220,000	-\$138,544	\$81,456
		REHAB			Capital	\$550,000	-\$14,227	\$535,773
		6825			Total	\$770,000	-\$152,771	\$617,229
99	CTR 0266	01411	SFO	Construct Maintenance Building and Parking Lot (MC3-Training Center) ***	Support	\$0		\$0
		REHAB			Capital	\$10,000,000		\$10,000,000
		6825			Total	\$10,000,000	\$0	\$10,000,000
100	CTR 0267	3Q940	RSR	Reconstruct sliding plate joints upper deck - 31 joints***	Support	\$2,600,000		\$2,600,000
		REHAB			Capital	\$8,370,000		\$8,370,000
		6814			Total	\$10,970,000	\$0	\$10,970,000
101	CTR 0268	4Q340	RSR	Richmond-San Rafael Bridge Truss Straightening	Support	\$460,000		\$460,000
		REHAB		Repair vehicle collision damage Director's Order	Capital	\$1,400,000		\$1,400,000
		6814			Total	\$1,860,000	\$0	\$1,860,000
102	CTR 0271	TBD	SFO	Structural Steel Paint System, Truss Web North and South, spans 1-6	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
103	CTR 0272	TBD	BM	Replace 480V power cable, utility transformers and utility panels (Old Bridge)	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6812			Total	\$0	\$0	\$0
104	CTR 0273	TBD	BM	Repair 12KV Transfer Scheme and connect it with SCADA for remote control and monitoring	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6812			Total	\$0	\$0	\$0
105	CTR 0277	TBD	DUM	Air Compressor, Pier 44- Replace	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6827			Total	\$0	\$0	\$0
106	CTR 0278	TBD	SMH	Replace Generators	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6826			Total	\$0	\$0	\$0
107	CTR 0279	TBD	VAR	Replace Generators for Dum and RSR	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		8629			Total	\$0	\$0	\$0
108	CTR 0282	TBD	VAR	Existing Water Line System, Air compressor and Air lines North Bridges	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6828			Total	\$0	\$0	\$0
109	CTR 0288	1AA40	SFO	Air Compressors at YBI Substation	Support	\$278,000	-\$152,562	\$125,438
		REHAB		Director's Order ***	Capital	\$1,162,000	-\$32,187	\$1,129,813
		6825			Total	\$1,440,000	-\$184,749	\$1,255,251
110	CTR 0289	TBD	SMH	Air Compressors at Bridge and Pier 1- Replace	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6826			Total	\$0	\$0	\$0
111	CTR 0290	1AA60	SFO	Repair armored joint Assemblies on SFOBB	Support	\$270,000	-\$72,878	\$197,122
		REHAB		Director's Order ***	Capital	\$760,000	-\$25,813	\$734,187
		6825			Total	\$1,030,000	-\$98,691	\$931,309
112	CTR 0291	1AC70	Var	SMHB Toll Admin Building Repairs and Replace HVAC System at RSR Paint facility ***	Support	\$53,380		\$53,380
		REHAB			Capital	\$35,005	-\$3,380	\$31,625
		8629			Total	\$88,386	-\$3,380	\$85,006
113	CTR 0292	1AA20	RSR	Replace roof at RSR Paint facility ***	Support	\$0		\$0
		REHAB			Capital	\$48,900		\$48,900
		8629			Total	\$48,900	\$0	\$48,900
114	CTR 0293	1AC00	SFO	Repair burned rest area facility at SFOBB in Oakland	Support	\$50,000	\$2,853	\$52,853
		REHAB		Director's Order ***	Capital	\$230,000	-\$185,662	\$44,338
		6825			Total	\$280,000	-\$182,809	\$97,191
115	CTR 0294	2AC50	CAR	Repair burned electrical facilities at Carquinez Bridge Toll Plaza in Solano County	Support	\$300,000	-\$56,466	\$243,534
		REHAB			Capital	\$1,000,000	-\$492,143	\$507,857
		6813		Director's Order ***	Total	\$1,300,000	-\$548,609	\$751,391



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
116	CTR 0295	01359	SFO	SFOBB environmental close out	Support	\$6,300,000		\$6,300,000
		REHAB			Capital	\$4,200,000		\$4,200,000
		6825			Total	\$10,500,000	\$0	\$10,500,000
117	CTR 0296	2AC10	CAR	Repair burned toll facilities and vista point	Support	\$1,600,000		\$1,600,000
		REHAB		at Carquinez Bridge Toll Plaza in Solano County	Capital	\$5,320,000		\$5,320,000
		6813		Director's Order ***	Total	\$6,920,000		\$6,920,000
118	CTR 0297	1W080	DUM	Pier 31 Dumbarton Seismic Joint	Support	\$152,000	\$23,905	\$175,905
		REHAB		Director's Order ***	Capital	\$333,000	-\$132,711	\$200,289
		6827			Total	\$485,000	-\$108,807	\$376,193
119	CTR 0298	TBD	SMH	Replace Booster Pump & Fire Pump Controllers	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6826			Total	\$0	\$0	\$0
120	CTR 0299	1W350	SFO	Modify SAS Tower Elevator Landings	Support	\$152,000	-\$100,396	\$51,604
		REHAB		Director's Order ***	Capital	\$333,000	-\$115,012	\$217,988
		6825			Total	\$485,000	-\$215,408	\$269,592
121	CTR 0300	1W340	RSR	Repair Car Fire Damage on RSR	Support	\$110,000	-\$29,933	\$80,067
		REHAB		Director's Order ***	Capital	\$160,000	-\$73,034	\$86,966
		6814			Total	\$270,000	-\$102,967	\$167,033
122	CTR 0301	1W330	SFO	Repair Overlay and Joint	Support	\$280,000	-\$174,937	\$105,063
		REHAB		Director's Order ***	Capital	\$780,000	-\$396,189	\$383,811
		6825			Total	\$1,060,000	-\$571,126	\$488,874
123	CTR 0302	2Q280	DUM	Dumbarton Bridge Operational Improvements	Support	\$0		\$0
		REHAB		Oversight	Capital	\$0		\$0
		6827			Total	\$0	\$0	\$0
124	CTR 0303	1W670	SFO	SFOBB Repair Expansion Joint on lower deck span W2	Support	\$152,000	-\$61,358	\$90,642
		REHAB		District Director's Order ***	Capital	\$333,000	-\$152,440	\$180,560
		6825			Total	\$485,000	-\$213,798	\$271,202
125	CTR 0304	1W060	SFO	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	\$6,024,150		\$6,024,150
		REHAB		Director's Order	Capital	\$15,430,000		\$15,430,000
		6825			Total	\$21,454,150	\$0	\$21,454,150
126	CTR 0305	1W720	SFO	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	\$152,000	\$38,416	\$190,416
		REHAB		District Director's Order ***	Capital	\$333,000	-\$191,287	\$141,713
		6825			Total	\$485,000	-\$152,871	\$332,129
127	CTR 0306	1W970	SMH	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	\$152,000	-\$99,867	\$52,133
		REHAB		District Director's Order ***	Capital	\$200,000	-\$133,595	\$66,405
		6826			Total	\$352,000	-\$233,461	\$118,539
128	CTR 0307	2W120	RSR	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	\$2,800,000		\$2,800,000
		REHAB			Capital	\$10,300,000		\$10,300,000
		6814			Total	\$13,100,000	\$0	\$13,100,000
129	CTR 0308	2W690	SFO	Repair the fog warning system on the East Span	Support	\$152,000		\$152,000
		REHAB			Capital	\$333,000		\$333,000
		6825			Total	\$485,000	\$0	\$485,000
130	CTR 0309	1Y690	SMH	Trestle Repairs Ph 2	Support	\$400,000		\$400,000
		REHAB			Capital	\$0		\$0
		6826			Total	\$400,000	\$0	\$400,000
131	CTR 0310	TBD	SFO	Main Cable Wrap West Span (Ph 2)	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
132	CTR 0311	TBD	RSR	Replace Existing Damper	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6814			Total	\$0	\$0	\$0
133	CTR 0312	TBD	RSR	Structural Steel Paint, Superstructure and Upper Towers- Rehab	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6814			Total	\$0	\$0	\$0
134	CTR 0313	0W030	RSR	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	\$228,080	\$268,000	\$496,080
		REHAB		Open Road Tolling and HOV Lane	Capital	\$0		\$0
		6814			Total	\$228,080	\$268,000	\$496,080
135	CTR 0314	3W830	SFO	Repair fire damaged polyester concrete overlay and	Support	\$120,000		\$120,000
		REHAB		joint seal at the westbound upper deck, Director's Order	Capital	\$200,000		\$200,000
		6825			Total	\$320,000	\$0	\$320,000
136	CTR 0315	4W010	SFO	Interim repair of the SFOBB West Span fender system,	Support	\$1,825,000		\$1,825,000
		REHAB		Piers W3, W4, W5, and W6	Capital	\$7,300,000		\$7,300,000
		6825			Total	\$9,125,000	\$0	\$9,125,000
137	CTR 0316	0Y530	RSR	Director's Order: Fire damage repair on Richmond-San Rafael bridge	Support	\$400,000		\$400,000
		REHAB			Capital	\$850,000		\$850,000
		6814			Total	\$1,250,000	\$0	\$1,250,000
138	CTR 0317	92602	ALL	Caltrans Asset Management	Support	\$2,295,000	\$1,574,000	\$3,869,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$2,295,000	\$1,574,000	\$3,869,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
139	CTR 0318	4W950	SFO	Director's Order: YBI Electrical Repairs for SFOBB systems	Support	\$520,000		\$520,000
		REHAB			Capital	\$1,740,000		\$1,740,000
		6825			Total	\$2,260,000	\$0	\$2,260,000
140	CTR 0319	3G452	BM	Replace Joint Seals (1962) and Expansion Joints Repair, Reconstruct Seismic Joints (New Bridge)	Support	\$450,000		\$450,000
		REHAB			Capital	\$0		\$0
		6812			Total	\$450,000	\$0	\$450,000
141	CTR 0320	TBD	RSR	Structural Steel Painting (Tower) 3rd Phase	Support	\$1,000,000		\$1,000,000
		REHAB			Capital	\$0		\$0
		6814			Total	\$1,000,000	\$0	\$1,000,000
142	CTR 0321	TBD	CAR	Seismic Transmission Unit (STU) Replacement	Support	\$300,000		\$300,000
		REHAB			Capital	\$0		\$0
		6813			Total	\$300,000	\$0	\$300,000
143	CTR 0322	TBD	BM	Modify Existing Garage Fence and Repair Fire Proofing Material	Support	\$500,000		\$500,000
		REHAB			Capital	\$0		\$0
		8033			Total	\$500,000	\$0	\$500,000
144	CTR 0323	17Y20	SFOBB	Armor Joint Reconstruction	Support	\$2,000,000		\$2,000,000
		REHAB			Capital	\$0		\$0
		6825			Total	\$2,000,000	\$0	\$2,000,000
145	CTR 0324	3W490	SFOBB	Structural Steel Paint (Towers)	Support	\$0		\$0
		REHAB			Capital	\$0		\$0
		6825			Total	\$0	\$0	\$0
146	CTR 0325	1Y700	CAR	Al Zampa (CARQ) Bridge Deck Rehabilitation	Support	\$700,000		\$700,000
		REHAB			Capital	\$0		\$0
		6813			Total	\$700,000	\$0	\$700,000
147	CTR 0326	2W520	Var.	BATA ORT support for Northern bridges (ANT, BM, CARQ) Oversight	Support	\$175,000		\$175,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$175,000	\$0	\$175,000
148	CTR 0327	1Y890	Var.	BATA ORT support for Southern bridges (SMH, DM) Oversight	Support	\$800,000		\$800,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$800,000	\$0	\$800,000
149	CTR 0328	0Y450	SFOBB	BATA ORT support for SFOBB Oversight	Support			\$0
		REHAB			Capital			\$0
		6825			Total	\$0	\$0	\$0
150	CTR 0329	2Y130	CAR	Director's Order: CARQ Repair fire damaged conduit, paint, and deck overlay	Support	\$310,000		\$310,000
		REHAB			Capital	\$650,000		\$650,000
		6813			Total	\$960,000	\$0	\$960,000
151	CTR 0330	TBD	Var.	USGS Monitoring Station	Support		\$150,000	\$150,000
		REHAB			Capital		\$150,000	\$150,000
		6828			Total		\$300,000	\$300,000
152	CTR 0060	91207	Var.	Caltrans Capital Coordination	Support	\$11,668,000	\$1,000,000	\$12,668,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$11,668,000	\$1,000,000	\$12,668,000
153	CTR 0061	93030	ALL	Toll Bridge Inspections	Support	\$44,620,000	\$7,110,000	\$51,730,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$44,620,000	\$7,110,000	\$51,730,000
154	CTR 0062	93870	ALL	Base Security	Support	\$21,940,000	\$4,860,000	\$26,800,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$21,940,000	\$4,860,000	\$26,800,000
155	CTR 0235	92685	Var.	Structural Steel Paint by State Forces	Support	\$59,480,000	\$17,840,000	\$77,320,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$59,480,000	\$17,840,000	\$77,320,000
156	CTR 0069	97708	Var.	Caltrans ETC Traffic Operations Support	Support	\$8,550,000	\$400,000	\$8,950,000
		REHAB			Capital	\$0		\$0
		6828			Total	\$8,550,000	\$400,000	\$8,950,000
157	CTR 0269	TBD	Var.	Bridge Facilities Capital Rehab by State forces	Support	\$270,000		\$270,000
		REHAB			Capital	\$890,000		\$890,000
		6828			Total	\$1,160,000	\$0	\$1,160,000
158	CTR 0270	TBD	Var.	TBD Paint	Support	\$0		\$0
		REHAB			Capital	\$1,846,000	\$41,000,000	\$42,846,000
		6828			Total	\$1,846,000	\$41,000,000	\$42,846,000
159	CTR 0331	TBD	Var.	PID	Support		\$100,000	\$100,000
		REHAB			Capital			\$0
		6828			Total		\$100,000	\$100,000
160	CTR Res	CTR Res	Var.	Caltrans Program Contingency	Support	\$11,568,000	\$24,600,000	\$36,168,000
		REHAB			Capital	\$75,000		\$75,000
		6829			Total	\$11,643,000	\$24,600,000	\$36,243,000
161	880/92	2G361	880/92	Landscaping**	Support	\$1,160,000		\$1,160,000
		RM1		***	Capital	\$1,448,000		\$1,448,000
		8615			Total	\$2,608,000		\$2,608,000



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Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
162	880/92	2G362	880/92	Landscaping**	Support	\$836,000		\$836,000
		RM1		***	Capital	\$0		\$0
		8615			Total	\$836,000	\$0	\$836,000
163	BM	0060A	BM	Modification to 1962 Bridge**	Support	\$6,211		\$6,211
		RM1		***	Capital	\$0		\$0
		8210			Total	\$6,211	\$0	\$6,211
164	BM	0060C	BM	Replacement Planting**	Support	\$106,252		\$106,252
		RM1		***	Capital	\$418,154		\$418,154
		8210			Total	\$524,406	\$0	\$524,406
165	CAR	0130J	CAR	Site Mitigation 3**	Support	\$150,000		\$150,000
		RM1		***	Capital	\$0		\$0
		8315			Total	\$150,000	\$0	\$150,000
166	CAR	0130K	CAR	Misc Landscaping**	Support	\$4,177		\$4,177
		RM1		***	Capital	\$0		\$0
		8315			Total	\$4,177	\$0	\$4,177
167	880/92	01601	880/92	880/92 Interchange**	Support	\$200,061		\$200,061
		RM1		***	Capital	\$901,502		\$901,502
		8615			Total	\$1,101,563	\$0	\$1,101,563
168	SMH	27790	SMH	Bay Trail Improvement**	Support	\$0		\$0
		RM1		***	Capital	\$0		\$0
		8637			Total	\$0	\$0	\$0
169	BR 0001	8531	BATA	Benicia ORT***	Support	\$0		\$0
		REHAB			Capital	\$4,153,000		\$4,153,000
					Total	\$4,153,000	\$0	\$4,153,000
170	BR 0002	8539	BATA	SFOBB Eyebar Review***	Support	\$2,914,000		\$2,914,000
		REHAB			Capital	\$0		\$0
					Total	\$2,914,000	\$0	\$2,914,000
171	BR 0003	8594	BATA	SFOBB West Span Pathway Planning	Support	\$7,750,000		\$7,750,000
		REHAB		(Bay Skyway Phase 2)	Capital	\$10,550,000		\$10,550,000
					Total	\$18,300,000	\$0	\$18,300,000
172	BR 0004	8909	BATA	Gateway Park	Support	\$1,273,000		\$1,273,000
		REHAB			Capital	\$17,101,863		\$17,101,863
					Total	\$18,374,863	\$0	\$18,374,863
173	BR 0005	8913	BATA	SFOBB Administration Building***	Support	\$5,000,000		\$5,000,000
		REHAB			Capital	\$20,319,200		\$20,319,200
					Total	\$25,319,200	\$0	\$25,319,200
174	BR 0006	8918	BATA	SFOBB Maintenance Complex	Support	\$0		\$0
		REHAB			Capital	\$531,000		\$531,000
					Total	\$531,000	\$0	\$531,000
175	BR 0008	8921	BATA	SFOBB FasTrak Lane Conversion***	Support	\$0		\$0
		REHAB			Capital	\$1,775,000		\$1,775,000
					Total	\$1,775,000	\$0	\$1,775,000
176	BR 0009	8922	BATA	Metering Lights Upgrade	Support	\$1,000,000		\$1,000,000
		REHAB			Capital	\$17,000,000		\$17,000,000
					Total	\$18,000,000	\$0	\$18,000,000
177	BR 0010	8920	BATA	SFO Plaza and Canopy Improvements***	Support	\$3,991,000		\$3,991,000
		REHAB			Capital	\$5,272,000		\$5,272,000
					Total	\$9,263,000	\$0	\$9,263,000
178	BR 0011	8923	BATA	Bridge Documentation	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
179	BR 0013	8602	BATA	Hybrid/ETC Lane Modifications***	Support	\$0		\$0
		REHAB			Capital	\$874,000		\$874,000
					Total	\$874,000	\$0	\$874,000
180	BR 0014	8907	BATA	Toll Plaza Maintenance Agreement	Support	\$425,000		\$425,000
		REHAB			Capital	\$32,908,000	\$3,000,000	\$35,908,000
					Total	\$33,333,000	\$3,000,000	\$36,333,000
181	BR 0016	8631	BATA	Callboxes***	Support	\$0		\$0
		REHAB			Capital	\$2,344,000		\$2,344,000
					Total	\$2,344,000	\$0	\$2,344,000
182	BR 0017	8900	BATA	2003 CSC Procurement	Support	\$1,679,000		\$1,679,000
		REHAB			Capital	\$10,679,000		\$10,679,000
					Total	\$12,358,000	\$0	\$12,358,000
183	BR 0018	8901	BATA	Ongoing Toll Tag Procurement	Support	\$0		\$0
		REHAB			Capital	\$117,899,532		\$117,899,532
					Total	\$117,899,532	\$0	\$117,899,532
184	BR 0019	8902	BATA	2012 CSC Procurement	Support	\$0		\$0
		REHAB			Capital	\$25,250,000	\$600,000	\$25,850,000
					Total	\$25,250,000	\$600,000	\$25,850,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

Toll Bridge Rehabilitation Program
Summary

	Thru 2023	2024	Thru 2024
Support	\$429,855,451	\$60,357,759	\$490,213,211
Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
185	BR 0020	8903	BATA	Future Lane/Host Upgrades and Replacement	Support	\$0		\$0
		REHAB		(ATCAS)	Capital	\$38,395,000		\$38,395,000
					Total	\$38,395,000	\$0	\$38,395,000
186	BR 0021	8904	BATA	FasTrak Sign and Sign Structure Improvements	Support	\$1,000,000		\$1,000,000
		REHAB		(Strategic Plan)	Capital	\$28,510,130		\$28,510,130
					Total	\$29,510,130	\$0	\$29,510,130
187	BR 0022	8905	BATA	Misc Bridge Improvements	Support	\$400,000		\$400,000
		REHAB			Capital	\$31,953,741		\$31,953,741
					Total	\$32,353,741	\$0	\$32,353,741
188	BR 0023	8908	BATA	BATA Technology Infrastructure	Support	\$0		\$0
		REHAB		(HW, SW, NETWORK)	Capital	\$5,835,000		\$5,835,000
					Total	\$5,835,000	\$0	\$5,835,000
189	BR 0025	8912	BATA	Tag Inventory Conversion	Support	\$200,000		\$200,000
		REHAB		(Upgrade Technology)***	Capital	\$1,736,500		\$1,736,500
					Total	\$1,936,500	\$0	\$1,936,500
190	BR 0026	8914	BATA	Violation Enforcement System***	Support	\$0		\$0
		REHAB			Capital	\$7,842,000		\$7,842,000
					Total	\$7,842,000	\$0	\$7,842,000
191	BR 0027	8916	BATA	Bay Crossing Study***	Support	\$540,000		\$540,000
		REHAB			Capital	\$0		\$0
					Total	\$540,000	\$0	\$540,000
192	BR 0028	8917	BATA	BATA Technology Security	Support	\$0		\$0
		REHAB			Capital	\$4,583,333		\$4,583,333
					Total	\$4,583,333	\$0	\$4,583,333
193	BR 0029	8926	BATA	Bridge Modeling and Investigations	Support	\$2,000,000		\$2,000,000
		REHAB			Capital	\$3,151,198		\$3,151,198
					Total	\$5,151,198	\$0	\$5,151,198
194	BR 0030	8000-16	BATA	Program Monitoring	Support	\$0		\$0
		REHAB			Capital	\$49,594,709	\$400,000	\$49,994,709
					Total	\$49,594,709	\$400,000	\$49,994,709
195	BR 0031	8000-05	BATA	Capital Program Audits	Support	\$0		\$0
		REHAB			Capital	\$9,200,000	\$400,000	\$9,600,000
					Total	\$9,200,000	\$400,000	\$9,600,000
196	BR 0034	8924	BATA	Antioch Bridge	Support	\$0		\$0
		REHAB		CCTA 160/4 Interchange	Capital	\$50,000,000		\$50,000,000
					Total	\$50,000,000	\$0	\$50,000,000
197	BR 0035	8930	BATA	Richmond-San Rafael Bridge	Support	\$1,494,000		\$1,494,000
		REHAB		I-580 Access Improvements	Capital	\$86,109,000	\$500,000	\$86,609,000
					Total	\$87,603,000	\$500,000	\$88,103,000
198	BR 0038	8937	BATA	2020 CSC Procurement	Support	\$0		\$0
		REHAB			Capital	\$34,000,000	\$10,000,000	\$44,000,000
					Total	\$34,000,000	\$10,000,000	\$44,000,000
199	BR 0039	8933	BATA	Plan Bay Area TMS	Support	\$0		\$0
		REHAB			Capital	\$9,000,000		\$9,000,000
					Total	\$9,000,000	\$0	\$9,000,000
200	BR 0040	8012	BATA	Open Road Tolling (ORT)	Support	\$0		\$0
		REHAB			Capital	\$30,926,000	\$20,662,000	\$51,588,000
					Total	\$30,926,000	\$20,662,000	\$51,588,000
201	BR 0043	8936	BATA	Backhaul Connection Infrastructure	Support	\$0		\$0
		REHAB			Capital	\$1,000,000		\$1,000,000
					Total	\$1,000,000	\$0	\$1,000,000
202	BR 0044	8540	BATA	Regional Transportation Sea Level Rise Asset	Support	\$0		\$0
		REHAB			Capital	\$2,000,000		\$2,000,000
					Total	\$2,000,000	\$0	\$2,000,000
203	BR 0045	8530	BATA	Drainage studies for the Bridges	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
204	BR 0046	8528	BATA	Bay Lights Maintenance	Support	\$0		\$0
		REHAB			Capital	\$2,520,000	\$891,000	\$3,411,000
					Total	\$2,520,000	\$891,000	\$3,411,000
205	BR 0047	8938	BATA	Misc East Span Project Improvements	Support	\$0		\$0
		REHAB			Capital	\$7,536,854	\$8,064,000	\$15,600,854
					Total	\$7,536,854	\$8,064,000	\$15,600,854
206	BR 0048	8939	BATA	Asset Management	Support	\$0		\$0
		REHAB			Capital	\$6,452,976	\$2,480,000	\$8,932,976
					Total	\$6,452,976	\$2,480,000	\$8,932,976
207	BR 0049	8941	BATA	CHP - COZEEP/MAZEPP	Support	\$200,000		\$200,000
		REHAB			Capital	\$1,006,000		\$1,006,000
					Total	\$1,206,000	\$0	\$1,206,000



**Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Summary**

BATA Resolution No. 169
Date: June 28, 2023
W.I.: 1255

NEW PROJECT

		Thru 2023	2024	Thru 2024
Toll Bridge Rehabilitation Program Summary	Support	\$429,855,451	\$60,357,759	\$490,213,211
	Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
	Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518

Line No.	Project No.	EA Program	Bridge CCA	Description Status		Thru 2023	2024	Thru 2024
208	BR 0050	8940	BATA	HOV Lane Enforcement	Support	\$2,600,000		\$2,600,000
		REHAB		Vehicle Occupancy	Capital	\$4,000,000		\$4,000,000
					Total	\$6,600,000	\$0	\$6,600,000
209	BR 0051	8942	BATA	Bridge Yard Capital Improvements	Support	\$0		\$0
		REHAB			Capital	\$500,000		\$500,000
					Total	\$500,000	\$0	\$500,000
210	BR 0052	8943	BATA	Link: Bike/Ped Access to East Span of SFOBB	Support	\$0		\$0
		REHAB			Capital	\$1,400,000	\$450,000	\$1,850,000
					Total	\$1,400,000	\$450,000	\$1,850,000
211	BR 0053	8944	BATA	Dumbarton Bridge Operational Improvement	Support	\$0		\$0
		REHAB			Capital	\$17,000,000		\$17,000,000
					Total	\$17,000,000	\$0	\$17,000,000
212	BR 0054	8945	BATA	Next Gen Clipper (C2) System	Support	\$0		\$0
		REHAB			Capital	\$9,600,000		\$9,600,000
					Total	\$9,600,000	\$0	\$9,600,000
213	BR 0055	8946	BATA	I-680/I-80/SR-12 Interchange Package 2A	Support	\$0		\$0
		REHAB			Capital	\$14,300,000		\$14,300,000
					Total	\$14,300,000	\$0	\$14,300,000
214	BR 0056	8947	BATA	New BATA Bridge Evaluation and Due Diligence	Support	\$0		\$0
		REHAB		SR-37	Capital	\$8,000,000	\$1,000,000	\$9,000,000
					Total	\$8,000,000	\$1,000,000	\$9,000,000
215	BR 0057	8948	BATA	I-580 Richmond-San Rafael Bridge Forward	Support	\$3,930,000		\$3,930,000
		REHAB		Open Road Tolling and HOV Lane	Capital	\$3,841,920	\$16,000,000	\$19,841,920
					Total	\$7,771,920	\$16,000,000	\$23,771,920
216	BR 0058	8949	BATA	Regional Transportation Commute Challenge	Support	\$0		\$0
		REHAB		Carryover from FY19-20	Capital	\$2,000,500		\$2,000,500
					Total	\$2,000,500	\$0	\$2,000,500
217	BR 0059	8950	BATA	Link: Bike/Ped Access to East Span of SFOBB Design	Support	\$3,000,000	\$1,913,000	\$4,913,000
		REHAB			Capital	\$3,000,000		\$3,000,000
					Total	\$6,000,000	\$1,913,000	\$7,913,000
218	BR 0060	8951	BATA	SFOBB ORT Civil Design	Support	\$3,177,000		\$3,177,000
		REHAB			Capital	\$3,477,000		\$3,477,000
					Total	\$6,654,000	\$0	\$6,654,000
219	BR 0061	8954	BATA	Bay Bridge Forwards	Support	\$0		\$0
		REHAB			Capital	\$5,000,000		\$5,000,000
					Total	\$5,000,000	\$0	\$5,000,000
220	BR 0062	8952	BATA	Bay Skyway - CCO to YBI	Support	\$0		\$0
		REHAB			Capital	\$2,700,000		\$2,700,000
					Total	\$2,700,000	\$0	\$2,700,000
221	BR 0063	8953	BATA	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	\$1,150,000	\$100,000	\$1,250,000
		REHAB			Capital	\$4,302,000	\$800,000	\$5,102,000
					Total	\$5,452,000	\$900,000	\$6,352,000
222	BR 0064	TBD	BATA	Misc Toll Plaza Improvements	Support	\$0		\$0
		REHAB			Capital	\$0	\$1,000,000	\$1,000,000
					Total	\$0	\$1,000,000	\$1,000,000
223	BR 0065	TBD	BATA	Seismic and Code Changes	Support			\$0
		REHAB			Capital		\$1,000,000	\$1,000,000
					Total		\$1,000,000	\$1,000,000
224	BR Res	8928	BATA	BATA Program Contingency	Support	\$0		\$0
		REHAB		RM1 and Seismic Closeout	Capital	\$25,868,759	\$4,000,000	\$29,868,759
					Total	\$25,868,759	\$4,000,000	\$29,868,759

*Caltrans Capital includes capital outlay construction and right-of-way.
**Previous expenses covered in RM1 Program.
*** Project closed to expenditure reimbursement June 30, 2023 or earlier.

		Thru 2023	2024	Thru 2024
Toll Bridge Rehabilitation Program Summary	Support	\$429,855,451	\$60,357,759	\$490,213,211
	Capital	\$1,438,203,678	\$124,838,629	\$1,563,042,307
	Total	\$1,868,059,129	\$185,196,388	\$2,053,255,518
Caltrans Rehabilitation Program Summary	Support	\$386,132,451	\$58,344,759	\$444,477,210
	Capital	\$654,204,463	\$53,591,629	\$707,796,092
	Total	\$1,040,336,914	\$111,936,388	\$1,152,273,302
BATA Rehabilitation Program Summary	Support	\$43,723,000	\$2,013,000	\$45,736,000
	Capital	\$783,999,215	\$71,247,000	\$855,246,215
	Total	\$827,722,216	\$73,260,000	\$900,982,216

Funding Agreements	Program	Thru 2023	2024	Thru 2024
Alameda County Transportation Commission - Measure B	8950	\$0	\$3,000,000	\$3,000,000
Active Transportation Program - Cycle 5 (Transfer from MTC)	8953	\$0	\$4,302,000	\$4,302,000
Total		\$0	\$7,302,000	\$7,302,000



Attachment C-2
Bay Area Toll Authority
Rehabilitation Program Budget By Program

BATA Resolution No. 169
 Date: June 28, 2023
 W.I.: 1255

Line No.	Project No.	Project Title	Budget Thru 2023	Budget 2024	Budget Thru 2024
1	6811	Antioch Bridge Rehab	\$70,000	\$0	\$70,000
2	6812	Benicia-Martinez Bridge Rehab	6,753,252	-1,332,703	5,420,549
3	6813	Carquinez Bridge Rehab	44,835,988	-548,609	44,287,379
4	6814	Richmond-San Rafael Bridge Rehab	152,538,096	165,033	152,703,130
5	6825	San Francisco-Oakland Bay Bridge Rehab	352,442,472	16,961,962	369,404,434
6	6826	San Mateo-Hayward Bridge Rehab	154,145,965	-233,461	153,912,503
7	6827	Dumbarton Bridge Rehab	5,277,203	-108,807	5,168,396
8	6828	All Bridges Rehab	184,721,824	74,184,000	258,905,824
9	6829	Caltrans Reserve	11,643,000	24,600,000	36,243,000
10	8030	Completed/Defunded/Transferred Projects	117,302,329	0	117,302,329
11	8033	Minor Toll Plaza Rehab Projects	5,080,482	-1,747,647	3,332,836
12	8210	New Benicia Bridge *	530,617	0	530,617
13	8315	Site Mitigation & Landscaping	154,177	0	154,177
14	8615	I-880/SR-92 Landscaping**	4,545,563	0	4,545,563
15	8629	Minor Bridge Rehab Projects	295,946	-3,380	292,566
		TOTAL CALTRANS REHAB BUDGET	\$1,040,336,914	\$111,936,388	\$1,152,273,302
16	8012	Open Road Tolling (ORT)	30,926,000	20,662,000	51,588,000
17	8528	Bay Lights Maintenance	2,520,000	891,000	3,411,000
18	8530	Drainage Studies for the Bridge	500,000	0	500,000
19	8531	Benicia New Toll Plaza ORT	4,153,000	0	4,153,000
20	8539	SFOBB Eyebarr Repair Review	2,914,000	0	2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	2,000,000	0	2,000,000
22	8594	SFOBB West Span Pathway PSR	18,300,000	0	18,300,000
23	8602	Hybrid/ETC Lane Modifications	874,000	0	874,000
24	8631	Procure New Callboxes	2,344,000	0	2,344,000
25	8900	2003 CSC Procurement	12,358,000	0	12,358,000
26	8901	ETC Transponder Procurement	117,899,532	0	117,899,532
27	8902	2012 CSC Procurement	25,250,000	600,000	25,850,000
28	8903	ATCAS Lane Host Upgrades	38,395,000	0	38,395,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,510,130	0	29,510,130
30	8905	Misc. Bridge Improvements	32,353,741	0	32,353,741
31	8907	Toll Plaza Capital Improvements	33,333,000	3,000,000	36,333,000
32	8908	Enterprise Computing HW/SW	5,835,000	0	5,835,000
33	8909	Gateway Park Planning	18,374,863	0	18,374,863
34	8912	ETC Transponder Tag Swap	1,936,500	0	1,936,500
35	8913	SFOBB Administration Building	25,319,200	0	25,319,200
36	8914	Violation Enforcement System Upgrade	7,842,000	0	7,842,000
37	8916	Bay Crossing Study	540,000	0	540,000
38	8917	IT Security Procedures & Policies	4,583,333	0	4,583,333
39	8918	Maintenance Complex	531,000	0	531,000
40	8920	Plaza and Canopy Improvements	9,263,000	0	9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775,000	0	1,775,000
42	8922	Metering Lights Replacement	18,000,000	0	18,000,000
43	8923	Bridge Records Recordation and Storage	500,000	0	500,000
44	8924	Antioch Bridge Approach	50,000,000	0	50,000,000
45	8926	Bridge Modeling & Investigations	5,151,198	0	5,151,198
46	8928	BATA Program Contingency	25,868,759	4,000,000	29,868,759
47	8930	Richmond-San Rafael Bridge Rehab	87,603,000	500,000	88,103,000
48	8933	Plan Bay Area TMS	9,000,000	0	9,000,000
49	8936	Backhaul Connection Infrastructure	1,000,000	0	1,000,000
50	8937	Future CSC Procurement	34,000,000	10,000,000	44,000,000
51	8938	Misc. East Span Project Improvements	7,536,854	8,064,000	15,600,854
52	8939	Asset Management	6,452,976	2,480,000	8,932,976
53	8940	HOV Lane Enforcement	6,600,000	0	6,600,000
54	8941	CHP - COZEEP/MAZEEP	1,206,000	0	1,206,000
55	8942	Bridge Yard Capital Improvements	500,000	0	500,000
56	8943	Bike/Ped Access to East Span of SFOBB	1,400,000	450,000	1,850,000
57	8944	Dumbarton Approach and Transit Strategies	17,000,000	0	17,000,000
58	8945	Next Gen Clipper (C2) System	9,600,000	0	9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	14,300,000	0	14,300,000
60	8947	SR-37 Evaluation	8,000,000	1,000,000	9,000,000
61	8948	RSR Bridge Forward -	7,771,920	16,000,000	23,771,920
62	8949	Regional Transportation Commute Challenge	2,000,500	0	2,000,500
63	8950	Link: Bike/Ped Access to East Span of SFOBB Design	6,000,000	1,913,000	7,913,000
64	8951	SFOBB ORT Civil Design	6,654,000	0	6,654,000
65	8954	Bay Bridge Forwards	5,000,000	0	5,000,000
66	8952	Bay Skyway - CCO to YBI	2,700,000	0	2,700,000
67	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	5,452,000	900,000	6,352,000
68	8000-05	Capital Program Audit	9,200,000	400,000	9,600,000
69	8000-16	SRA/RM1 Program Monitoring	49,594,709	400,000	49,994,709
70	TBD-1	Misc Toll Plaza Improvements	0	1,000,000	1,000,000
71	TBD-2	Seismic and Code Changes	0	1,000,000	1,000,000
		TOTAL BATA REHAB BUDGET	\$827,722,216	\$73,260,000	\$900,982,216
		TOTAL REHAB BUDGET	\$1,868,059,129	\$185,196,388	\$2,053,255,518



**Attachment D
Bay Area Toll Authority
Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary***

Capital Program 30914(c) Project No.	Project Title	Project Sponsor(s)	Actuals thru February 2023	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	\$533,000	\$3,000,000
2	SF MUNI Metro 3rd Street LRT Extension Metro East Maintenance Facility	SF MTA	30,000,000	30,000,000
3	SF MUNI Historic Streetcars Rehabilitation	SF MTA	10,000,000	10,000,000
4	Dumbarton Commuter Rail	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	8,932,000	8,932,000
5	Vallejo Station	City of Vallejo	25,484,000	26,000,000
6	Solano County Express Bus Intermodal Facilities	Solano Transportation Authority	12,251,000	12,251,000
7	I-80 / I-680 / SR 12 Interchange	Solano Transportation Authority	99,669,000	100,000,000
8	I-80 EB HOV Lane Extension from Route 4 to Carquinez Bridge	Caltrans	37,175,000	37,175,000
9	Richmond Parkway Park & Ride	Solano Transportation Authority	1,406,000	3,850,000
10	SMART Extension to Larkspur or San Quentin	Sonoma Marin Area Rail Transit District (SMART)	56,500,000	56,500,000
11	U.S. 101 Greenbrae I/C Corridor and Bike/ Ped Improvements	Transportation Authority of Marin	43,500,000	43,500,000
12	Direct HOV Lane Connector from I-680 to Pleasant Hill BART	Contra Costa Transportation Authority	20,107,000	20,425,000
13	E-BART	Contra Costa Transportation Authority and BART	95,792,000	96,000,000
14	Capital Corridor Station and Track Improvements in Solano County	Capital Corridor JPA / STA	35,950,000	35,950,000
15	Central Contra Costa BART Crossover	BART	25,000,000	25,000,000
16	Benicia-Martinez Bridge: New Span	Bay Area Toll Authority	50,000,000	50,000,000
17	Express Bus North	Competitive	18,798,000	18,798,000
18	Clipper	Metropolitan Transportation Commission	34,344,000	35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	19,612,000	20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	21,903,000	22,500,000
21	BART Tube Seismic Retrofit	BART	33,801,000	33,801,000
22	Transbay Terminal/Downtown Caltrain Extension	Transbay Joint Powers Authority	149,995,000	150,000,000
23	Oakland Airport Connector	Port of Oakland and BART	115,199,000	115,199,000
24	AC Transit Enhanced Bus	AC Transit	77,760,000	77,760,000
25	Commute Ferry Service for Alameda/Oakland/Harbor Bay	Water Transit Authority	12,000,000	12,000,000
26	Commute Ferry Service for Berkeley/Albany	Water Transit Authority	12,000,000	12,000,000
27	Commute Ferry Service for South San Francisco	Water Transit Authority	11,998,000	12,000,000
28	Water Transit Facility Improvements	Water Transit Authority	48,000,000	48,000,000
29	Express Bus South	AC Transit and Alameda County Transportation Commission (ACTC)	38,850,000	55,158,000
30	I-880 North Safety Improvements	Alameda County Transportation Commission (ACTC), City of Oakland, and Caltrans	12,299,000	12,300,000
31	BART Warm Springs Extension	BART	182,754,000	186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	52,621,000	65,000,000
33	San Francisco Bay Area Rail Study	BART	6,062,000	6,062,000
34	Integrated Fare Structure Program	TransLink® Consortium	1,447,000	1,500,000
35	Transit Commute Benefits Promotion	Metropolitan Transportation Commission	3,530,000	5,438,000
36	Caldecott Tunnel Improvements - Fourth Bore	Contra Costa Transportation Authority	45,074,000	45,075,000
37	BART Transit Capital Rehabilitation	BART	64,000,000	64,000,000
38	Regional Express Lane Network	MTC	492,000	4,825,000
39	Modifications in I-80 and San Pablo	Contra Costa Transportation Authority	8,000,000	8,000,000
40	Caltrain Electrification	Caltrain	19,991,000	20,000,000
TOTAL			\$1,542,829,000	\$1,588,999,000

* Modifications to this list are subject to and approved via California Streets and Highway Code Section 30914 (f)



Attachment E
Bay Area Toll Authority
AB1171 Program Capital Budget Summary

Project No.	Project Title	Project Sponsor(s)	Actuals thru February 2023	Toll Funding
1	South Access to the Golden Gate Bridge - Doyle Drive Replacement Project	SFCTA, MTC, CT, GGBTHD	\$80,000,000	\$80,000,000
2	E BART	BART, MTC	111,003,000	111,500,000
3	Transbay Terminal/Downtown Extension Phase 1	TJPA, MTC	150,000,000	150,000,000
4	Tri-Valley Transit Access Improvements to BART	San Mateo County Transportation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	29,456,000	95,000,000
5	I-80/I-680 Interchange	STA, MTC	99,928,000	100,000,000
6	Fairfield/Vacaville Train Station	STA, MTC	9,000,000	9,000,000
7	BART to Warm Springs	BART, MTC	5,000,000	5,000,000
8	Regional Express Lanes Network	MTC	2,800,000	2,800,000
9	VTA Mission/Warren/Truck Rail Facility	VTA	5,811,000	6,500,000
10	Other Corridor Improvements	MTC	10,150,000	10,200,000
TOTAL			\$503,148,000	\$570,000,000



**Attachment F
Bay Area Toll Authority
Regional Measure 3 Bay Area Traffic Relief Plan Capital Budget Summary**

Project Number	Project Title	Toll Funding
1	BART Expansion Cars	\$ 500,000,000
2	Bay Area Corridor Express Lanes	300,000,000
3	Goods Movement and Mitigation	160,000,000
4	San Francisco Bay Trail/Safe Routes to Transit	150,000,000
5	Ferry Enhancement Program	300,000,000
6	BART to San Jose Phase 2	375,000,000
7	Sonoma-Marin Area Rail Transit District (SMART)	40,000,000
8	Capitol Corridor	90,000,000
9	Caltrain Downtown Extension	325,000,000
10	MUNI Fleet Expansion and Facilities	140,000,000
11	Core Capacity Transit Improvements	140,000,000
12	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements	100,000,000
13	Transbay Rail Crossing	50,000,000
14	Tri-Valley Transit Access Improvements	100,000,000
15	Eastridge to BART Regional Connector	130,000,000
16	San Jose Diridon Station	100,000,000
17	Dumbarton Corridor Improvements	130,000,000
18	Highway 101/State Route 92 Interchange	50,000,000
19	Contra Costa Interstate 680/State Route 4 Interchange Improvements	210,000,000
20	Highway 101-Marin/Sonoma Narrows	120,000,000
21	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	150,000,000
22	Interstate 80 Westbound Truck Scales	105,000,000
23	State Route 37 Improvements	100,000,000
24	San Rafael Transit Center	30,000,000
25	Richmond-San Rafael Bridge Access Improvements	210,000,000
26	North Bay Transit Access Improvements	100,000,000
27	State Route 29	20,000,000
28	Next-Generation Clipper Transit Fare Payment System	50,000,000
29	Interstate 680/Interstate 880/Route 262 Freeway Connector	15,000,000
30	Interstate 680/State Route 84 Interchange Reconstruction Project	85,000,000
31	Interstate 80 Transit Improvements	25,000,000
32	Byron Highway-Vasco Road Airport Connector	10,000,000
33	Vasco Road Safety Improvements	15,000,000
34	East Contra Costa County Transit Intermodal Center	15,000,000
35	Interstate 680 Transit Improvements	10,000,000
	TOTAL	\$4,450,000,000



BATA Resolution: No. 169

Date: June 28, 2023

W.I.: 6953-6957

Attachment G
Fund Reserve Designations
(effective June 30, 2023)

Pursuant to the Plan of Finance (Resolution No. 57) approved in 2005, the 2013-14 Plan of Finance (Resolution No. 110) approved November 20, 2013, the Master Indenture and subsequent indentures, the Authority designates and reserves an amount not less than \$1 billion to be maintained for authorized purposes, including but not limited to:

- | | |
|---|----------------|
| - 2 years Operations & Maintenance* | \$ 242 million |
| - Rehabilitation Reserve
(2 years @ \$185 million) | \$ 370 million |
| - Emergency reserve (Co-op) | \$ 50 million |
| - Variable Rate Risk Reserve | \$ 280 million |
| - Project/Self Insurance Reserve (SIR) | \$ 280 million |

Funds not specifically listed shall be retained for an operating reserve. No funds shall be withdrawn from the reserve without specific authorization of the Authority.

* Combination shall be at least 2x the adopted operating budget for toll bridge operations and maintenance

**SERVICE AUTHORITY FOR
FREEWAYS AND EXPRESSWAYS
(SAFE) BUDGET**

Metropolitan Transportation Commission
Operations Committee

June 9, 2023

Agenda Item 6a

**MTC Service Authority for Freeways and Expressways (SAFE) Resolution No. 71 - Fiscal
Year (FY) 2023-24 Operating and Capital Budgets**

Subject:

Request for Authority approval of SAFE Resolution No. 71 authorizing the FY 2023-24 SAFE Operating and Capital Budgets.

Background:

On May 24, 2023, staff presented the draft MTC-SAFE FY 2023-24 Operating and Capital Budgets to the Authority. Staff does not propose any changes from the draft operating and capital budget presented to the Authority. The total operating budget revenue for FY 2023-24 is \$22.1 million, and the total operating budget expense is \$22.9 million. The operating budget is balanced by covering a \$726,000 deficit with a draw from available reserves. There is no additional project funding in the FY 2023-24 SAFE Capital Budget.

SAFE is one of the 21 programs throughout the state of California. SAFE has two separate activities: the Freeway Assist Program (FAP), which provides callbox services on the Bay Area freeways, and the Freeway Service Patrol (FSP), which provides vehicle towing services. SAFE also manages a capital program with five active projects.

Operating Revenue

SAFE's FAP revenue is primarily derived from the California Department of Motor Vehicles (DMV) registration fees. FSP is funded by grants from the State Local Assistance Program (LAP) and Senate Bill 1 (SB 1), reimbursing eighty percent of towing and direct program operating expenses. The FSP has no other funding source except for FAP's DMV fees. Major funding sources are listed below (in millions):

	<u>FY 2022-23</u> (in millions)	<u>FY 2023-24</u> (in millions)
FAP - DMV Registration Fees	\$6.85	\$6.89
FSP - LAP	7.97	7.93
FSP - SB 1	6.52	7.14
Interest	--	0.16

The FY 2023-24 SAFE total revenue of \$22.1 million is a marginal 3.6% increase from the prior fiscal year. This indicates that funding sources are relatively steady, particularly the DMV fees. State grant funding is expected to increase slightly due to increased reimbursement for higher towing expenses affected by volatile and rising fuel prices.

Operating Expense

Proposed operating expenses for FY 2023-24 are \$22.9 million, 4.5% higher than FY 2022-23. There is a minor reallocation of staff from SAFE to other MTC programs. The main drivers for higher operating expenses are the towing contract increases and higher fuel prices. The California Highway Patrol will also increase its presence beyond peak hours.

Highlights of operating expenses changes include:

<ul style="list-style-type: none"> Salaries & Benefits - MOU increase mitigated by position reallocated out. 	-\$18,200
<ul style="list-style-type: none"> General Operations - Increase in business insurance mitigated by the elimination of budget for depreciation which is a non-cash item. 	-\$114,400
<ul style="list-style-type: none"> Freeway Assist Program Contracts & Consultants - Implementation of new contracts for incident management program and marketing services. 	+\$144,500
<ul style="list-style-type: none"> Freeway Service Patrol Contracts & Consultants - Increase towing contract amounts and related expenses. 	+\$981,000

The SAFE Budget, as proposed will continue the important program of assisting motorists and reducing congestion in the region. However, there is a need to enhance the revenue base of the SAFE programs, especially when FSP towing services are only reimbursed for eighty percent of direct expenses. For the past several years, the SAFE operating budget has been supported by transfers from reserves –these reserves are sufficient to support the program for the next few years. However, their use limits the Authority’s ability to apply the reserves.

Capital Projects

There are no new projects for FY 2023-24. The SAFE life-to-date capital budget is \$9.1 million with a remaining balance of \$4.7 million.

Reserves

SAFE has a designated reserve of \$20.8 million at the close of FY 2021-22. During FY 2022-23, there is a projected year-end reserve balance of \$20.1 million after covering operating and capital obligations. The FY 2023-24 operating budget and its result project a year-end reserve balance of \$19.4 million. This includes \$11.1 million (six months of operating revenue) designated as operating reserve and \$4.4 million designated for capital projects. The undesignated reserve balance of \$3.4 million can be used to cover future operational requirements. SAFE approval is required for any future changes to the reserve designations.

The current and projected operating and capital reserve position is shown below (in thousands).

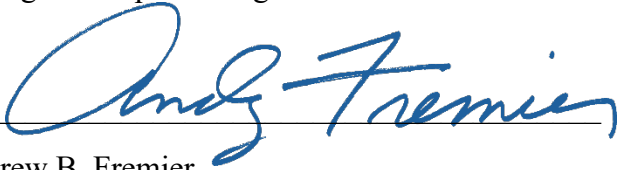
Description	FY 2021-22 Actual (in thousands)	FY 2022-23 Budget (in thousands)	FY 2023-24 Budget (in thousands)
Total Reserve for:			
Encumbrances	500	500	500
Fixed Assets	188	250	250
Transfer to MTC/Other	2,302	0	0
Capital Projects	4,400	4,400	4,400
Operating Reserve	0	10,673	11,060
Total Restricted	7,390	15,823	16,210
Unrestricted Balance	13,452	4,513	3,400
Total Reserves	\$20,843	\$20,086	\$19,360

Recommendations:

Staff recommends that SAFE Resolution No. 71 authorizing the FY 2023-24 Operating and Capital Budgets be referred to the Authority for approval.

Attachments:

- Attachment A: SAFE Resolution No. 71 FY 2023-24 Operating and Capital Budgets
- Attachment B: SAFE FY 2023-24 Operating and Capital Budgets


Andrew B. Fremier

ABSTRACT

SAFE Resolution No. 71

This resolution approves the SAFE Operating and Capital Budgets for Fiscal Year (FY) 2023-24 Budget for the Metropolitan Transportation Commission Service Authority for Freeways and Expressways (SAFE).

Further discussion of the SAFE Budget is contained in the Operations Committee Summary Sheet dated June 9, 2023.

RE: Metropolitan Transportation Commission Service Authority for Freeways and Expressways' Operating and Capital Budgets for FY 2023-24

METROPOLITAN TRANSPORTATION COMMISSION
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

SAFE RESOLUTION NO. 71

WHEREAS, SAFE Resolution No. 1 established a Metropolitan Transportation Commission Service Authority for Freeways and Expressways (MTC SAFE or SAFE) pursuant to Streets and Highways Code §§ 2550-2556, which provides for the design, installation, operation and maintenance of a motorist aid call box system in any of the Bay Area counties that elect to join SAFE; and

WHEREAS, SAFE staff has prepared a budget setting forth the anticipated revenues and expenditures of the SAFE for FY 2023-24; and

WHEREAS, the final draft SAFE budget for FY 2023-24 was reviewed and recommended by the Metropolitan Transportation Commission Regional Network Management Committee (the "Regional Network Management Committee" and formally known as the Operations Committee) for approval; now, therefore, be it

RESOLVED, the SAFE operating and capital budgets for FY 2023-24, prepared in accordance with generally accepted accounting principles, attached hereto as Attachment A and incorporated herein as though set forth in full, is approved, and be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the SAFE operating budget for FY 2023-24, provided that there shall be no increase in the overall SAFE operating budget without prior approval of SAFE; and be it further

RESOLVED, that SAFE delegates to its Regional Network Management Committee the authority to approve all contracts and expenditures in SAFE's Budget for FY 2023-24, providing that there shall be no increase in the overall budget without prior approval of SAFE; and be it further

RESOLVED, that SAFE's Executive Director, or the responsible staff person designated by the Executive Director, shall submit written requests to the Regional Network Management Committee for approval of consultants, professional services, and expenditures authorized in the SAFE Budget for 2023-24; and be it further

RESOLVED, that SAFE's Executive Director and Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior fiscal year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24; and be it further

RESOLVED, that SAFE'S Executive Director and Chief Financial Officer are directed to restrict and reserve funds for year-end encumbrances, fixed assets, operating and capital transfers included in the adopted budget, pension liabilities as well as an operating reserve equivalent to six months operating revenue and except for items included in the adopted budget, no use of the reserve is authorized without approval of SAFE; and be it further

RESOLVED, SAFE authorizes the use of SAFE funds for cash flow purposes as an advance on authorized expenditures until the expenditure has been reimbursed; and be it further

RESOLVED, that SAFE's Executive Director, or the responsible staff person designated by the Executive Director, shall furnish the Regional Network Management Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Regional Network Management Committee.

METROPOLITAN TRANSPORTATION
COMMISSION SERVICE AUTHORITY FOR
FREEWAYS AND EXPRESSWAYS



Alfredo Pedroza, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission

at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 28, 2023.

Date: June 28, 2023
W.I.: 6031, 6032
Referred by: Operations
Attachment A
SAFE Resolution No. 71

FY 2023-24 SAFE Budget

**SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
FY 2023-24 OPERATING BUDGET**

SAFE RESOLUTION NO. 71
DATE: June 28, 2023
WORK ITEM: 6031, 6032
REFERRED BY: Operations

REVENUE AND EXPENSE SUMMARY					
OPERATING REVENUE/EXPENSE	Actuals as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Freeway Assist Program	\$4,390,817	\$6,854,000	\$7,050,000	2.9%	\$196,000
Freeway Service Patrol	\$8,324,632	\$14,492,000	\$15,070,400	4.0%	\$578,400
Subtotal Operating Revenue	\$12,715,449	\$21,346,000	\$22,120,400	3.6%	\$774,400
Freeway Assist Program	\$1,331,906	\$2,983,137	\$2,991,805	0.3%	\$8,668
Freeway Service Patrol	\$11,066,940	\$18,869,986	\$19,854,134	5.2%	\$984,148
Subtotal Operating Expense	\$12,398,846	\$21,853,123	\$22,845,939	4.5%	\$992,816
Operating Surplus (Shortfall) before Transfer	\$316,603	(\$507,123)	(\$725,539)	43.1%	(\$218,416)
Transfers Out	\$0	\$0	\$0	0.0%	\$0
Total Operating Surplus (Shortfall)	\$316,603	(\$507,123)	(\$725,539)	43.1%	(\$218,416)
Transfer In from Reserve	\$0	\$507,123	\$725,539	43.1%	\$218,416

REVENUE DETAIL					
OPERATING REVENUE	Actual as of 2/28/2023	FY 2022-23 Budget	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
FREEWAY ASSIST PROGRAM REVENUE					
DMV (Annual Vehicle Registration Fees)	\$4,298,293	\$6,850,000	\$6,890,000	0.6%	\$40,000
Interest	\$92,524	\$4,000	\$160,000	3900.0%	\$156,000
Subtotal: Freeway Assist Program Revenue	\$4,390,817	\$6,854,000	\$7,050,000	2.9%	\$196,000
Freeway Service Patrol REVENUE					
State Local Assistance Program (LAP)	\$5,981,623	\$7,970,600	\$7,929,600	-0.5%	(\$41,000)
Road Repair & Accountability Act (SB 1)	\$2,343,009	\$6,521,400	\$7,140,800	9.5%	\$619,400
Subtotal: Freeway Service Patrol Revenue	\$8,324,632	\$14,492,000	\$15,070,400	4.0%	\$578,400
Total Operating Revenue	\$12,715,449	\$21,346,000	\$22,120,400	3.6%	\$774,400

EXPENSE DETAIL					
OPERATING EXPENSE					
I. SALARIES AND BENEFITS EXPENSE					
FREEWAY ASSIST PROGRAM	Actual as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Salaries and Benefits	\$402,833	\$607,567	\$600,575	-1.2%	(\$6,992)
Freeway Assist overhead	\$195,978	\$303,783	\$300,288	-1.2%	(\$3,496)
Freeway Assist Program Subtotal	\$598,811	\$911,351	\$900,863	-1.2%	-\$10,488
FREEWAY SERVICE PATROL					
Salaries and Benefits	\$265,813	\$399,099	\$393,928	-1.3%	(\$5,172)
Freeway Service Patrol Overhead	\$129,318	\$199,550	\$196,964	-1.3%	(\$2,586)
Freeway Service Patrol Subtotal	\$395,131	\$598,649	\$590,891	-1.3%	-\$7,758
Total Salaries and Benefits	\$993,942	\$1,510,000	\$1,491,754	-1.2%	-\$18,246

II. GENERAL OPERATIONS EXPENSE

FREEWAY ASSIST PROGRAM	Actual as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Office Operations (meals, postage, printing)	\$0	\$11,000	\$11,000	0.0%	\$0
Travel/Training	\$1,659	\$22,000	\$12,000	-45.5%	(\$10,000)
Data Security Improvements/HW Transition	\$48,640	\$65,000	\$72,500	11.5%	\$7,500
Legislative advocacy	\$18,160	\$50,000	\$52,000	100.0%	\$2,000
Professional Memberships	\$6,237	\$9,800	\$12,800	30.6%	\$3,000
Insurance	\$85,556	\$104,459	\$120,243	15.1%	\$15,784
Audit/Accounting	\$47,186	\$65,500	\$62,400	-4.7%	(\$3,100)
Freeway Assist Program Subtotal w/o Depreciation	\$207,438	\$327,759	\$342,943	4.6%	\$15,184
FREEWAY SERVICE PATROL					
Travel/Training	\$5,640	\$11,000	\$12,000	9.1%	\$1,000
Insurance	\$85,556	\$104,459	\$120,243	15.1%	\$15,784
Freeway Service Patrol Subtotal w/o Depreciation	\$91,196	\$115,459	\$132,243	14.5%	\$16,784
Total General Operations w/o Depreciation	\$298,635	\$443,217	\$475,185	7.2%	\$31,968
FREEWAY ASSIST PROGRAM					
Office depreciation	\$41,446	\$140,528	\$0	-100.0%	(\$140,528)
FREEWAY SERVICE PATROL					
Office depreciation	\$2,939	\$5,878	\$0	0.0%	(\$5,878)
Freeway Assist Program Subtotal with Depreciation	\$248,884	\$468,287	\$342,943	-26.8%	-\$125,344
Freeway Service Patrol Subtotal with Depreciation	\$94,135	\$121,337	\$132,243	9.0%	\$10,905
Total General Operations with Depreciation	\$343,020	\$589,624	\$475,185	-19.4%	-\$114,439

II. PROJECT CONSULTANT SERVICES EXPENSE

FREEWAY ASSIST PROGRAM	Actual as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transportation Asset-EOC Platform (STIR project)	\$75,000	\$125,000	\$150,000	20.0%	\$25,000
Emergency Management	\$0	\$400,000	\$500,000	25.0%	\$100,000
Connected Bay Area Strategic Plan	\$0	\$150,000	\$75,000	100.0%	(\$75,000)
Consultant (Other)	\$0	\$50,000	\$25,000	-50.0%	(\$25,000)
Freeway Assist Program Subtotal	\$75,000	\$725,000	\$750,000	3.4%	\$25,000
FREEWAY SERVICE PATROL					
Information/Data Management	\$61,800	\$100,000	\$100,000	0.0%	\$0
Consultant (Other)	\$3,758	\$25,000	\$25,000	0.0%	\$0
Freeway Service Patrol Subtotal	\$65,558	\$125,000	\$125,000	0.0%	\$0
Total Consultant Expense	\$140,558	\$850,000	\$875,000	2.9%	\$25,000

II. PROJECT OPERATING CONTRACTS EXPENSE

FREEWAY ASSIST PROGRAM	Actual as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Freeway Assist Telecommunication Services	\$48,442	\$143,500	\$133,000	-7.3%	(\$10,500)
Call Box Repairs/Maintenance/Vandalism	\$185,370	\$270,000	\$200,000	-25.9%	(\$70,000)
Private Call Center	\$105,243	\$70,000	\$85,000	21.4%	\$15,000
Incident Management Program	\$35,000	\$235,000	\$375,000	59.6%	\$140,000
Marketing/Incentives	\$0	\$0	\$60,000	0.0%	\$60,000
SAFETY Corridor Programs (SAFE on 17)	\$0	\$100,000	\$100,000	0.0%	\$0
Emergency Operations Telecommunications	\$35,155	\$60,000	\$45,000	-25.0%	(\$15,000)
Freeway Assist Program Subtotal	\$409,210	\$878,500	\$998,000	13.6%	\$119,500

	Actual as of 2/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
FREEWAY SERVICE PATROL					
Freeway Service Patrol Tow Service	\$10,416,927	\$17,700,000	\$18,575,000	4.9%	\$875,000
CHP Funding Agreement	\$0	\$10,000	\$85,000	750.0%	\$75,000
In-vehicle Maintenance	\$8,084	\$70,000	\$70,000	0.0%	\$0
Freeway Service Patrol Telecommunication Services	\$53,550	\$130,000	\$133,000	2.3%	\$3,000
Equipment Replacement (hardware & warranties)	\$1,026	\$20,000	\$20,000	0.0%	\$0
System Improvement (software & website)	\$11,733	\$35,000	\$50,000	42.9%	\$15,000
Freeway Service Patrol General Operations	\$20,796	\$60,000	\$73,000	21.7%	\$13,000
Freeway Service Patrol Subtotal	\$10,512,116	\$18,025,000	\$19,006,000	5.4%	\$981,000
Total Operating Contracts Expense	\$10,921,326	\$18,903,500	\$20,004,000	5.8%	\$1,100,500
Freeway Assist Program Operating Expense	\$1,331,906	\$2,983,137	\$2,991,805	0.3%	\$8,668
Freeway Service Patrol Operating Expense	\$11,066,940	\$18,869,986	\$19,854,134	5.2%	\$984,148
Total Operating Expense	\$12,398,846	\$21,853,123	\$22,845,939	4.5%	\$992,816

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
FISCAL 2023-24 CAPITAL BUDGET

		Life to Date Budget FY 2022-23	FY 2023-24	Life to Date Budget FY 2023-24	Actual Life to Date	Remaining Balance thru February 2023
Program	Funding Source	Budget	Budget	Budget		Budget
6306 FSP Data-AVL						
	SAFE	2,270,000	0	2,270,000	2,270,000	0
	STBG	1,556,260	0	1,556,260	446,729	1,109,531
		3,826,260	0	3,826,260	2,716,729	1,109,531
6314 CBX Site Improvement						
	SAFE	2,744,331	0	2,744,331	1,329,452	1,414,879
		2,744,331	0	2,744,331	1,329,452	1,414,879
6320 Emergency/Major Incidents Program						
	SAFE	1,000,000	0	1,000,000	676,148	323,852
		1,000,000	0	1,000,000	676,148	323,852
6321 Incident Management Capital Program						
	SAFE	1,000,000	0	1,000,000	0	1,000,000
		1,000,000	0	1,000,000	0	1,000,000
6322 NEW Connected Bay Area Capital Program						
	SAFE	500,000	0	500,000	0	500,000
		500,000	0	500,000	0	500,000
Total		\$9,070,591	\$0	\$9,070,591	\$4,722,329	\$4,348,262

BAY AREA HEADQUARTERS AUTHORITY (BAHA) BUDGET

Bay Area Headquarters Authority (BAHA)

June 28, 2023

Agenda Item 3a -23-0778

Bay Area Headquarters Authority (BAHA) Resolution No. 046 – Fiscal Year 2023-24 Operating and Capital Budgets

Subject:

A request for adoption of BAHA Resolution No. 046, authorizing the FY 2023-24 BAHA Operating and Capital Budgets.

On May 24, 2023, staff presented the draft FY 2023-24 Operating and Capital Budgets to the Authority, including an estimate of assessment fees to 375 Beale Condo. The budget proposed for adoption reflects a reduction of assessment fee revenue of \$119,019 attributable to BATA/MTC, correcting an error that overstated the assessment in the original calculation. There are no changes to the operating expenditures or capital budget as presented to BAHA on May 24, 2023.

Background:

BAHA was established in 2011 due to a Joint Exercise of Powers Agreement between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA), with the intent of purchasing the property at 375 Beale. St. This property was intended to establish a regional headquarters for MTC, the Bay Area Air Quality Management District (BAAQMD), and the Association of Bay Area Governments (ABAG). The building has been subdivided into condominium units, with BAHA, BAAQMD and ABAG as unit owners. In addition to the three owners, private tenants lease office space in the building. BAHA receives operating revenue via assessments from the condominium owners, and rental income from its tenants. BAHA contracts with Cushman & Wakefield (CW) to provide professional day-to-day property management for the building.

The BAHA operating budget is composed of 1) common area, and 2) shared services expenses. Common area expenses are provided to the benefit of the entire building, such as water, sewer, garbage, electrical, heating and air conditioning, telephone lines, lighting, and gas. Shared services expenses are the portion of the building costs that are licensed for shared use amongst the three condominium owners. Some of these items include expenses for kitchen pantries, phone booths, copy/print rooms, IT support and equipment storage rooms, conference, and Board rooms. The condominium owners are charged separate assessments for the common area and

shared services costs, based on square footage ownership of the common and shared areas, as described in the Declaration of Covenants, Conditions and Restrictions.

The capital budget includes capital repairs and maintenance of the building, capital improvements such as technology upgrades and building maintenance/improvements, as well as improvements to the first floor Temescal conference room.

Operating Budget Summary

The proposed budget for FY 2023-24 shows an operating surplus of \$2.1 million, before transfers to the capital budget. Overall revenue is expected to be \$19.8 million, up 7.2% from the FY 2022-23 budget. Operating revenue is up primarily due to increases in shared services assessments, proportional to shared service expense increases (described below). Total operating expenses are estimated at \$17.6 million, excluding transfers, up 12% from the FY 2022-23 budget. The increase in expenses is primarily driven by Information Technology (IT) upgrades, such as security and hybrid telepresence technology upgrades, property management, and hybrid space planning projects. Further detailed changes are described below. The proposed budget for FY 2023-24 is balanced as presented.

Operating Revenue Summary

Total FY 2023-24 proposed revenue is \$19.7 million, an increase of \$1.3 million, or 7.2%. Lease income projections are provided by CW; due to tenant occupancy decreasing, lease income is expected to decline by \$494K. Shared services assessment and common area assessment revenue is increasing, in proportion to increased expenses. Other revenue consists of parking, expenditure reimbursements, and investment income. Other revenue is budgeted to increase significantly due to projected investment returns in the Local Agency Investment Fund. A summary of the operating revenue is shown below (in thousands):

<u>Revenue Source</u>	<u>FY2023-24 Draft Budget (in millions)</u>	<u>% Increase</u>	<u>\$ Change (000)</u>
Lease Income	\$10.1	(4.6%)	(\$494)

<u>Revenue Source</u>	<u>FY2023-24 Draft Budget (in millions)</u>	<u>% Increase</u>	<u>\$ Change (000)</u>
Shared services assessment (fee covers staff, IT services, office supplies and other shared expenses)	4.1	29.2%	\$930
Common area assessments (fees cover security, janitorial, utilities, administration, and repairs & maintenance)	4.6	13.5%	\$553
Other	0.83	70%	\$340
Total	\$19.7	7.2%	\$1,330

On June 22, 2023, the 375 Beale Condominium Corporation Board is separately reviewing and considering for approval the shared services and common area assessments.

Operating Expense Summary

Total operating expense, before transfers, for the proposed FY 2023-24 budget is \$17.6 million, an increase of \$1.9 million or 11.9% from the FY 2022-23 budget. Major operating expense highlights include (in thousands):

<u>Operating Expense</u>	<u>FY 2023-24 Draft Budget (in millions)</u>	<u>% Increase</u>	<u>\$ Increase (000)</u>
Salary, benefits, and overhead	\$2.5	11%	\$252
Other contractual services	0.54	19.7%	\$89
IT Licenses and Maintenance	2.4	44.4%	\$751
Other expenses	2.1	(8.8%)	(\$201)
Property Management	10.1	10.9%	\$986

<u>Operating Expense</u>	<u>FY 2023-24 Draft Budget (in millions)</u>	<u>% Increase</u>	<u>\$ Increase (000)</u>
Total	\$17.6	11.9%	\$1,877

Salaries, benefits, and overhead are increased due to staff dedicated to shared services operations. Contractual services include increased legal and professional costs, including pro-forma reviews, architectural and engineering services, and Audio-Visual/ IT consultants for the Temazcal event space. IT Licenses and Maintenance increases are driven by security initiatives, hosted services, and hybrid room and telepresence improvements. Other expenses are primarily driven by shared conference space furniture and equipment and signage replacement and installation to better facilitate a hybrid workspace, and temporary employees to support those efforts. The decrease in this line is due to moving the budget for lease commissions to the capital budget to better correlate with multi-year leases. Property Management increases reflect increased costs that CW require to support the building, including cleaning, security, repairs and maintenance, and administrative costs.

Transfers

Staff proposes transfers to the capital fund of 1) \$2.1M from budgeted operating surplus, and 2) \$13.4M from operating reserves, in recognition of existing capital requirements for the building. Staff also propose a \$476 thousand transfer from operating reserves to repay an excess assessment collected in FY 2016-17. This budget proposes no FY 2023-24 transfer to BATA as repayment of its building contribution.

Capital Budget

Staff is requesting a total of \$14.1 million in building improvement projects for FY 2023-24. The projects include (in thousands):

- Agency Infrastructure Improvement \$8,500
- IT Improvement Project \$1,655
- Agency Space Modification Planning \$750
- Contingency \$50
- CW Building Improvement Projects \$2,407

- Lease Commissions \$750

The \$2.4 million requested by Cushman & Wakefield as part of their building management responsibilities includes capital repair and maintenance work such as soundproofing walls, waterproofing, security system replacements, parking gate control replacements, amenity updates, and flooring upgrades/replacement.

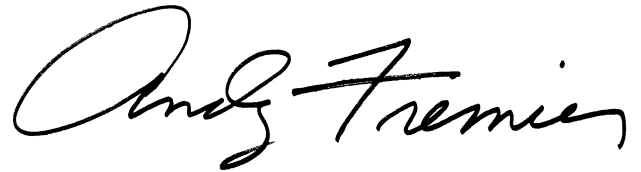
Current capital project requests exceed available funding from the operating surplus (\$14.1M vs \$2.1M), requiring a draw from operating reserves of \$12M. Such a draw would leave a projected operating reserve balance of \$19.6M. In FY 2023-24, staff will work internally and with staff of BAAQMD to identify funding of ongoing capital repair and maintenance projects and plan for different income scenarios in light of projected reduced tenant income..

Recommendation:

Staff requests approval of BAHA resolution No. 46 authorizing the BAHA Operating and Capital Budget for FY2023-24.

Attachment:

- FY 2023-24 Bay Area Headquarters Authority (BAHA) Operating and Capital Budget Presentation
- BAHA Resolution No. 46



Andrew B. Fremier

Date: June 28, 2023
W.I.: 9110, 9120, 9130

ABSTRACT

BAHA Resolution No. 46

This resolution approves the FY 2023-24 Bay Area Headquarters Authority (BAHA) Operating and Capital Budgets.

Further discussion of the BAHA Operating and Capital Budgets can be found in the BAHA Summary Sheet dated June 28, 2023.

Date: June 28, 2023
W.I.: 9110, 9120, 9130

Re: Bay Area Headquarters Authority FY 2023-24 Operating and Capital Budgets

BAY AREA HEADQUARTERS AUTHORITY
RESOLUTION No. 46

WHEREAS, the Metropolitan Transportation Commission (“MTC”) and the Bay Area Toll Authority (“BATA”) have executed a joint exercise of powers agreement dated September 28, 2011 which creates and establishes the Bay Area Headquarters Authority (“BAHA”); and

WHEREAS, BAHA staff has prepared a budget setting forth the anticipated revenues and expenditures of BAHA for FY 2023-24; now, therefore be it

RESOLVED, that BAHA approves the Operating and Capital Budgets for FY 2023-24, prepared in accordance with generally accepting accounting principles, attached hereto as Attachment A, and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BAHA Budget for FY 2023-24, provided that there shall be no increase in the overall BAHA Budget without prior approval of BAHA; and, be it further

RESOLVED, that the Executive Director or designee shall submit written requests to BAHA for approval of consultants, professional services, and expenditures authorized in the BAHA Budget for FY 2023-24; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to carry over and re-budget all funds and contracts properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2023-24; and, be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to

create an operating reserve equivalent to one-year operating revenue and a capital replacement reserve equivalent to the accumulated depreciation expense and to transfer all excess BAHA funds including annual surplus funds included in the annual budget to fund the reserve. Any withdrawal from the designated reserves, requires specific approval of BAHA; and, be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to transfer all excess annual operating surplus remaining after annual budgeted reserve transfers to BATA; and, be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available cash as an advance for project cash flow purposes provided the advance is repaid from project funds by the close of the fiscal year; and, be it further

RESOLVED, that the BAHA staff shall furnish BAHA with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services, and such other information and data as may be requested by BAHA.

BAY AREA HEADQUARTERS AUTHORITY



Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Headquarters Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 28, 2023.

Bay Area Headquarters Authority (BAHA) FY 2023-24 Operating and Capital Budget

	Actuals as of 02/28/2023	FY 2023-24 Adopted	FY 2023-24 Adopted	Change in \$ Increase/(Decrease)	Change in % Increase/(Decrease)
Revenue:					
Assessment fee - shared services	\$ 2,385,787	\$ 3,181,049	\$ 4,111,441	\$ 930,392	29.2%
Assessment fee - common area	3,067,822	4,090,429	4,643,321	552,892	13.5%
Lease income	7,108,108	10,643,074	10,149,405	(493,669)	-4.6%
Expense reimbursements	93,987	190,400	258,400	68,000	35.7%
Other income - parking	101,751	109,995	103,515	(6,480)	-5.9%
Utility reimbursements	78,854	172,829	96,784	(76,045)	-44.0%
Other income	169,757	11,621	366,963	355,342	3057.8%
Total revenue	13,006,065	18,399,397	19,729,829	1,330,432	7.2%
Expenses:					
Salaries and Benefits	890,307	1,485,099	1,653,147	168,048	11.3%
Overhead	433,134	742,550	826,574	84,024	11.3%
Temp service	-	150,000	200,000	50,000	33.3%
Legal services	-	50,000	52,700	2,700	5.4%
Other contractual services	60,059	450,000	538,750	88,750	19.7%
IT licenses, maintenance	621,470	1,692,300	2,442,884	750,584	44.4%
Audit/tax prep	89,063	134,500	125,000	(9,500)	-7.1%
Supplies	35,794	147,000	167,000	20,000	13.6%
Parking operation	-	350,682	350,682	-	0.0%
Catering	5,903	130,000	30,000	(100,000)	-76.9%
Other expenses	96,861	440,000	300,600	(139,400)	-31.7%
Furniture Replacement	-	-	262,500	262,500	100.0%
Special Event Setups	851	30,000	91,500	61,500	205.0%
Insurance	54,893	65,000	84,066	19,066	29.3%
Art related	19,625	75,000	150,000	75,000	100.0%
Café Space Project	12,523	150,000	200,000	50,000	33.3%
Lease commission	-	500,000	-	(500,000)	-100.0%
Cleaning Service	1,548	15,000	20,000	5,000	33.3%
Security	-	50,000	52,500	2,500	5.0%
Contractual services - CW	6,547,788	9,083,191	10,069,429	986,238	10.9%
Total expense	8,869,819	15,740,322	17,617,332	1,877,010	11.9%
Operating surplus/(deficit) before transfers	4,136,246	2,659,075	2,112,496	(546,579)	-20.6%
Transfers in/(out):					
Transfer in from Operating Reserve	\$ -	\$ -	\$ 13,858,105	\$ 13,858,105	N/A
Transfer to BATA	(1,080,623)	-	-	-	N/A
Transfer to BATA for FY17 Excess Assessment	-	-	(255,718)	(255,718)	N/A
Transfer to MTC for FY17 Excess Assessment	-	-	(220,298)	(220,298)	N/A
Transfer to Capital	-	(2,659,075)	(15,494,586)	(12,835,511)	482.7%
Total transfer	(1,080,623)	(2,659,075)	(2,112,497)	546,578	-20.6%
Operating surplus/(deficit)	\$ 3,055,623	\$ -	\$ -	\$ -	\$ -

Bay Area Headquarters (BAHA) FY 2023-24 Operating and Capital Budget

	Actuals as of 02/28/2023	FY 2022-23 Adopted	Building and Commercial Operations	375 Beale Condo and Shared Services	BAHA Operating	FY 2023-24 Adopted
Revenue:						
Assessment fee - shared services	\$ 2,385,787	\$ 3,181,049	\$ -	\$ 4,111,441	\$ -	\$ 4,111,441
Assessment fee - common area	3,067,822	4,090,429	-	4,643,321	-	4,643,321
Lease income	7,108,108	10,643,074	10,149,405	-	-	10,149,405
Expense reimbursements	93,987	190,400	-	-	258,400	258,400
Parking	101,751	109,995	103,515	-	-	103,515
Utility reimbursements	78,854	172,829	96,784	-	-	96,784
Other revenue	169,757	11,621	11,968	-	354,995	366,963
Total revenue	13,006,065	18,399,397	10,361,672	8,754,762	613,395	19,729,829
Expenses:						
Salaries and Benefits	890,307	1,485,099	-	1,114,238	538,910	1,653,147
Overhead	433,134	742,550	-	557,119	269,455	826,574
Temp Service	-	150,000	-	100,000	100,000	200,000
Legal services	-	50,000	-	250	52,450	52,700
Other contractual services	60,059	450,000	-	-	538,750	538,750
IT licenses, maintenance	621,470	1,692,300	-	1,659,984	782,900	2,442,884
Audit/tax prep	89,063	134,500	-	56,500	68,500	125,000
Supplies	35,794	147,000	-	132,000	35,000	167,000
Parking operation	-	350,682	320,682	-	30,000	350,682
Catering	5,903	130,000	-	5,000	25,000	30,000
Other expenses	96,861	440,000	-	132,350	168,250	300,600
Special Event Setups	851	30,000	-	91,500	-	91,500
Insurance	54,893	65,000	-	-	84,066	84,066
Furniture Replacement	-	-	-	262,500	-	262,500
Art Related	19,625	75,000	-	-	150,000	150,000
Café Space Project	12,523	150,000	-	-	200,000	200,000
Lease commission	-	500,000	-	-	-	-
Utility	-	-	-	-	-	-
Janitorial	1,548	15,000	-	-	20,000	20,000
Security	-	50,000	-	-	52,500	52,500
Contractual services - CW	6,547,788	9,083,191	5,426,108	4,643,321	-	10,069,429
Total expense w/o depreciation	8,869,819	15,740,322	5,746,790	8,754,762	3,115,780	17,617,332
Operating surplus/(deficit) before transfers	4,136,246	2,659,075	4,614,882	-	(2,502,385)	2,112,496
Transfers In/(Out)						
Transfer in from Operating Reserve	-	-	-	-	13,858,105	13,858,105
Transfer to BATA	(1,080,623)	-	-	-	-	-
Transfer to BATA for FY17 Excess Assessment	-	-	-	-	(255,718)	(255,718)
Transfer to MTC for FY17 Excess Assessment	-	-	-	-	(220,298)	(220,298)
Transfer to Capital Reserve	-	(2,659,075)	-	-	(15,494,586)	(15,494,586)
Total transfers	(1,080,623)	(2,659,075)	-	-	(2,112,497)	(2,112,497)
Total Operating Surplus/(Deficit)	3,055,623	-	4,614,882	-	(4,614,882)	-

Distribution of Condo Area Fees

Common Area	FY 2022-23	FY 2023-24	Change \$	Change %
BAAQMD	\$ 1,856,236	\$ 2,107,138	\$ 250,902	14%
ABAG*	98,432	221,556	\$ 123,124	125%
BATA/MTC	2,135,761	2,314,627	178,866	8%
Total	\$ 4,090,429	\$ 4,643,321	\$ 552,892	14%
Shared Services				
BAAQMD	\$ 1,443,560	\$ 1,865,772	\$ 422,212	29%
ABAG	287,567	186,822	\$ (100,745)	-35%
BATA/MTC	1,449,922	2,058,847	608,925	42%
Total	\$ 3,181,049	\$ 4,111,441	\$ 930,392	29%
Grand Total	\$ 7,271,478	\$ 8,754,762	\$ 1,483,284	20%

* Max ABAG assessment fee for FY 2023-24 is \$408,378 based on CC&R Section 2.01(h)(6). Per MTC Commission approval on December 15, 2021, ABAG shared services are paid by MTC and ABAG will pay all Common Area assessments.

	RSF	
MTC/BATA	96,257	45.58%
BAAQMD	95,834	45.38%
ABAG	19,091	9.04%
	211,182 **	100.00%
375 Condo Sq. Ft		
375 Beale Condo	211,182 **	42.67%
BAHA Commercial	283,774	57.33%
Total CC&R Sq. Ft.	494,956	100.00%
** Agency Space RSF from CC&R Exhibit B and 15,600 RSF for 1st floor		

Building Development Budget FY 2023-24	LTD Budget Thru FY 2022-23	LTD Actual As of 2/28/2023	Remaining Budget As of 2/28/2023	Additions FY 2023-24	Total LTD Budget Thru FY 2023-24
Sources					
Insurance proceeds	\$ 1,817,087	\$ 1,284,457	\$ 532,630	\$ -	\$ 1,817,087
Transfer in from MTC	801,160	801,160	-	-	801,160
Transfer in from SAFE	112,910	112,910	-	-	112,910
Purchase from ABAG	1,600,000	5,015,497	(3,415,497)	-	1,600,000
Purchase from Air District	34,000,000	29,684,243	4,315,757	-	34,000,000
Reimbursement from PG&E	54,601	54,601	-	-	54,601
TFCA Grant	82,000	82,000	-	-	82,000
Grant Local Match from MTC/BATA	119,000	119,000	-	-	119,000
Grant Local Match from Air District	150,000	150,000	-	-	150,000
Capital Contribution (BATA), SPANs & staff costs	285,356,009	285,356,009	-	-	285,356,009
Interest Revenue	-	325,858	(325,858)	-	-
Reimbursement for Capital Expenditure	-	1,156,132	(1,156,132)	-	-
Miscellaneous	-	640,127	(640,127)	-	-
Transfer in from BAHA Operation	290,781	245,634	45,147	-	290,781
Total Transfer In	\$ 324,383,548	\$ 325,027,628	\$ (644,080)	\$ -	\$ 324,383,548
Uses					
Purchase Building	\$ 93,000,000	\$ 93,000,000	\$ -	\$ -	\$ 93,000,000
Building Development	154,207,882	154,127,400	80,482	-	154,207,882
Insurance	573,017	573,317	(300)	-	573,017
Furniture, Fixtures, Equipment	15,000,000	15,000,000	-	-	15,000,000
12V Feed	307,606	307,606	-	-	307,606
EV Charging Station	351,000	340,324	10,676	-	351,000
Staff Costs	8,404,890	8,290,594	114,296	-	8,404,890
Transfer Out	400,000	-	400,000	-	400,000
Total Usage	\$ 272,244,395	\$ 271,639,241	\$ 605,154	\$ -	\$ 272,244,395

LTD Actual & Encumbrances as of Feb. 2023

Remaining Balance		53,388,387	
Excess Revenue Transferred to Comm Dev Fund	52,139,153	53,388,387	(1,249,234)
Net Surplus/(Deficit)	-	-	(1,288,160)

Commercial Development Fund Life To Date thru FY 2023-24

Program #	Budget	LTD Budget Thru FY 2022-23	LTD Actual As of 2/28/2023	Remaining Budget As of 2/28/2023	FY 2023-24			LTD Budget FY 2023-24
					Tenant Improvements	Commissions	Total	
9143	Transfer In	\$ 52,139,153	\$ 53,388,387	\$ (1,249,234)	\$ -	\$ -	\$ -	\$ 52,139,153
9140	Ada's Café	465,454	279,174	186,280	-	-	-	465,454
9141	BCDC	7,016,736	881,145	6,135,591	-	-	-	7,016,736
9142	Cubic Reimbursement for TI	562,648	527,972	34,676	-	-	-	562,648
9144	Air District	3,000,000	3,000,000	-	-	-	-	3,000,000
		63,183,991	58,076,678	5,107,313	-	-	-	63,183,991
9135	T.I. Rutherford and Chekene	1,235,930	599,726	636,204	-	-	-	1,235,930
9136	Conduent (Xerox)	110,975	110,975	-	-	-	-	110,975
9137	T.I. Degenkolb	2,287,410	2,287,410	-	-	-	-	2,287,410
9138	T.I. Twilio	10,178,398	10,178,398	-	-	-	-	10,178,398
9139	Engineering/Architectural	350,000	217,129	132,871	-	-	-	350,000
9140	T.I. Ada's Café	465,454	279,174	186,280	-	-	-	465,454
9141	BCDC	7,016,736	881,145	6,135,591	-	-	-	7,016,736
9142	Cubic	562,648	527,972	34,676	-	-	-	562,648
9144	Temazcal	5,049,886	4,643,447	406,439	-	-	-	5,049,886
	Total Tenant Improvements	27,257,437	19,725,376	7,532,061	-	-	-	27,257,437
9143	Marketing	35,926,554	38,351,302	12,639,374	-	-	-	35,926,554
	Transfer Out - Building Improvement	2,500,000		2,500,000	-	-	-	2,500,000
	Net	\$ 33,426,554	\$ 38,351,302	\$ 15,139,374	\$ -	\$ -	\$ -	\$ 33,426,554

Building Improvement Fund Life-To-Date (LTD) thru FY 2023-24

Program # Budget	LTD Budget Thru FY 2022-23	LTD Actuals as of 3/31/2023	Remaining Budget as of 4/17/2023	FY 2023-24 Adopted	LTD Budget Thru FY 23-24
Transfer In	\$ 7,188,075	\$ 7,188,075	\$ 5,173,009	\$ 15,494,586	\$ 22,682,661
In-House Improvement Project					
9160 IT Improvement Project	\$ 1,644,000	\$ 640,168	\$ 1,003,832	\$ 1,655,000	\$ 3,299,000
9161 Agency Space Modification	950,000	12,196	937,804	6,750,000	7,700,000
9162 Agency Infrastructure Improvement	520,000	144,749	375,251	2,550,000	3,070,000
9163 Level 1 Public Space Modifications	1,411,000	20,376	1,390,624	-	1,411,000
Total In-House Project	\$ 4,525,000	\$ 817,489	\$ 3,707,511	\$ 10,955,000	\$ 15,480,000
CW Improvement Project					
9180 AHUs1-4 Eyebrow Install	\$ 860,000	\$ 203,500	\$ 656,500		\$ 860,000
9181 Building Improvement	3,185,000	994,077	2,190,923	2,407,660	5,592,660
Total CW Project	\$ 4,045,000	\$ 1,197,577	\$ 2,847,423	\$ 2,407,660	\$ 6,452,660
Total Building Improvement Budget	\$ 8,570,000	\$ 2,015,066	\$ 6,554,934	\$ 13,362,660	\$ 21,932,660
Lease Commissions	\$ -	\$ -	\$ -	\$ 750,000	\$ 750,000
Net	\$ (1,381,925)	\$ 5,173,009	\$ 1,381,925	\$ 1,381,925	\$ -

375 BEALE CONDOMINIUM CORPORATION BUDGET

375 Beale Condominium Corporation

June 22, 2023

Agenda Item 3b - 23-0779

375 Beale Condominium Corporation FY 2023-24 Operating Budget and Assessments

Subject:

A request that the Board approve the 375 Beale Condominium Corporation (“375 Beale Condo”) FY 2023-24 Operating Budget and the common area and shared service operation assessments. The proposed budget is \$8.8 million, and the budget is balanced as proposed.

Background:

In June 2017, Bay Area Headquarters Authority (BAHA), the Bay Area Air Quality Management District (BAAQMD), and the Association of Bay Area Governments (ABAG) formed a nonprofit mutual benefit organization, 375 Beale Condo, to manage the condominium interest at the Bay Area Metro Center. The three agencies also established a Declaration of Covenants, Conditions and Restrictions (CC&Rs), which governs the policy and operating guidance for 375 Beale Condo.

On May 24, 2023, staff presented a draft FY 2023-24 Operating and Capital Budget to BAHA, including an estimate of assessment fees to 375 Beale Condo. The budget proposed for adoption by 375 Beale Condo presented below includes a correction to the assessment fees presented to BAHA on May 24th and is consistent with what is being proposed to BAHA for adoption on June 28, 2023. Should BAHA adopt a budget with changes from that proposed, staff will return to this Board at a later date to present a recommendation for a budget amendment.

Fiscal Year 2023-24 Operating Budget Summary

Common Area:

Common area assessments are used to provide services that all building tenants receive benefit from, such as security, janitorial services, utilities, administration, and repair and maintenance services. In FY 2023-24, total assessment for Common Area expense is proposed to be \$4.6 million, an increase of \$553K or 13.5%. The proposed increase is primarily due to increases in janitorial services, utilities, security services, insurance, and repairs and maintenance costs.

375 Beale Condominium Board
June 22, 2023
Page 2 of 3

Agenda Item 3b - 23-0779

Shared Services:

Shared service assessments are used to provide services that benefit the three condo owners, such as Information Technology (IT) services and upgrades, office supplies, conference room improvements, and other expenses shared amongst the Condo owners. In FY 2023-24, the proposed assessment is \$4.1 million, an increase of \$930K, or 29%. The proposed increase is driven by increased costs for information technology services and hybrid telepresence technology upgrades in shared conference rooms, and hybrid space planning projects to better facilitate a hybrid workspace.

Assessment Calculation:

The assessment is split amongst BAHA, ABAG, and the BAAQMD based on the Total Agency Space Rentable Square Feet (RSF) table in Exhibit B of the Condo's Declaration of CC&Rs. The detailed breakdown of the calculation is attached. As provided in the CC&Rs, ABAG's FY 2023-24 assessment is capped at \$408,378. BAHA is responsible for the portion of ABAG's assessment that would be in excess of this cap, which is \$383,052.

Issues:

In addition to the operating expenses, the building has ongoing capital repair and maintenance needs that have not been included in the assessment calculation, as well as infrastructure upgrades that will benefit the condo owners and make the building more marketable in an extremely competitive commercial real estate market. While BAHA has relied on rental income to support capital repair and maintenance costs, this is becoming increasingly challenging as existing tenants chose not to renew their leases and vacancy rates in downtown San Francisco continue at historic highs. In the coming months, staff will analyze options for funding ongoing capital repair and maintenance and capital improvement projects, including adding capital repair and maintenance costs to the annual assessments or assessing a one-time or on-going capital project assessment. Staff anticipates returning to this Board later this year for approval of an approach to funding ongoing capital costs.

375 Beale Condominium Board
June 22, 2023
Page 3 of 3

Agenda Item 3b - 23-0779

Recommendation:

Staff recommends that the Board approve the attached Operating Budget for FY 2023-24.

Attachment:

- Attachment A - 375 Beale Condominium Corporation FY 2023-24 Operating Budget
- Attachment B - 375 Beale Condominium Corporation FY 2023-24 Operating Budget Presentation

DocuSigned by:

Derek Hansel

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Derek Hansel

**375 Beale Condominium Corporation
FY 2023-24 Operating Budget**

	FY 2022-23 Adopted		FY 2023-24 Adopted		Change \$ Increase/(Decrease)		Change % Increase/(Decrease)
Revenue:							
Assessment Fee							
Common Area							
BAAQMD	\$ 1,856,236	\$	2,107,138	\$	250,902		13.5%
ABAG	98,432		221,556		123,124		125.1%
MTC	2,135,761		2,314,627		178,866		8.4%
Total Common Area	4,090,429		4,643,321		552,892		13.5%
Shared Services							
BAAQMD	1,443,560		1,865,772		422,212		29.2%
ABAG	287,567		186,822		(100,745)		-35.0%
MTC	1,449,922		2,058,847		608,925		42.0%
Total Shared Services	3,181,049		4,111,441		930,392		29.2%
Total Revenue	\$ 7,271,478	\$	8,754,762	\$	1,483,284		20.4%
Expense:							
Salaries and Benefits	\$ 1,094,366	\$	1,214,238	\$	119,872		11.0%
Overhead	509,683		557,119		47,436		9.3%
Postage Meter and Direct TV	10,000		15,000		5,000		50.0%
Supplies	137,000		132,000		(5,000)		-3.6%
Contractual Services	4,150,929		4,643,321		492,392		11.9%
Information Technology (IT) Licenses/Maintenance	984,500		1,644,984		660,484		67.1%
Other/Miscellaneous	385,000		548,100		163,100		42.4%
Total Expense	\$ 7,271,478	\$	8,754,762	\$	1,483,285		20.4%

375 Beale Condominium Corporation
FY 2023-24 Operating Budget Detail

	FY 2022-23 Adopted	FY 2023-24 Adopted	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Common Area Breakdown				
Revenue:				
Assessment fee - BAAQMD	\$ 1,856,236	\$ 2,107,138	\$ 250,902	13.5%
Assessment fee - ABAG	98,432	221,556	123,124	125.1%
Assessment fee - MTC	2,135,761	2,314,627	178,866	8.4%
Total Operating Revenue	4,090,429	4,643,321	552,892	13.5%
Operating Expenses:				
Cleaning	1,076,710	1,127,782	51,072	4.7%
Repairs and Maintenance	915,628	970,542	54,914	6.0%
Utilities	735,246	784,355	49,109	6.7%
Landscape (Grounds)	40,949	47,822	6,873	16.8%
Security	654,349	941,534	287,185	43.9%
Administrative	504,333	555,693	51,360	10.2%
Taxes/Licenses/Permits	25,841	26,412	571	2.2%
Insurance	137,373	189,181	51,808	37.7%
Total Operating Expenses	4,090,429	4,643,321	552,892	13.5%
Total Operating Gain/(Loss)	\$ -	\$ -		
Shared Service Operation Breakdown				
Revenue:				
Assessment fee - BAAQMD	\$ 1,443,560	\$ 1,865,772	\$ 422,212	29.2%
Assessment fee - ABAG	287,567	186,822	(100,745)	-35.0%
Assessment fee - MTC	1,449,922	2,058,847	608,925	42.0%
Total Operating Revenue	3,181,049	4,111,441	930,392	29.2%
Operating Expenses:				
Salaries and Benefits	1,094,366	1,214,238	119,872	11.0%
Overhead	509,683	557,119	47,436	9.3%
Audit/Tax Preparation	60,500	61,500	1,000	1.7%
Comcast/Direct TV	10,000	15,000	5,000	50.0%
Office Supplies	97,000	90,000	(7,000)	-7.2%
Safety Equipment (automated external defibrillators (AEDs), First Aid Kits)	40,000	42,000	2,000	5.0%
Information Technology (IT) Licenses/Maintenance	984,500	1,644,984	660,484	67.1%
Catering	105,000	5,000	(100,000)	-95.2%
Special Event Setups	30,000	91,500	61,500	205.0%
Other Expenses	250,000	390,100	140,100	56.0%
Total Operating Expenses	3,181,049	4,111,441	930,392	29.2%
Total Operating Gain/(Loss)	\$ -	\$ -		

Distribution of Condo Area Fees

Common				
Area	FY 2022-23	FY 2023-24	Change \$	Change %
BAAQMD	\$ 1,856,236	\$ 2,107,138	\$ 250,902	14%
ABAG	98,432	221,556	\$ 123,124	125%
BATA/MTC	2,135,761	2,314,627	178,866	8%
Total	\$ 4,090,429	\$ 4,643,321	\$ 552,892	14%
Shared Services				
BAAQMD	\$ 1,443,560	\$ 1,865,772	\$ 422,212	29%
ABAG	287,567	186,822	\$ (100,745)	-35%
BATA/MTC	1,449,922	2,058,847	608,925	42%
Total	\$ 3,181,049	\$ 4,111,441	\$ 930,392	29%
Grand Total	\$ 7,271,478	\$ 8,754,762	\$ 1,483,284	20%

* Max ABAG assessment fee for FY 2023-24 is \$408,378 based on CC&R Section 2.01(h)(6). Per MTC Commission approval on December 15, 2021, ABAG shared services are paid by MTC and ABAG will pay all Common Area assessments.

	RSF	
MTC/BATA	96,257	45.58%
BAAQMD	95,834	45.38%
ABAG	19,091	9.04%
375 Condo Sq. Ft	211,182 **	100.00%
375 Beale Condo	211,182 **	42.67%
BAHA Commercial	283,774	57.33%
Total CC&R Sq. Ft.	494,956	100.00%

** Agency Space RSF from CC&R Exhibit B and 15,600 RSF for 1st floor

**BAY AREA INFRASTRUCTURE
FINANCING AUTHORITY (BAIFA)
BUDGET**

Bay Area Infrastructure Financing Authority (BAIFA)

June 28, 2023

Agenda Item 4a - 23-0776

Bay Area Infrastructure Financing Authority (BAIFA) Resolution No. 47 - Fiscal Year (FY) 2023-24 Operating and Capital Budgets

Subject:

A request for adoption of BAIFA Resolution No. 47, authorizing the BAIFA FY 2023-24 Operating and Capital Budgets. The FY 2023-24 BAIFA Operating Budget includes total operating revenue of \$78.7 million and total operating expenses of \$37.2 million before transfers. Total transfers amount to \$41.4 million. The projected operating surplus of \$143 thousand will be transferred to reserves for future operations, maintenance, and repairs. The proposed FY 2023-24 BAIFA Capital Budget increases the BAIFA Express Lanes Capital Development Program Budget by \$31.9 million and the BAIFA Express Lanes Rehabilitation Program Budget by \$22.6 million.

On May 24, 2023, staff presented a draft FY 2023-24 Operating and Capital Budgets to the Authority. The budget proposed for adoption and described below incorporates two changes: a \$335 thousand increase in staff cost due to adjustments in how positions are allocated between entities, and a \$150 thousand increase in transfers to MTC for funding provided by BAIFA to the Travel Diary Survey project. These changes result in a reduction to the operating surplus of \$485 thousand.

Background:

BAIFA continues to operate express lanes on two corridors: the I-680 express lanes (EL) and the I-880 express lanes (EL). The first corridor is I-680 in Contra Costa County and includes 37 lane miles of express lanes from Martinez to San Ramon. The second corridor is I-880 in Alameda County, which has 46 lane miles of express lanes between Oakland and Milpitas. BAIFA also provides the toll system to 58 lane miles of the San Mateo 101 express lanes; expenses are reimbursed by the San Mateo project.

While I-680 EL has increasing demand that is trending toward pre-COVID levels, demand is less than its former peak. The I-880 EL corridor continues to experience strong traffic, that is outperforming FY 2020-21 levels but is approximately 8.4% below comparable FY 2022-23 levels. Below shows total average monthly paid traffic in thousands.

EL	Fiscal Year	Full Year	First 9 mos.
I-880	FY 2020-21	-	596
	FY 2021-22	727	722
	FY 2022-23	-	661
I-680	FY 2017-18	-	423
	FY 2018-19	377	
	FY 2019-20	274	
	FY 2020-21	230	
	FY 2021-22	367	359
	FY 2022-23	-	381

Operating Budget:

Total FY 2023-24 revenue for all express lanes operation is \$78.7 million with total operating expenses before transfer of \$37.2 million.

The I-680 EL steadily brings in more revenues than prior post-pandemic fiscal years as volume steadily rises while the I-880 EL continues to generate strong traffic and solid revenue collection. Total EL revenue is estimated to increase by 5.5% or approximately \$9.7 million in FY 2023-24. Violation revenue estimates are based on the revised lower violation penalty structure of \$10 for the first notice plus \$20 for the second notice. The BAIFA express lanes will resume sending unpaid second notices to the DMV and collection agency which accounts for the 6% increase in violation revenue. Interest earnings are projected to increase to \$3.5 million due to higher interest rates.

FasTrak[®] operating and maintenance (O&M) expenses are projected to increase due to escalation in contractual services, costs associated with more trip transactions including toll collection fees, banking and credit card fees, and the fees for DMV holds and for the collection agency. The express lane (O&M) expenses, on the contrary, are projected to decrease as they transition to a lower transaction unit cost for Manual Image Review. A higher share of the O&M expenses are also being allocated to the San Mateo 101 EL based on its number of read points.

Other increases in administration costs are for training of fully staffed BAIFA team and additional procurement of services.

The projected operating surplus before transfer on I-680 is \$4.0 million and the projected operating surplus on I-880 is \$37.5 million for a total operating surplus before transfer of \$41.5 million. The budget includes transfers from both corridors to capital development and rehabilitation programs totaling \$26.1 million, to the capital reserve of \$15 million and to MTC consultant and staff costs of \$344 thousand which results in a total operating surplus of \$143 thousand.

BAIFA has a cooperative agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) for BAIFA to manage the tolling system on SM 101 EL and SMCELJPA to reimburse the associated operating expenses to BAIFA. There will be \$8.3 million of reimbursement revenue budget with equivalent operating expenses associated in managing the express lanes. This budget is a 54% increase over the previous year budget due to full operation of the SM 101 EL in FY 2023-24.

The budget is summarized below (in thousands).

	<u>FY 2022-23</u> Amendment No. 1	<u>FY 2023-24</u> Budget
Toll Revenue		
I-680	\$11,000	\$12,453
I-880	45,000	46,653
Violation\Other		
I-680	2,075	2,100
I-880	5,075	5,470
Interest	423	3,715
SM 101	<u>5,417</u>	<u>8,327</u>
Total Revenue	\$68,989	\$78,717
Operating Expenses		
FasTrak	\$8,857	\$11,343
EL Operations	13,444	13,349
Administration	3,614	4,139
SM 101	<u>5,417</u>	<u>8,327</u>
Total Expenses	<u>\$31,332</u>	<u>\$37,158</u>
Surplus (Shortfall)	\$37,657	\$41,559
Transfers	<u>26,635</u>	<u>41,416</u>
Operating Surplus	\$11,022	\$143

Capital Programs:

Express Lanes Development Program

BAIFA has 14 projects in the capital program with a life-to-date budget of approximately \$479 million. The FY 2023-24 budget increases the program by \$31.9 million, of which \$28.5 million is needed for the Solano-80 express lane toll system conversion funded by Regional Measure 3 (RM3). Approximately \$649 thousand of staff cost budget will be added to the Means-Based Toll Discount project and \$2.8 million will fund the program advisor contract which provides technical expertise to support the implementation of the EL development program. These capital expenses are funded from the estimated EL operating surplus. A complete list of the BAIFA capital program is attached. (Attachment B).

Rehabilitation Program

The long-term maintenance and repair of the toll system for existing and upcoming express lanes are provided by BAIFA through its rehabilitation program. The total proposed change to the FY 2023-24 BAIFA Rehab Program is a \$22.6 million increase with \$9.1 million needed for both I-680 and I-880 toll system rehab and \$13.5 million required for BAIFA's share to Caltrans' State Highway Operation and Protection Program (SHOPP) pavement projects. The additional budget is funded from the estimated operating surplus. The total life-to-date budget is \$35.4 million. A complete list is attached to the budget schedule (Attachment C).

Capital and Operating Reserves:

Statute requires that "net revenue" be restricted to uses in the respective express lane corridors. However, before net revenue is determined, there is provision for eligible expenses such as debt service, reserves for future operations and maintenance, rehabilitation improvements, and further development of the network.

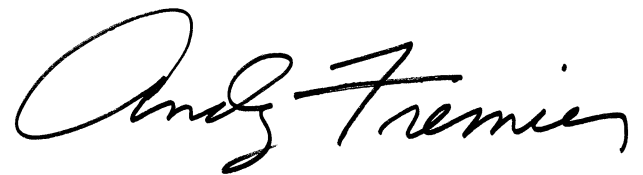
At a later meeting, staff will present to the Authority a reserve policy proposal and plans to establish reserve accounts for express lane operations and maintenance and the capital reserve.

Recommendations:

Staff recommends approval of Resolution No. 47 authorizing the BAIFA FY 2023-24 Operating and Capital Budgets.

Attachments:

- BAIFA Resolution No. 47 FY 2023-24 Operating and Capital Budgets
- BAIFA FY 2023-24 Budget PowerPoint Presentation



Andrew B. Fremier

Date: June 28, 2023
W.I.: 6840, 6861
Referred by: BAIFA

ABSTRACT

BAIFA Resolution No. 47

This resolution approves the FY 2023-24 Operating and Capital Budgets for the Bay Area Infrastructure Financing Authority (BAIFA).

Further discussion of the BAIFA Operating and Capital Budgets is contained in BAIFA's Summary Sheet dated June 28, 2023.

Date: June 28, 2023
W.I.: 6840, 6861
Referred by: BAIFA

Re: Bay Area Infrastructure Financing Authority FY 2023-24 Operating and Capital Budgets

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
RESOLUTION NO. 47

WHEREAS, the Metropolitan Transportation Commission (“MTC”) and the Bay Area Toll Authority (“BATA”) have executed a joint exercise of powers agreement dated as of August 1, 2006, as amended, which created and established the Bay Area Infrastructure Financing Authority (“BAIFA”): and

WHEREAS, BAIFA staff has prepared a budget setting forth the anticipated revenues and expenditures of BAIFA for FY 2023-24; now, therefore, be it

RESOLVED, that BAIFA’s Operating and Capital Budgets for FY 2023-24, attached hereto as Attachments A, B, and C, and incorporated herein as though set forth in full, is approved; and be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BAIFA operating and capital budgets for FY 2023-24, provided that there shall be no increase in the overall BAIFA budget without prior approval of BAIFA; and be it further

RESOLVED, that the Executive Director or designee shall submit written requests to BAIFA for approval of consultants, professional services, and expenditures authorized in the BAIFA budget for FY 2023-24; and be it further

RESOLVED, that BAIFA’s Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all contracts, projects and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered which will take place in FY 2023-24; and be it further

RESOLVED, that BAIFA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to one year operating revenue and a capital repair and replacement reserve up to the level of accumulated depreciation expense, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Chief Financial Officer is authorized to restrict use of all funds remaining after provision for expenses including those related to debt service, development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation, including the operating and capital reserves, to the respective corridor for use on corridor projects to be approved by BAIFA pursuant to California Streets and Highways Code Section 149.7; and be it further

RESOLVED, that BAIFA's Executive Director and Chief Financial Officer are authorized to utilize generally available cash as an advance for project cash flow purposes provided the advanced is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that the BAIFA staff shall furnish BAIFA with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by BAIFA.

BAY AREA INFRASTRUCTURE FINANCING
AUTHORITY



Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Infrastructure Financing Authority at a regular meeting of the Board held in San Francisco, California and at other remote locations, on June 28, 2023.

Date: June 28, 2023
W.I.: 6840, 6861
Referred by: BAIFA

Attachments A, B, and C
BAIFA Resolution No. 47

FY 2023-24 Bay Area Infrastructure Financing Authority (BAIFA)
Operating and Capital Budgets

**ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2023-24**

BAIFA Resolution No. 47
Date: June 28, 2023
W.I.: 6861, 6863, 6864

EXPRESS LANES REVENUE-EXPENSE SUMMARY

	Actuals as of 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	\$ 45,427,405	\$ 68,989,395	\$ 78,717,316	\$ 9,727,921	14.1%
Total Operating Expense	\$ 10,688,431	\$ 31,332,197	\$ 37,157,721	\$ 5,825,524	18.6%
Operating Surplus (Shortfall) before Transfer	\$ 34,738,974	\$ 37,657,198	\$ 41,559,595	\$ 3,902,397	10.4%
Transfer In/(Out)	\$ (11,464,518)	\$ (11,634,593)	\$ (26,416,715)	\$ (14,782,121)	127.1%
Capital Reserve	\$ -	\$ (15,000,000)	\$ (15,000,000)	\$ -	0.0%
Total Operating Surplus (Shortfall)	\$ 23,274,455	\$ 11,022,605	\$ 142,880	\$ (10,879,725)	-98.7%
Transfer from (to) Operating Reserve	\$ -	\$ (11,022,605)	\$ (142,880)	\$ 10,879,725	-98.7%
Beginning Balance	\$ 70,806,794	\$ 14,705,627	\$ 25,728,232		
Ending Balance	\$ 70,806,794	\$ 25,728,232	\$ 25,871,112		

**REVENUE DETAIL
BUDGET FY 2023-24**

	Actuals as of 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 37,978,208	\$ 56,000,000	\$ 59,104,200	\$ 3,104,200	5.5%
EL Toll Revenue	\$ 37,978,208	\$ 56,000,000	\$ 59,104,200	\$ 3,104,200	5.5%
Violation Revenue (subtotal)	\$ 4,985,720	\$ 7,150,000	\$ 7,570,000	\$ 420,000	5.9%
Violations Revenue	\$ 4,985,720	\$ 7,150,000	\$ 7,570,000	\$ 420,000	5.9%
SM-101 Reimbursement	\$ 863,834	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	0.0%
Interest and Other Revenue	\$ 1,599,643	\$ 422,700	\$ 3,715,991	\$ 3,293,291	779.1%
Total Operating Revenue	\$ 45,427,405	\$ 68,989,395	\$ 78,717,316	\$ 9,727,921	14.1%

**EXPENSE DETAIL
BUDGET FY 2023-24**

	Actuals as of 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 3,643,026	\$ 8,856,984	\$ 11,343,006	\$ 2,486,022	28.1%
RCSC Operations	\$ 2,796,889	\$ 5,554,984	\$ 6,223,806	\$ 668,822	12.0%
Banking/Credit Card Fees	711,137	1,872,000	2,016,000	144,000	7.7%
BATA Financial Services	135,000	270,000	270,000	-	0.0%
Collections/DMV Expenses	-	1,160,000	2,833,200	1,673,200	144.2%
Express Lanes Operations and Maintenance (Subtotal)	\$ 4,487,877	\$ 13,444,154	\$ 13,349,015	\$ (95,139)	-0.7%
Operating Center	\$ 459,503	\$ 1,181,825	\$ 1,319,006	\$ 137,181	11.6%
California Highway Patrol Enforcement	333,944	2,100,000	2,400,000	300,000	14.3%
Roadway Maintenance	296,606	3,220,000	3,220,000	-	0.0%
Caltrans Expenditure	17,019	400,000	400,000	-	0.0%
Toll System Operations & Maintenance	3,252,744	6,041,681	5,563,869	(477,812)	-7.9%
Utility Service	122,616	230,000	230,000	-	0.0%
Backhaul Operations and Maintenance	5,444	270,648	216,140	(54,508)	-20.1%
Express Lanes Operations and Maintenance Total	\$ 8,130,903	\$ 22,301,138	\$ 24,692,021	\$ 2,390,883	10.7%
Express Lanes Administration (Subtotal)	\$ 1,587,648	\$ 3,614,364	\$ 4,138,575	\$ 524,211	14.5%
Salaries and Benefits	\$ 590,666	\$ 1,666,528	\$ 1,869,760	\$ 203,232	12.2%
Professional/Consultant Service	20,000	811,757	399,865	(411,892)	-50.7%
Overhead	833,264	833,264	934,880	101,616	12.2%
Audit/Accounting	79,516	106,500	109,000	2,500	2.3%
Insurance	11,789	15,450	15,140	(310)	-2.0%
Other	52,413	180,865	809,930	629,065	347.8%

	Actuals as of 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
San Mateo 101 Tolling Operations Services	\$ 969,880	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%
Total Operating Expense	\$ 10,688,431	\$ 31,332,197	\$ 37,157,721	\$ 5,825,524	18.6%

**TRANSFER DETAIL
BUDGET FY 2023-24**

	Actuals as of 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (54,518)	\$ (224,593)	\$ (343,715)	\$ (119,121)	53.0%
Transfer (To)/From Capital & Rehab Program	\$ (11,410,000)	\$ (11,410,000)	\$ (26,073,000)	\$ (14,663,000)	128.5%
Transfer (To)/From Capital Reserve	\$ -	\$ (15,000,000)	\$ (15,000,000)	\$ -	0.0%
Transfers (To)/From Operating Reserve	\$ -	\$ (11,022,605)	\$ (142,880)	\$ 10,879,725	-98.7%
Total Transfer	\$ (11,410,000)	\$ (37,657,198)	\$ (41,559,595)	(3,902,397)	10.4%



**ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2023-24**

BAIFA Resolution No. 47
Date: 6/28/2023
W.I.: 6861

680 EXPRESS LANES REVENUE-EXPENSE

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	\$ 11,585,742	\$ 13,326,780	\$ 15,455,085	\$ 2,128,305	16.0%
Total Operating Expense	\$ 4,067,837	\$ 10,088,403	\$ 11,428,944	\$ 1,340,542	13.3%
Operating Surplus (Shortfall) before Transfer	\$ 7,517,906	\$ 3,238,377	\$ 4,026,141	\$ 787,764	24.3%
Transfer In/(Out)	\$ (277,259)	\$ (250,000)	\$ (17,548,357)	\$ (17,298,357)	6919.3%
Capital Reserve	\$ -	\$ (3,500,000)	\$ (3,500,000)	\$ -	0.0%
Total Operating Surplus (Shortfall)	\$ 7,240,647	\$ (511,623)	\$ (17,022,217)	\$ (16,510,594)	3227.1%
Transfer from (to) Reserve	\$ -	\$ 623,919	\$ 17,022,217	\$ 16,398,297	2628.3%

**REVENUE DETAIL
BUDGET FY 2023-24**

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 7,986,184	\$ 11,000,000	\$ 12,451,600	\$ 1,451,600	13.2%
CC-680 Toll Revenue	\$ 7,986,184	\$ 11,000,000	\$ 12,451,600	\$ 1,451,600	13.2%
Violation Revenue (subtotal)	\$ 2,003,523	\$ 2,075,000	\$ 2,100,000	\$ 25,000	1.2%
Violations Revenue	\$ 2,003,523	\$ 2,075,000	\$ 2,100,000	\$ 25,000	1.2%
Interest and Other Revenue	\$ 1,596,036	\$ 251,780	\$ 903,485	\$ 651,705	258.8%
Total Operating Revenue	\$ 11,585,742	\$ 13,326,780	\$ 15,455,085	\$ 2,128,305	16.0%

**EXPENSE DETAIL
BUDGET FY 2023-24**

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 1,175,235	\$ 2,640,091	\$ 3,514,180	\$ 874,089	33.1%
RCSC Operations	\$ 904,336	\$ 1,694,476	\$ 1,996,366	\$ 301,890	17.8%
Banking/Credit Card Fees	208,592	576,000	579,600	3,600	0.6%
BATA Financial Services	62,307	124,615	124,614	(1)	0.0%
Collections/DMV Expenses	-	245,000	813,600	568,600	232.1%
Express Lanes Operations and Maintenance (Subtotal)	\$ 2,111,480	\$ 5,709,260	\$ 5,868,987	\$ 159,727	2.8%
Operating Center	\$ 249,470	\$ 642,614	\$ 698,464	\$ 55,850	8.7%
California Highway Patrol Enforcement	-	700,000	900,000	200,000	28.6%
Roadway Maintenance	234,992	1,330,000	1,330,000	-	0.0%
Caltrans Expenditure	13,281	100,000	100,000	-	0.0%
Toll System Operations & Maintenance	1,572,208	2,734,778	2,665,151	(69,627)	-2.5%
Utility Service	39,054	80,000	80,000	-	0.0%
Backhaul Operations and Maintenance	2,475	121,868	95,372	(26,496)	-21.7%
Express Lanes Operations and Maintenance Total	\$ 3,286,715	\$ 8,349,351	\$ 9,383,167	\$ 1,033,816	12.4%

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Express Lanes Administration (Subtotal)	\$ 781,122	\$ 1,739,051	\$ 2,045,777	\$ 306,726	17.6%
Salaries and Benefits	\$ 296,392	\$ 814,589	\$ 968,067	\$ 153,477	18.8%
Professional/Consultant Service	10,000	382,546	184,553	(197,993)	-51.8%
Overhead	407,295	407,295	484,033	76,739	18.8%
Audit/Accounting	36,700	49,000	50,100	1,100	2.2%
Insurance	11,789	6,760	6,988	228	3.4%
Other	18,946	78,861	352,036	273,175	346.4%
Total Operating Expense	\$ 4,067,837	\$ 10,088,403	\$ 11,428,944	\$ 1,340,542	13.3%

**TRANSFER DETAIL
BUDGET FY 2023-24**

	Actual 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Inc./.(Dec.)	Change % Inc./.(Dec.)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (27,259)	\$ (112,297)	\$ (171,857)	\$ (59,561)	53.0%
Transfer (To)/From Capital & Rehab Program	\$ (250,000)	\$ (250,000)	\$ (17,376,500)	\$ (17,126,500)	6850.6%
Transfer (To)/From Capital Reserve	\$ -	\$ (3,500,000)	\$ (3,500,000)	\$ -	0.0%
Transfer (To)/From Operating Reserve	\$ -	\$ 623,919	\$ 17,022,217	\$ 16,398,297	2628.3%
Total Transfer	\$ (277,259)	\$ (3,238,377)	\$ (4,026,141)	\$ (787,764)	24.3%

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2023-24

BAIFA Resolution No. 47
Date: 6/28/2023
W.I.: 6864

880 EXPRESS LANES REVENUE-EXPENSE

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	\$ 32,977,828	\$ 50,245,920	\$ 54,935,106	\$ 4,689,186	9.3%
Total Operating Expense	\$ 5,650,714	\$ 15,827,099	\$ 17,401,653	\$ 1,574,554	9.9%
Operating Surplus (Shortfall) before Transfer	\$ 27,327,114	\$ 34,418,821	\$ 37,533,453	\$ 3,114,632	9.0%
Transfer In/(Out)	\$ (11,187,259)	\$ (11,272,297)	\$ (8,868,357)	\$ 2,403,939	-21.3%
Capital Reserve	\$ -	\$ (11,500,000)	\$ (11,500,000)	\$ -	0.0%
Total Operating Surplus (Shortfall)	\$ 16,139,855	\$ 11,646,524	\$ 17,165,096	\$ 5,518,572	47.4%
Transfer from (to) Reserve	\$ -	\$ (11,646,524)	\$ (17,165,097)	\$ (5,518,573)	47.4%

REVENUE DETAIL
BUDGET FY 2023-24

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
General Toll Revenue (subtotal)	\$ 29,992,024	\$ 45,000,000	\$ 46,652,600	\$ 1,652,600	3.7%
AL-880 Toll Revenue	\$ 29,992,024	\$ 45,000,000	\$ 46,652,600	\$ 1,652,600	3.7%
Violation Revenue (subtotal)	\$ 2,982,197	\$ 5,075,000	\$ 5,470,000	\$ 395,000	7.8%
Violations Revenue	\$ 2,982,197	\$ 5,075,000	\$ 5,470,000	\$ 395,000	7.8%
Interest and Other Revenue	\$ 3,607	\$ 170,920	\$ 2,812,506	\$ 2,641,586	1545.5%
Total Operating Revenue	\$ 32,977,828	\$ 50,245,920	\$ 54,935,106	\$ 4,689,186	9.3%

EXPENSE DETAIL
BUDGET FY 2023-24

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
FasTrak Operations and Maintenance (Subtotal)	\$ 2,467,791	\$ 6,216,893	\$ 7,828,826	\$ 1,611,933	25.9%
RCSC Operations	\$ 1,892,553	\$ 3,860,508	\$ 4,227,440	\$ 366,932	9.5%
Banking/Credit Card Fees	502,545	1,296,000	1,436,400	140,400	10.8%
BATA Financial Services	72,693	145,385	145,386	1	0.0%
Collections/DMV Expenses	-	915,000	2,019,600	1,104,600	120.7%
Express Lanes Operations and Maintenance (Subtotal)	\$ 2,376,397	\$ 7,734,894	\$ 7,480,028	\$ (254,866)	-3.3%
Operating Center	\$ 210,033	\$ 539,210	\$ 620,542	\$ 81,332	15.1%
California Highway Patrol Enforcement	333,944	1,400,000	1,500,000	100,000	7.1%
Roadway Maintenance	61,614	1,890,000	1,890,000	-	0.0%
Caltrans Expenditure	3,738	300,000	300,000	-	0.0%
Toll System Operations & Maintenance	1,680,536	3,306,904	2,898,718	(408,186)	-12.3%
Utility Service	83,562	150,000	150,000	-	0.0%
Backhaul Operations and Maintenance	2,970	148,780	120,768	(28,012)	-18.8%
Express Lanes Operations and Maintenance Total	\$ 4,844,188	\$ 13,951,787	\$ 15,308,854	\$ 1,357,067	9.7%

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Express Lanes Administration (Subtotal)	\$ 806,526	\$ 1,875,313	\$ 2,092,798	\$ 217,485	11.6%
Salaries and Benefits	\$ 294,274	\$ 851,939	\$ 901,693	\$ 49,755	5.8%
Professional/Consultant Service	10,000	429,211	215,312	(213,899)	-49.8%
Overhead	425,969	425,969	450,847	24,877	5.8%
Audit/Accounting	42,816	57,500	58,900	1,400	2.4%
Insurance	-	8,690	8,152	(538)	-6.2%
Other	33,467	102,004	457,894	355,890	348.9%
Total Operating Expense	\$ 5,650,714	\$ 15,827,099	\$ 17,401,652	\$ 1,574,553	9.9%

**TRANSFER DETAIL
BUDGET FY 2023-24**

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer (To)/From					
Transfer (To)/From MTC	\$ (27,259)	\$ (112,297)	\$ (171,857)	\$ (59,561)	53.0%
Transfer (To)/From Capital & Rehab Program	\$ (11,160,000)	\$ (11,160,000)	\$ (8,696,500)	\$ 2,463,500	-22.1%
Transfer (To)/From Capital Reserve	\$ -	\$ (11,500,000)	\$ (11,500,000)	\$ -	0.0%
Transfer (To)/From Operating Reserve	\$ -	\$ (11,646,524)	\$ (17,165,097)	\$ (5,518,573)	47.4%
Total Transfer	\$ (11,187,259)	\$ (34,418,821)	\$ (37,533,454)	\$ (3,114,633)	9.0%



**ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
OPERATING BUDGET FY 2023-24**

BAIFA Resolution No. 47
Date: 6/28/2023
W.I.: 6863

SM101 OPERATING REVENUE-EXPENSE SUMMARY

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	\$ 863,834	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%
Total Operating Expense	\$ 969,880	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%
Operating Surplus (Shortfall) before Transfer	\$ (106,046)	\$ -	\$ -	\$ -	0.0%

**REVENUE DETAIL
BUDGET FY 2023-24**

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
General Revenue (subtotal)	\$ 863,834	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%
SM-101 Reimbursement	\$ 863,834	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%
Interest Revenue	\$ -	\$ -	\$ -	\$ -	0.0%
Total Operating Revenue	\$ 863,834	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%

EXPENSE DETAIL

	Actuals 2/28/2023	Amendment No. 1 FY 2022-23	Approved FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
Express Lanes Operations and Maintenance (Subtotal)	\$ 683,460	\$ 4,478,885	\$ 6,900,852	\$ 2,421,967	54.1%
Express Lane Operations Center	\$ 73,055	\$ 325,187	\$ 566,582	\$ 241,395	74.2%
Roadway Maintenance	14,161	1,930,000	2,730,000	800,000	41.5%
Toll System Operations & Maintenance	596,244	2,060,641	3,431,552	1,370,911	66.5%
Backhaul Operations and Maintenance	-	163,057	172,718	9,661	5.9%
Express Lanes Operations and Maintenance Total	\$ 683,460	\$ 4,478,885	\$ 6,900,852	\$ 2,421,967	54.1%
Express Lanes Administration (Subtotal)	\$ 286,420	\$ 937,810	\$ 1,426,273	\$ 488,463	52.1%
Salaries and Benefits	\$ 114,886	\$ 343,067	\$ 349,700	6,633	1.9%
Professional/Consultant Service	-	323,209	501,722	178,513	55.2%
Overhead	171,534	171,534	174,850	3,317	1.9%
Other	-	100,000	400,000	300,000	300.0%
Total Operating Expense	\$ 969,880	\$ 5,416,695	\$ 8,327,125	\$ 2,910,430	53.7%

Attachment B
Bay Area Infrastructure Financing Authority
Express Lanes (EL) LTD Capital Budget ⁽ⁱ⁾

Project Title	Total EL Budget Thru FY2022-23	Approved FY 2023-24 Budget	Life to Date Project Budget	LTD BATA EL Budget ⁽ⁱⁱⁱ⁾	LTD BAIFA EL Budget
BAIFA Express Lanes					
Program Costs: Planning, Coordination & Management	\$ 27,347,214	\$ 2,800,000	\$ 30,147,214	\$ 20,254,980	\$ 9,892,234
Centralized Toll System	31,659,778	-	31,659,778	20,980,474	10,679,304
CC-680 Southern Segment Conversion	53,398,590	-	53,398,590	52,420,459	978,131
Capitalized Start-up O&M	15,539,321	-	15,539,321	4,852,589	10,686,732
ALA-880 Conversion ⁽ⁱⁱ⁾	136,798,000	-	136,798,000	104,122,301	32,675,699
CC-680 Northern Segment - Southbound Conversion	53,623,000	-	53,623,000	16,955,242	36,667,758
Program Contingency	2,249,954	-	2,249,954	-	2,249,954
SOL-80 Express Lane Conversion	21,467,786	-	21,467,786	11,634,064	9,833,722
84/Dumbarton Bridge	323,140	-	323,140	323,140	-
92/San Mateo Bridge	369,303	-	369,303	369,303	-
EL Means-Based Toll Discount	4,160,000	649,000	4,809,000	-	4,809,000
CC-680 Southbound Gap to I-580	2,325,034	-	2,325,034	-	2,325,034
SOL-80 Toll System Conversion ^{iv}	2,822,000	28,454,000	31,276,000	-	31,276,000
BAIFA Express Lanes Total	\$ 352,083,120	\$ 31,903,000	\$ 383,986,120	\$ 231,912,552	\$ 152,073,568
Other Express Lanes					
San Mateo 101	\$ 95,000,000	\$ -	\$ 95,000,000	\$ -	\$ 95,000,000
Total Express Lanes Capital Budget	\$ 447,083,120	\$ 31,903,000	\$ 478,986,120	\$ 231,912,552	\$ 247,073,568

i - BAIFA Express Lanes Capital Budget is funded by BATA unless it is noted separately

ii - FY2018-19, SAFE transfer in \$3,000,000

iii - BATA transferred the remaining budget balance and fixed asset to BAIFA in FY2019-20

iv - FY 23-24 Budget is funded by RM3

Attachment C
Bay Area Infrastructure Financing Authority
Express Lanes (EL) LTD Rehabilitation Budget

Project Title	FY 2022-23 Budget As Amended	Approved FY 2023-24	LTD Budget Thru FY 2023-24
BAIFA Express Lanes Rehab Capital Program			
680 - Toll System	\$ 500,000	\$ 904,000	\$ 1,404,000
880 - Toll System	520,000	200,000	720,000
680 - Backhaul	1,960,000	-	1,960,000
Centralized - Contingency	100,000	2,295,000	2,395,000
880 - Civil II	9,700,000	1,300,000	11,000,000
680 - Civil II	-	9,925,000	9,925,000
Centralized - Toll System Host	-	8,000,000	8,000,000
BAIFA Express Lanes Total	\$ 12,780,000	\$ 22,624,000	\$ 35,404,000

BAY AREA HOUSING FINANCE AUTHORITY (BAHFA) BUDGET

Bay Area Housing Finance Authority BAHFA

June 28, 2023

Agenda Item 3b - 23-0850

Bay Area Housing Finance Authority (BAHFA)

Resolution No. 29 Fiscal Year (FY) 2023-24 Operating Budget

Subject:

Adoption of BAHFA Resolution No. 29 approving the BAHFA FY 2023-2024 Operating Budget.

On May 24, 2023, staff presented the draft FY 2023-24 Operating Budget to the Authority. The budget proposed for adoption and described below incorporates an anticipated grant for \$2.5 million to support development and launch of the full-function Bay Area regional Doorway Housing Portal to help housing seekers across nine jurisdictions in the Bay Area find housing. The proposed budget reflects a corresponding increase in the Pilot Operational Costs of \$2.5 million.

Background:

The Bay Area Housing Finance Authority (BAHFA) was established in October 2019 to provide a regional financing mechanism for affordable housing production, preservation, and tenant protections in the San Francisco Bay area region, including charter cities. In April 2022, the Metropolitan Transportation Commission (MTC) transferred a \$20 million grant from the State of California to BAHFA to fund ongoing operations.

The FY 2022-23 BAHFA Operating Budget approved by the Authority board reflected a multi-year program budget which included the entire \$20 million of grant funding. In contrast, the FY 2023-24 reflects an annual program operating budget with remaining funding to be included in future fiscal year budgets.

On March 22, 2023, the BAHFA Board approved a fund transfer from the MTC for \$43 million in Regional Early Action Planning (REAP) 2.0 grant funding (MTC Resolution No. 4565), which included the approval of two new pilot projects: the Housing Preservation Pilot and the Priority Sites Pilot.

On May 24, 2023, MTC adopted Resolution No. 4578, approving a proposal to repurpose \$5 Million in Transit Oriented Affordable Housing funds (TOAH Exchange Fund) for a new Rental Assistance pilot project.

The Bay Area Housing Finance Authority Leadership Fund was established in 2022 to support the mission of BAHFA. The proposed FY 2023-24 budget includes an anticipated \$2.5 million

grant to the BAHFA Leadership Fund that will be transferred to BAHFA to support development of the regional Doorway Housing Portal.

BAHFA’s expenditure program remains unchanged, deploying its grant funds to implement BAHFA’s mission: providing programs, resources, and technical assistance throughout the Bay Area that protect current residents from displacement; preserve existing affordable housing; and produce new housing at all income levels, especially affordable housing.

The proposed FY 2023-24 operating budget includes a total of \$58,962,065 in revenue, as described in the table below:

Revenue	Draft FY 2023-24 Budget
State of California Housing Community Development	\$8,268,739
Transit-Oriented Affordable Housing (TOAH) Exchange Fund	5,000,000
MTC Transfer: Regional Early Action Planning (REAP) 2.0	43,000,000
Transfer from BAHFA Leadership Fund	2,500,000
Interest Income	193,326
Total Revenue	\$58,962,065

The proposed FY 2023-24 draft budget includes \$58,768,739 in expenses. While BAHFA’s budget programs the full \$48 million being transferred from MTC, actual expenditures may occur over several fiscal years as the different pilot programs are implemented. A summary of the FY 2023-24 budget is provided below:

DRAFT FY 2023-24 EXPENSES	
Staff Salaries	\$1,358,488
Staff Benefits	577,358
Overhead	967,923
Pilot Operational Costs	6,500,000
Housing Preservation Pilot	15,000,000
Priority Sites Pilot	27,683,569
Rental Assistance Program	5,000,000
Polling	150,000
Legal	900,000
Business Plan	500,000
Audit/Accounting/Other	34,950
Travel/Training/Public Hearings	29,250
Board Stipends	67,200
Total Expenses	\$58,768,739

BAHFA Pilot Programs: Project Cost Estimates

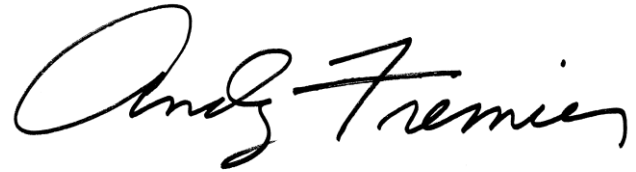
- 1) Doorway: Total BAHFA staff time + additional grant resources: approximately \$7,150,000. This pilot program involves significant costs for development of the database and customer relationship management systems, as well as multi-jurisdictional coordination, planning and program integration.
- 2) Preservation: Total BAHFA staff time + additional grant resources: approximately \$3,910,000. Staff have also secured a Breakthrough Grant from the Partnership for the Bay's Future, which enables a two-year Preservation Fellow to assist the Preservation Principal. The approximate value of this fellowship is \$500,000, bringing total Preservation resources to approximately \$4.4 million.
- 3) Pipeline: Total BAHFA staff time + additional grant resources: approximately \$765,000. The Pipeline creation will provide a comprehensive summary of the Bay Area's pending and in-construction affordable developments to facilitate data-driven resource coordination.
- 4) Anti-Displacement: Total BAHFA staff time + additional grant resources: approximately \$2,225,000. Through this pilot, BAHFA staff seek to create an action plan for long-term anti-displacement work that is specifically focused on protecting households' existing residencies. It will be implemented in conjunction with the Preservation Pilot but will highlight tenant protections rather than acquisitions and rehabilitation work.
- 5) Homelessness Prevention Pilot: Total BAHFA staff time + additional grant resources: approximately \$2,225,000. In conjunction with the Anti-Displacement Pilot, this pilot will focus on long-term collaborative, region-wide actions BAHFA can lead with key stakeholders to better protect Bay Area residents from many of the events that lead to homelessness.
- 6) Housing Preservation Pilot: \$15 Million of the transferred \$43 Million Grant will be used to provide financing to nonprofit developers and community land trusts for acquisition and rehabilitation of occupied properties to establish long-term affordability, with the goal of stabilizing at least 60 households.
- 7) Priority Sites Pilot: \$28 Million of the transferred \$43 Million Grant will be used to accelerate regionally significant affordable or mixed-income housing projects that leverage public land or the redevelopment of aging malls/office parks – two of the most impactful Housing Strategies in Plan Bay Area 2050. In addition to establishing a pipeline of locally-prioritized, regionally significant sites in transit-rich areas, the program would deliver predevelopment funding directly to projects that advance multiple regional goals (affordability, climate, equity, etc.) and demonstrate success factors such as local support, a clear path to entitlements, and a realistic financing plan. The program could also explore alignment with other state and regional funding sources to expedite project delivery and effectively leverage other sources of capital.
- 8) Rental Assistance Pilot: Utilizes \$5 Million Transit Oriented Affordable Housing exchange funding in order to create longer term rental assistance to help decrease the current homeless population.

Recommendations:

Staff recommends approval of Resolution No. 029 authorizing the BAHFA FY 2023-24 Operating Budget.

Attachments:

- Attachment A: BAHFA Resolution No. 029 FY 2023-24 Operating Budget
- Attachment B: Presentation



Andrew B. Fremier

Date: June 28, 2023
Referred By: BAHFA

ABSTRACT
Resolution No. 029

This resolution approves BAHFA's Fiscal Year (FY) 2023-24 Operating Budget.

Further discussion of this subject is contained in the Summary Sheet dated June 28, 2023 for the Bay Area Housing Finance Authority.

Date: June 28, 2023
Referred By: BAHFA

RE: Approval of BAHFA FY 2023-24 Operating Budget

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 0029

WHEREAS, California Assembly Bill 1487 (Chiu, 2019) created BAHFA as the state's first regional housing finance authority; and

WHEREAS, BAHFA's mandate is to create new financing tools, policy initiatives and collaborative partnerships across the nine-county Bay Area to promote housing affordability and address the region's housing crisis; and

WHEREAS, the State of California, through its Budget Act of 2021 (Assembly Bill 128; SEC. 273), provided \$20 million to the Metropolitan Transportation Commission to enable the development of BAHFA's programming and to hire BAHFA staff; and

WHEREAS, MTC is in receipt of those funds and seeks to deploy them in pursuit of BAHFA's mission to provide programs, resources and technical assistance throughout the Bay Area that achieve the "3 Ps": 1) protection of current residents from displacement; 2) preservation of existing affordable housing; and 3) production of new housing at all income levels, especially affordable housing; and

WHEREAS, MTC and ABAG staff have developed a FY 2023-24 budget, as presented to the Authority on June 28, 2023 and memorialized in the accompanying Summary Sheet, that includes the launch of five 3P pilot programs; hiring of 6 term-limited, full-time staff; expansion of a previously approved, competitively procured business consulting contract to enable additional research and development; and funding of other expenses that will enable BAHFA to promote and secure significant future funding and fully operationalize its goals for the benefit of the Bay Area;

NOW, THEREFORE, BE IT RESOLVED, that the Bay Area Housing Finance Authority hereby adopts its FY 2023-24 operating budget, attached hereto as Attachment A; and be it further

RESOLVED, that this resolution shall be effective upon adoption.

BAY AREA HOUSING FINANCE AUTHORITY

A handwritten signature in black ink, consisting of the letters 'AP' followed by a long horizontal stroke extending to the right.

Alfredo Pedroza, Chair

The above resolution was entered into by the Bay Area Housing Finance Authority at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.

Date: June 28, 2023
Referred By: BAHFA

Attachment
Resolution No. 029

ATTACHMENT

BAY AREA HOUSING FINANCE AUTHORITY FY 2023-2024 Budget

**BAY AREA HOUSING FINANCE AUTHORITY (BAHFA)
FY 2023-24 OPERATING BUDGET**

BAHFA Resolution No. 29
Date: 06/28/2023
W.I.: 1620

REVENUE-EXPENSE SUMMARY

	Actuals as of 02/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	\$ 145,507	\$ 18,328,710	\$ 58,962,065	\$ 40,633,355	221.7%
Total Operating Expense	\$ 1,334,049	\$ 18,328,710	\$ 58,768,739	40,440,029	207.0%
Total Operating Surplus/(Deficit)	\$ (1,188,542)	\$ -	\$ 193,326	193,326	0.0%
Transfer From/(To) Reserves	\$ -	\$ -	\$ 193,326	\$ 193,326	0.0%

REVENUE DETAIL

	Actuals as of 02/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
State of California Housing Community Development	\$ -	\$ 18,328,710	\$ 8,268,739	\$ (10,059,971)	-54.9%
Transit-Oriented Affordable Housing (TOAH) Exchange Fund	-	-	5,000,000	5,000,000	N/A
MTC Transfer: Regional Early Action Planning (REAP) 2.0	-	-	43,000,000	43,000,000	N/A
BAHFA Leadership Fund Transfer	-	-	2,500,000	2,500,000	N/A
Interest and Other Revenue	\$ 145,507	\$ -	\$ 193,326	193,326	N/A
Total Operating Revenue	\$ 145,507	\$ 18,328,710	\$ 58,962,065	\$ 40,633,355	221.7%

EXPENSE DETAIL

	Actuals as of 02/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Expense					
Salaries and Benefits	\$ 835,187	\$ 6,169,786	\$ 1,935,846	\$ (4,233,940)	-68.6%
Overhead	406,318	3,106,264	967,923	(2,138,341)	-68.8%
Pilot Operational Costs	20,000	4,500,110	6,500,000	1,999,890	44.4%
Regional Early Action Planning (REAP) 2.0 Preservation Loans	-	-	15,000,000	15,000,000	0.0%
Regional Early Action Planning (REAP) 2.0 Priority Sites	-	-	-	-	-
Predevelopment Loans	-	-	27,683,569	27,683,569	0.0%
Rental Assistance Program	-	-	5,000,000	5,000,000	0.0%
Housing Measure Polling	-	-	150,000	150,000	0.0%
Ballot Measure Costs	-	3,000,000	-	(3,000,000)	-100.0%
Legal	44,123	1,000,000	900,000	(100,000)	-10.0%
Business Plan	-	500,000	500,000	-	0.0%
Audit/Accounting/Other	25,662	33,650	34,950	1,300	3.9%
Conference/Training Fees	750	-	14,000	14,000	0.0%
Travel Expense	8	-	250	250	0.0%
Public Hearings	-	-	15,000	15,000	0.0%
Board/Commission Member Stipend	2,000	18,900	67,200	48,300	255.6%
Total Operating Expense	\$ 1,334,049	\$ 18,328,710	\$ 58,768,739	\$ 40,440,029	220.6%

TRANSFER DETAIL

	Actuals as of 02/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out)					
Transfer In/(Out) MTC	\$ -	\$ -	\$ 48,000,000	\$ 48,000,000	N/A
Transfer In/(Out) BAHFA Leadership Fund	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	N/A
Total Transfers	\$ -	\$ -	\$ 50,500,000	\$ 50,500,000	N/A

BAHFA ADMINISTRATION GRANT SUMMARY

Grant Number	Fund Source No.	Grant Name	Grant Award	Actuals as of 02/28/2023	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Date
21-GFD-012	2409	California Housing Community Development (HCD)	\$ 20,000,000	\$ 1,334,049	\$ 2,587,339	\$ 5,584,950	\$ 10,493,663	N/A
XXXX	TOAHEX	Transit-Oriented Affordable Housing (TOAH) Exchange Fund	5,000,000	-	-	5,000,000	-	N/A
XXXX	RP20	California Housing Community Development (HCD) - Regional Early Action Planning (REAP) 2.0	43,000,000	-	316,431	42,683,569	-	06/30/2027
XXXX		BAHFA Leadership Fund Transfer	2,500,000	-	-	2,500,000	-	N/A
		Total	\$ 70,500,000	\$ 1,334,049	\$ 2,903,770	\$ 55,768,519	\$ 10,493,663	

BAHFA CONTRACTUAL SERVICES SUMMARY

Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Approved	FY 2023-24 Approved	Change \$ Increase/(Decrease)
Contractual Services				
Pilot Operational Costs	\$ 20,000	\$ 4,500,110	\$ 6,500,000	\$ 1,999,890
Regional Early Action Planning (REAP) 2.0 Preservation Loans	-	-	15,000,000	15,000,000
Regional Early Action Planning (REAP) 2.0 Priority Sites Predevelopment Loans	-	-	27,683,569	27,683,569
Rental Assistance Program	-	-	5,000,000	5,000,000
Housing Measure Polling	-	-	150,000	150,000
Ballot Measure Costs	-	3,000,000	-	(3,000,000)
Legal	44,123	1,000,000	900,000	(100,000)
Business Plan	-	500,000	500,000	-
Audit/Accounting/Other	25,970	33,650	34,950	1,300
Total Contractual Services	\$ 90,093	\$ 9,033,760	\$ 55,768,519	\$ 46,734,759

ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG) BUDGET

Association of Bay Area Governments

General Assembly

June 16, 2023

Agenda Item 7.a.

Proposed FY 2023-24 Operating Budget and Work Program

Subject

Adoption of Resolution No. 11-2023 authorizing the Proposed Fiscal Year (FY) 2023-24 Association of Bay Area Governments (ABAG) Operating Budget and Work Program

Background:

According to Article XI.B of the Association of Bay Area Governments (ABAG) Bylaws, at least 45 days prior to the annual meeting of the General Assembly, the Executive Director submits to the Executive Board a proposed budget and work program, including annual membership fee and assessment schedules, summary of revenue and expense, actual and projected, for the current and next fiscal years.

The Executive Board reviews the proposed budget and work program, amending as necessary, and submits them to the General Assembly for review and adoption. The Executive Board monitors the execution of the budget and work program, and the Executive Director manages all expenses, subject to the control of the Executive Board.

At its meeting on April 20, 2023, the Executive Director presented the ABAG Finance Committee with the proposed Budget and Work Program for Fiscal Year 2023-24. Staff requested that the Finance Committee recommend Executive Board approval of ABAG Resolution No. 11-2023 authorizing the ABAG Agency Budget for FY 2023-24, including submission to the ABAG General Assembly for final approval. The Executive Board recommended General Assembly adoption of ABAG Resolution No. 11-2023.

The proposed ABAG Work Program for FY 2023-24 includes a summary description of all the programs and projects conducted by ABAG, including highlights of work completed in FY 2022-23 and plans for FY 2023-24. The proposed ABAG Budget for FY 2023-24 includes allocation of revenue and expenses for all ABAG operating funds. The operating funds include, ABAG Administration, ABAG Bay Area Regional Energy Network (BayREN), ABAG San Francisco Estuary Partnership (SFEP) and the San Francisco Bay Trail. The proposed Agency Budgets for FY 2023-24 are balanced as required.

The FY 2023-24 ABAG Finance Authority for Nonprofit Corporations (FAN) and ABAG POWER Publicly Owned Energy Resources (POWER) operating budgets will be presented separately to their respective governing boards.

The ABAG revenue budget is \$68.7 million, which is an overall projected increase of \$23.6 million compared to FY 2022-23. Summarized revenue details include:

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Proposed FY 2023-24 Operating Budget and Work Program

	FY 2022-23 (millions)	FY 2023-24 (millions)
Revenue		
Administration	\$ 3.6	\$ 3.3
BayREN-Energy	26.4	36.6
SFEP	14.8	28.3
Bay Trail Non-Profit	0.3	0.5
Total	\$ 45.1	\$ 68.7

The increase is primarily due to grant funding from the California Public Utilities Commission (CPUC) and the United States Environmental Protection Agency (EPA). In FY 2023-24, BayREN will fund ongoing programs and a new Refrigerant Replacement incentive program. Through the EPA grant, SFEP will fund ongoing boater education, pollution prevention programs, partnerships with coastal cities and wastewater treatment plants focused on resiliency. SFEP also received additional funding from the Water Quality Improvement Fund to advance wetland restoration, water quality improvement and green urban development projects.

There are several revenue highlights to the ABAG budget, including:

- The budget includes dues increase of 10%. While this increase is significant, member dues are still insufficient to fully cover ongoing expenses, including amortization of unfunded pension obligations
- No transfers are budgeted from other funds to balance the various budgets
- Retiree healthcare costs of \$480,000 fully reimbursed from a draw on 115 Trust
- ABAG grant funded programs exceed \$100 million in life-to-date funding
- Nearly 95% of all grant funding goes directly to regional projects
- The \$24 million Regional Early Action Planning (REAP) grant awarded in FY 2019-20 will be fully expended in FY 2023-24

ABAG will still face issues with increasing costs, particularly pension obligations, which will have to be addressed as we work to improve long-term financial stability.

ABAG Administration

The recommended ABAG Administration Budget for FY 2023-24 is \$3.3 million. The proposed budget is balanced. The principal source of revenue is membership dues which will increase to \$2.9 million, up 10% from FY 2022-23. The detailed membership dues schedule is attached (see Attachment B).

ABAG Administration covers all administrative expenses and operating programs, including pension and Other Post-Employment Benefits (OPEB) expenses. While the ABAG BayREN and SFEP programs are grant funded and relatively self-funded, ABAG Administration is dependent on membership dues.

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Proposed FY 2023-24 Operating Budget and Work Program

Unfortunately, even with the proposed increase in membership dues, these levels are unlikely to cover ongoing operating expenses given anticipated increases in unfunded pension amortization costs:

ABAG Administration	FY 2022-23 Approved	FY 2023-24 Proposed	Difference \$
	(Thousands \$)	(Thousands \$)	(Thousands \$)
Revenues & Transfers			
Membership Dues	\$2,592	\$2,851	\$259
Other	587	484	(103)
Transfers	373	-	(373)
Total Revenues & Transfers In	\$3,552	\$3,335	(\$217)
Expenses & Transfers			
Pension	\$1,744	\$1,135	(\$609)
OPEB	587	480	(107)
375 Beale Assessment	98	222	124
BARC (transfer out)	185	188	3
Other	904	1,258	354
Total Expenses & Transfers Out	\$3,518	\$3,283	(\$235)
Operating Surplus/(Deficit)	\$34	\$52	\$18

Revenue exceeds the operating obligations by \$52,000.

There are several expense highlights to the ABAG budget, including:

- The pension payment for amortizing the Unfunded Accrued Liability (UAL) decreases by \$609,000 due to the CalPERS approach to amortizing portfolio gains and losses. Based on recent CalPERS performance and the roll-off of previous gains, we anticipate an increase in the required funding against the unfunded accrued liability. Funding of FY 2023-24 pension obligations requires approximately 40% of all membership dues

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Proposed FY 2023-24 Operating Budget and Work Program

- ABAG receives full reimbursement from the California Employers' Retiree Benefit Trust (CERBT) for retiree medical expenses. Therefore, the \$480,000 of retiree health care costs will be covered by a withdrawal from the trust
- ABAG's 375 Beale Assessment increased due to an increase in common area expenses, which include security, janitorial, and shared meeting spaces throughout the headquarter office

While the FY 2023-24 proposed budget is balanced, the long-term implications of the funding shortfall is cause for concern. As costs increase and the primary source of revenue is membership dues, the potential for deficits in the future is likely. ABAG workshops were conducted in October 2022 and March 2023 to discuss the financial challenges and alternatives that might improve short and long-range financial planning which include the following:

- Annual assessment of membership dues in consideration of funding ongoing expenses, pension obligations, and establishing an operating and legal reserve
- Establishing a 115 trust for pension obligations
- Possible sale of interest in 375 Beale, which partially funds outstanding pension obligations and efforts towards building a reserve
- Establishing an operational and legal reserve
- Stabilize and maximize financial position
- Pursue other new revenue sources

When new programs are developed that include new funding sources, such as new grants tied to the enhanced housing initiative, we should consider supplementing the administrative revenue base.

Grant Administration

The administrative fund has nearly \$27 million in active grants. The grants include (in thousands):

	Grant Award	Balance
Regional Early Action Planning (REAP)	\$24,000	\$0
Coastal Conservancy	3,000	100
Total	\$27,000	\$100

The REAP and Coastal Conservancy grants allocate funding to the Metropolitan Transportation Commission (MTC) for staffing costs, pursuant to the Contract for Services executed in July 2017. The grants will be fully expended in FY 2023-24.

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Proposed FY 2023-24 Operating Budget and Work Program

Bay Area Regional Energy Network (BayREN)

The Bay Area Regional Energy Network (BayREN) facilitates energy efficiency projects to residents and communities throughout the San Francisco Bay Area Region. BayREN is primarily a grant funded program with major funding through the California Public Utilities Commission (CPUC).

The recommended FY 2023-24 BayREN budget is \$36.6 million.

The proposed budget is balanced and highlights include:

- Increased funding from the CPUC will provide revenue for ongoing and new activities and projects
- Staffing and overhead costs are approximately 5% of total revenue
- Staffing costs include a proposed 4.5% cost of living adjustment
- Direct incentives are approximately 43% of revenue
- Consultant and professional fees are 51% of revenue

San Francisco Estuary Partnership (SFEP)

The San Francisco Estuary Partnership (SFEP) was created as part of a national program to protect, enhance, and restore the San Francisco Estuary. SFEP is funded through a series of grants, primarily through the California Department of Water Resources (DWR).

The proposed budget for FY 2023-24 is \$28.4 million and balanced as presented. The budget is an increase of \$13.6 million from the FY 2022-23 primarily due to increased grant funded project activity. A complete listing of awarded grants is attached and summarized below (in thousands):

	Awarded	Additional FY 2024	Balance
EPA	\$ 11,567	\$ 6,089	\$ 3,452
DWR	49,219	0	11,466
Other	\$ 4,204	\$ 701	\$ 1,647

The estimated grant balance outstanding through FY 2023-24 and beyond is in excess of \$16 million.

The SFEP program highlights include (in thousands):

- \$20,000 for passthrough project funding
- \$3,000 for staffing and overhead (this is transferred to MTC)

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Proposed FY 2023-24 Operating Budget and Work Program

Overall, SFEP will commit approximately 90% of program funding directly to project expenses. While the budget is balanced as presented, the program still requires a slight transfer from MTC to meet overhead costs not included in previous grants. We expect this subsidy to phase out as the grants are spent down and completed.

Since the April 20, 2023 Executive Board meeting, the grant and consultant budget for FY 2023-24 increased by \$3.3 million. This reflects ongoing multi-year project expenditures.

San Francisco Bay Trail Non-Profit

The San Francisco Bay Trail is a non-profit corporation that receives grants and donations as part of a larger Bay Trail program. The total budget will be \$240,000, which will be funded by a combination of donations and other revenue.

Resolution No. 11-2023

Staff is requesting approval of ABAG Resolution No. 11-2023 authorizing the Proposed FY 2023-24 ABAG Operating Budget and Work Program and all affiliated funds and entities. Resolution No. 11-2023 includes authorization to administer the budget following approval by the General Assembly. The authorization includes:

- Authorization to carryover and re-budget all grants properly approved and budgeted in previous budgets.
- Authorization to carryover and re-budget all contracts and expenses properly approved and budgeted in previous budgets.
- Authorization for the Executive Board to approve all contracts and expenses incorporated in the adopted FY 2023-24 budget.
- Authorization for the Executive Board to amend the adopted budget for any new and additional revenue sources, including appropriate additional expenses.
- Authorization for the Executive Director to approve all contracts \$200,000 and below, provided the funds are available and included in the adopted budget.
- Authorization for the Chief Financial Officer to correct any obvious errors in the drafting, presentation, and publishing of the adopted budget.

At its April 20, 2023 meeting, the Executive Board referred Resolution No. 11-2023 for the FY 2023-24 Operating Budget to the ABAG General Assembly for adoption.

After the April 2023 Executive Board meeting, staff made updates to the SFEP grant and consultant budget line items to better reflect timing of expenditures for several multi-year projects.

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June 16, 2023

Agenda Item 7.a.

Proposed FY 2023-24 Operating Budget and Work Program

Recommended Action:

The ABAG General Assembly is requested to adopt ABAG Resolution No. 11-2023 approving the Proposed Fiscal Year 2023-24 Association of Bay Area Governments Operating Budget and Work Program.

Attachments:

- A. Proposed FY 2023-24 Operating Budget
- B. Proposed FY 2023-24 Membership Dues
- C. Resolution No. 11-2023
- D. Proposed FY 2023-24 Budget and Work Program
- E. Presentation: Proposed FY 2023-24 ABAG Operating Budget

Reviewed:



Andrew Fremier

Date: June 16, 2023
W.I.: 1750
Referred By: ABAG Executive Board

ABSTRACT

ASSOCIATION OF BAY AREA GOVERNMENT
RESOLUTION NO. 11-2023

This resolution approves the ABAG Budget for FY 2023-24.

Further discussion of the agency budget is contained in the ABAG Finance Committee Summary Sheets dated April 20, 2023. A budget is attached as Attachment A.

Date: June 16, 2023
W.I.: 1750
Referred By: ABAG Executive Board

Re: Association of Bay Area Governments' Agency Budget for FY 2023-24

ASSOCIATION OF BAY AREA GOVERNMENT
RESOLUTION NO. 11-2023

WHEREAS, the Association of Bay Area Governments (ABAG) is the region's Council of Governments for the San Francisco Bay Area pursuant to the Joint Exercise of Powers Act, California Government Code Section 6500 *et seq.*; and

WHEREAS, the Executive Director has presented the proposed FY 2023-24 Budget to the ABAG Executive Board for referral to the General Assembly for approval; and

WHEREAS, the Executive Board has reviewed and approved the FY 2023-24 proposed Budget with such changes as may have been approved; and

WHEREAS, the Executive Board has approved and forwarded the proposed FY 2023-24 ABAG Budget to the General Assembly to be adopted within the minimum 45-day requirement; now, therefore be it

RESOLVED, that ABAG's Budget for FY 2023-24, is prepared in accordance with generally accepted accounting principles and modified accrual, and attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the ABAG Executive Board is authorized to administer the FY 2023-24 Operating Budget following approval of the ABAG General Assembly; and, be it further

RESOLVED, that the ABAG Executive Board is authorized to approve any and all grants, revenue, contracts, and expenses incorporated into the approved FY 2023-24 Budget and to modify the approved Budget as necessary to meet operational needs, provided there is no increase to the overall approved budget; and, be it further

RESOLVED, that the ABAG Executive Board is authorized to amend the adopted FY 2023-24 Budget to incorporate any unbudgeted increase in revenue sources along with appropriate expenses so long as the added expenses do not exceed the additional revenue; and, be it further

RESOLVED, that the Executive Director, or the responsible staff person designated by the Executive Director, shall submit written requests for approval of consultants, professional services, and other expenses authorized in the approved Budget for FY 2023-24; and, be it further

RESOLVED, that the Executive Director is authorized to approve all contracts and expenses \$200,000 or below, provided the funds are available and included in the FY 2023-24 Budget, and be it further

RESOLVED, that the Chief Financial Officer is authorized to reserve up to \$500,000 in a Liability Reserve except that there shall be no expense above \$200,000 without further approval of the Executive Board; and, be it further

RESOLVED, that the Chief Financial Officer is authorized to carryover and re-budget into the approved FY 2023-24 ABAG Budget any grants, funds, contracts, expenses, and encumbrances properly approved in a previous budget; and, be it further

RESOLVED, that the Chief Financial Officer is authorized to correct any obvious errors in the drafting, presentation, and publication of the approved FY 2023-24 ABAG Budget; and, be it further

RESOLVED, that the Metropolitan Transportation Commission (MTC) has authorized the use of up to \$8 million in the MTC funds to be used to meet ABAG cash flow purposes as an advance on authorized expenses until the expenses have been reimbursed; and, be it further

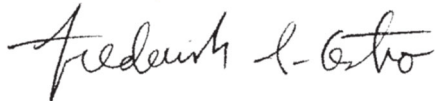
RESOLVED, that the MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the ABAG Finance Committee with a quarterly financial report to reflect budgeted and actual income, expenses, obligations for professional and consultant services as well as cash and investment balances and such other information and data as may be requested by the ABAG Finance Committee.

ASSOCIATION OF BAY AREA
GOVERNMENTS

A handwritten signature in blue ink, appearing to read "Jesse Arreguin", with a long horizontal flourish extending to the right.

Jesse Arreguin
President

The above resolution was entered into by the General Assembly of the Association of Bay Area Governments at a duly called and noticed meeting held in San Francisco, California, and at other remote locations, on the 16th day of June, 2023.

A handwritten signature in black ink, appearing to read "Frederick Castro", written in a cursive style.

Frederick Castro
Clerk of the Board

Date: June 16, 2023
W.I.: 1750
Referred By: ABAG Executive Board

Attachment A
Resolution No. 11-2023

**ASSOCIATION OF BAY AREA GOVERNMENTS
BUDGET
FY 2023-24**

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ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

ABAG MEMBERSHIP DUES — APPROVED

ABAG MEMBERSHIP DUES — APPROVED					
	ESTIMATED POPULATION AS OF 01/01/2022	FY 2022-23 APPROVED	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	
COUNTY OF ALAMEDA	1,651,979	\$ 231,606	\$ 254,767	\$ 23,161	
Alameda	77,784	20,428	22,471	2,043	
Albany	21,648	5,427	5,970	543	
Berkeley	124,563	28,201	31,021	2,820	
Dublin	72,932	16,566	18,223	1,657	
Emeryville	12,497	3,949	4,343	395	
Fremont	229,476	45,277	49,805	4,528	
Hayward	160,591	34,986	38,485	3,499	
Livermore	86,149	23,068	25,375	2,307	
Newark	47,229	12,628	13,891	1,263	
Oakland	424,464	67,248	73,973	6,725	
Piedmont	10,977	3,660	4,026	366	
Pleasanton	77,609	19,750	21,725	1,975	
San Leandro	88,404	21,505	23,655	2,150	
Union City	68,150	18,239	20,063	1,824	
COUNTY OF CONTRA COSTA	1,156,555	\$ 160,151	\$ 176,166	\$ 16,015	
Antioch	115,074	26,636	29,300	2,664	
Brentwood	64,342	16,605	18,265	1,660	
Clayton	10,863	3,578	3,936	358	
Concord	123,634	29,591	32,550	2,959	
Danville	43,352	11,443	12,587	1,144	
El Cerrito	25,650	6,870	7,557	687	
Hercules	26,091	7,155	7,870	715	
Lafayette	25,064	6,988	7,687	699	
Martinez	36,908	9,884	10,873	988	
Moraga	17,105	5,051	5,556	505	
Oakley	44,533	11,338	12,472	1,134	
Orinda	19,478	5,460	6,006	546	
Pinole	18,628	5,604	6,165	560	
Pittsburg	75,156	18,935	20,829	1,894	
Pleasant Hill	34,026	9,294	10,223	929	
Richmond	114,489	26,818	29,499	2,682	
San Pablo	31,510	8,540	9,394	854	
San Ramon	83,820	20,605	22,665	2,060	
Walnut Creek	69,891	18,206	20,026	1,821	
COUNTY OF MARIN	257,135	\$ 37,389	\$ 41,128	\$ 3,739	
Belvedere	2,080	1,370	1,507	137	
Fairfax	7,418	2,603	2,863	260	
Larkspur	12,797	3,804	4,184	380	
Mill Valley	13,850	4,547	5,002	455	
Novato	52,441	14,144	15,558	1,414	
Ross	2,301	1,497	1,647	150	
San Anselmo	12,645	4,019	4,421	402	
San Rafael	60,560	15,617	17,178	1,562	
Sausalito	7,072	2,582	2,841	258	
Tiburon	8,956	3,299	3,629	330	
COUNTY OF NAPA	136,179	\$ 20,326	\$ 22,359	\$ 2,033	
American Canyon	21,658	6,095	6,704	609	
Calistoga	5,199	2,132	2,345	213	
Napa	77,480	20,232	22,255	2,023	
St Helena	5,437	2,344	2,578	234	
Yountville	2,829	1,443	1,587	144	
COUNTY OF SAN FRANCISCO	842,754	\$ 125,898	\$ 138,488	\$ 12,590	
San Francisco - City	842,754	121,171	133,288	12,117	
COUNTY OF SAN MATEO	744,662	\$ 108,431	\$ 119,274	\$ 10,843	
Atherton	6,718	2,604	2,864	260	
Belmont	27,203	7,511	8,262	751	
Brisbane	4,721	1,991	2,190	199	
Burlingame	30,283	8,275	9,103	828	
Colma	1,370	1,405	1,546	141	
Daly City	102,875	26,130	28,743	2,613	
East Palo Alto	28,963	8,564	9,420	856	
Foster City	33,056	8,938	9,832	894	

ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

ABAG MEMBERSHIP DUES — APPROVED				
	ESTIMATED POPULATION AS OF 01/01/2022	FY 2022-23 APPROVED	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)
Half Moon Bay	11,308	3,912	4,304	391
Hillsborough	11,018	3,595	3,954	359
Menlo Park	33,034	9,414	10,355	941
Millbrae	22,512	6,403	7,044	640
Pacifica	37,533	10,239	11,263	1,024
Portola Valley	4,289	2,011	2,213	201
Redwood City	82,344	22,047	24,252	2,205
San Bruno	42,656	12,274	13,502	1,227
San Carlos	29,837	8,309	9,140	831
San Mateo	103,779	25,223	27,745	2,522
South San Francisco	64,492	17,381	19,120	1,738
Woodside	5,212	2,269	2,496	227
COUNTY OF SANTA CLARA	1,894,783	\$ 274,492	\$ 301,942	\$ 27,449
Campbell	42,833	11,133	12,246	1,113
Cupertino	59,610	15,460	17,006	1,546
Gilroy	59,269	14,801	16,281	1,480
Los Altos	31,526	8,507	9,357	851
Los Altos Hills	8,400	2,846	3,130	285
Los Gatos	33,062	8,527	9,379	853
Milpitas	80,839	19,427	21,370	1,943
Monte Sereno	3,488	1,664	1,831	166
Morgan Hill	46,451	12,020	13,222	1,202
Mountain View	83,864	20,625	22,688	2,063
Palo Alto	67,473	17,749	19,524	1,775
San Jose	976,482	139,347	153,282	13,935
Santa Clara	130,127	29,702	32,672	2,970
Saratoga	30,667	8,506	9,356	851
Sunnyvale	156,234	33,617	36,979	3,362
COUNTY OF SOLANO	447,241	\$ 61,827	\$ 68,009	\$ 6,183
Benicia	26,656	7,531	8,284	753
Dixon	19,083	5,816	6,398	582
Fairfield	119,897	27,416	30,157	2,742
Rio Vista	9,925	3,314	3,645	331
Suisun City	28,896	7,966	8,763	797
Vacaville	101,257	24,644	27,109	2,464
Vallejo	123,190	27,840	30,624	2,784
COUNTY OF SONOMA	482,404	\$ 70,031	\$ 77,034	\$ 7,003
Cloverdale	8,905	3,097	3,406	310
Cotati	7,397	2,627	2,889	263
Healdsburg	11,030	3,706	4,077	371
Petaluma	58,945	16,056	17,662	1,606
Rohnert Park	43,998	11,538	12,691	1,154
Santa Rosa	175,775	37,016	40,718	3,702
Sebastopol	7,489	2,729	3,002	273
Sonoma	10,779	3,506	3,857	351
Windsor	25,942	7,692	8,461	769
TOTAL	7,613,692	\$ 2,591,505	\$ 2,850,655	\$ 259,150
Total County	7,613,692	\$ 1,090,152	\$ 1,199,167	\$ 109,015
Total City	6,890,256	1,501,353	1,651,488	150,135
TOTAL MEMBERSHIP DUES		\$ 2,591,505	\$ 2,850,655	\$ 259,150
County Per Capita Rate		\$ 0.1415	\$ 0.1575	\$ 0.0160
City Per Capita Rate		\$ 0.2151	\$ 0.2397	\$ 0.0245
Consumer Price Index (CPI)		107.0000%	106.5000%	
Population		7,703,016	7,613,692	
Population Increase/(decrease) %		-1.1234%	-1.1596%	

The ABAG Membership Dues calculation is using the variance in CPI and the population difference between years method.

ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

Attachment A

ABAG ADMINISTRATION BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
Membership Dues	\$ 2,591,505	\$ 2,591,503	\$ 2,850,655	\$ 259,150	10%
Interest Revenue	252	(30)	3,680	3,428	1362%
Other Revenue	587,379	225,876	480,257	(107,122)	-18%
TOTAL REVENUES	\$ 3,179,135	\$ 2,817,349	\$ 3,334,592	\$ 155,457	5%
EXPENSES					
Other Post-Employment Benefits (OPEB)	587,379	224,098	479,579	(107,800)	-18%
Public Employees' Retirement System (PERS)	1,743,993	1,743,993	1,135,360	(608,633)	-35%
Total Retirement Expenses	2,331,372	1,968,091	1,614,939	(716,433)	-31%
Memberships	25,000	30,000	45,000	20,000	80%
Consultants	198,000	78,494	299,800	101,800	51%
Legal Service	125,000	150	131,100	6,100	5%
Audit	173,500	94,447	175,500	2,000	1%
Total Contractual Services	521,500	203,091	651,400	129,900	25%
Travel	2,000	1,563	2,000	-	0%
Meals	5,000	3,231	7,500	2,500	50%
Conference/Training and Fees	8,000	-	10,000	2,000	25%
Beale Assessments	98,432	49,216	221,556	123,124	125%
Storage Rental	4,428	2,922	4,500	72	2%
Committee/Board Member Stipend	120,000	45,750	120,000	-	0%
Bank Service Charges	10,000	2,812	3,000	(7,000)	-70%
Insurance	231,830	191,986	259,252	27,422	12%
Miscellaneous	-	911	200,006	200,006	0%
Total General Operating Expenses	479,690	298,391	827,814	348,124	73%
TOTAL EXPENSES	\$ 3,332,562	\$ 2,469,573	\$ 3,094,153	\$ (238,409)	-7%
OPERATING SURPLUS/(DEFICIT)					
BEFORE TRANSFERS	\$ (153,427)	\$ 347,776	\$ 240,439	\$ 393,866	
TRANSFERS					
Transfers In					
San Francisco Estuary Partnership (SFEP)	\$ 207,633	\$ -	\$ -	\$ (207,633)	-100%
Bay Area Regional Network (BayREN)	165,000	-	-	(165,000)	-100%
Total Transfers In	372,633	-	-	(372,633)	-100%
Transfers (Out)					
Bay Area Regional Collaborative (BARC)	(185,425)	(18,963)	(188,374)	(2,949)	2%
Total Transfers (Out)	(185,425)	(18,963)	(188,374)	(2,949)	2%
TOTAL TRANSFERS	\$ 187,209	\$ (18,963)	\$ (188,374)	\$ (375,583)	-201%
OPERATING SURPLUS/(DEFICIT)	\$ 33,782	\$ 328,813	\$ 52,065	\$ 18,283	

ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

ABAG ADMINISTRATION CONTRACTUAL SERVICES SUMMARY - APPROVED

WORK ELEMENT	WORK ELEMENT DESCRIPTION AND CONTRACTUAL SERVICES	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/22	FY 2023-24 APPROVED	CHANGE \$ INCREASE/(DECREASE)
1132	MTC Advocate Legislative Programs				
	General Assembly Logistics	\$ 12,000	\$ -	\$ 24,000	\$ 12,000
	Translation Services	10,000	-	-	(10,000)
	TOTAL	\$ 22,000	\$ -	\$ 24,000	\$ 2,000
1150	MTC Executive Office				
	California Association of Councils of Governments (CALCOG)	\$ 10,000	\$ 30,000	\$ 30,000	\$ 20,000
	National Association of Regional Councils (NARC)	15,000	15,000	15,000	-
	TOTAL	\$ 25,000	\$ 45,000	\$ 45,000	\$ 20,000
1151	MTC Legal Management				
	Legal Service	\$ 100,000	\$ -	\$ 104,900	\$ 4,900
	General Governance	25,000	150	26,200	1,200
	TOTAL	\$ 125,000	\$ 150	\$ 131,100	\$ 6,100
1152	MTC Financial Management				
	Tax Filing	\$ 9,000	\$ -	\$ 10,000	\$ 1,000
	Other Post-Employment Benefits Actuary Report	13,000	-	11,800	(1,200)
	Caseware Consulting Services	2,000	2,015	2,000	-
	Audit Services	173,500	94,447	175,500	2,000
	TOTAL	\$ 197,500	\$ 96,462	\$ 199,300	\$ 1,800
1161	MTC Information Technology Services				
	Website operations, maintenance, enhancement, and hosting	\$ 150,000	\$ 74,794	\$ 200,000	\$ 50,000
	Website Refresh and Redesign	-	-	50,000	50,000
	Domain Registrations	2,000	1,685	2,000	-
	TOTAL	\$ 152,000	\$ 76,479	\$ 252,000	\$ 100,000
TOTAL CONTRACTUAL SERVICES		\$ 521,500	\$ 203,091	\$ 651,400	\$ 129,900

**ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET**

Attachment A

ABAG ADMINISTRATION GRANT SUMMARY — APPROVED

FUND SOURCE	GRANT NAME/ AWARD NUMBER	EXPIRATION DATE	GRANT AWARD AMOUNT	LIFE-TO-DATE (LTD) ACTUALS	FY 2023-24 NEW GRANTS	FY 2023-24 STAFF BUDGET	FY 2023-24 CONSULTANT BUDGET	PROJECTED REMAINING GRANT BALANCE
2310	Regional Early Action Planning (REAP)	12/31/2023	\$ 23,966,861	\$ 9,716,362	\$ -	\$ -	\$ 14,250,499	\$ -
2800	Coastal Conservancy 14-003	12/31/2041	1,021,992	585,728	-	-	347,731	88,533
2809	Coastal Conservancy 19-086	02/28/2024	445,000	14,903	-	-	430,097	-
2811	Coastal Conservancy 19-134	01/31/2024	1,098,250	33,124	-	-	1,065,125	-
2812	Coastal Conservancy 19-147	01/31/2024	450,000	120,000	-	-	330,000	-
TOTAL			\$ 26,982,103	\$ 10,470,117	\$ -	\$ -	\$ 16,423,452	\$ 88,533

ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

Attachment A

BAY AREA REGIONAL ENERGY NETWORK (BAYREN) BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
California Public Utilities Commission (CPUC) Grant	\$ 26,358,689	\$ 8,698,505	\$ 36,564,040	\$ 10,205,351	39%
Other Grant	75,000	26,585	-	(75,000)	-100%
TOTAL REVENUES	\$ 26,433,689	\$ 8,725,090	\$ 36,564,040	\$ 10,130,351	38%
EXPENSES					
Single Family Incentive	4,800,000	2,316,079	5,000,000	200,000	4%
Multi Family Incentive	3,750,000	316,600	5,000,000	1,250,000	33%
Green Labeling Incentive	500,000	597,400	600,000	100,000	20%
Commercial Incentives	2,000,000	-	2,500,000	500,000	25%
Refrigerant Replacement Incentive	-	-	2,500,000	2,500,000	0%
Total Incentives	11,050,000	3,230,079	15,600,000	4,550,000	41%
Travel	3,000	4,272	7,500	4,500	150%
Conference/Training and Fees	3,000	19,287	7,500	4,500	150%
Meals	5,000	1,163	7,500	2,500	50%
Advertising/Public Awareness	347,000	111,477	300,000	(47,000)	-14%
Memberships	30,000	8,617	15,000	(15,000)	-50%
Consultant/Professional Fees	13,150,395	4,694,196	18,682,480	5,532,085	42%
Miscellaneous	5,000	1,330	5,000	-	0%
Total General Operating Expenses	13,543,395	4,840,342	19,024,980	5,481,585	40%
TOTAL EXPENSES	\$ 24,593,395	\$ 8,070,421	\$ 34,624,980	\$ 10,031,585	41%
OPERATING SURPLUS/(DEFICIT) BEFORE TRANSFERS	\$ 1,840,294	\$ 654,670	\$ 1,939,060	\$ 98,766	
Transfers (Out)					
Staff Cost	\$ (1,226,863)	\$ (440,410)	\$ (1,292,707)	\$ (65,844)	5%
MTC Overhead	(448,431)	(214,260)	(646,353)	(197,922)	44%
ABAG Admin	(165,000)	-	-	165,000	-100%
Total Transfers (Out)	(1,840,294)	(654,670)	(1,939,060)	(98,766)	5%
TOTAL TRANSFERS	\$ (1,840,294)	\$ (654,670)	\$ (1,939,060)	\$ (98,766)	5%
OPERATING SURPLUS/(DEFICIT)	\$ -	\$ -	\$ -	\$ -	

**ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET**

Attachment A

SAN FRANCISCO ESTUARY PARTNERSHIP (SFEP) BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
Federal/State Grants and Local Funding	\$ 14,793,103	\$ 5,237,279	\$ 28,350,454	\$ 13,557,350	92%
TOTAL REVENUES	\$ 14,793,103	\$ 5,237,279	\$ 28,350,454	\$ 13,557,350	92%
EXPENSES					
Travel	5,000	9,350	-	(5,000)	-100%
Conference/Training and Fees	-	4,592	-	-	0%
Consultant/Professional Fees	10,443,649	4,073,324	5,171,455	(5,272,194)	-50%
Passthrough/Contributions Other Agencies	1,102,530	4,092	20,429,047	19,326,517	1753%
Supplies	5,000	-	-	(5,000)	-100%
Miscellaneous	-	4,153	-	-	0%
TOTAL EXPENSES	\$ 11,556,179	\$ 4,095,510	\$ 25,600,502	\$ 14,044,323	122%
OPERATING SURPLUS/(DEFICIT)					
BEFORE TRANSFERS	\$ 3,236,924	\$ 1,141,769	\$ 2,749,952	\$ (486,973)	
TRANSFERS (OUT)					
Staff Cost	\$ (2,157,949)	\$ (904,283)	\$ (2,084,542)	\$ 73,407	-3%
MTC Overhead	(690,544)	(240,414)	(665,409)	25,134	-4%
SFEP Conference Budget	(180,797)	-	-	180,797	-100%
ABAG Admin	(207,633)	-	-	207,633	-100%
Total Transfers (Out)	(3,236,924)	(1,144,697)	(2,749,952)	486,972	-15%
TOTAL TRANSFERS	\$ (3,236,924)	\$ (1,144,697)	\$ (2,749,952)	\$ 486,972	-15%
OPERATING SURPLUS/(DEFICIT)	\$ -	\$ (2,929)	\$ -	\$ -	

**ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET**

SAN FRANCISCO ESTUARY PARTNERSHIP (SFEF) GRANT SUMMARY – APPROVED

FUND SOURCE	GRANT NAME/ AWARD NUMBER	EXPIRATION DATE	GRANT AWARD AMOUNT	LIFE-TO-DATE (LTD) ACTUALS	FY 2023-24 NEW GRANTS	FY 2023-24 STAFF BUDGET	FY 2023-24 CONSULTANT BUDGET	PROJECTED REMAINING GRANT BALANCE
1339	U.S. Environmental Protection Agency (EPA) 99T53101	09/30/2023	\$ 1,667,683	\$ 1,628,651	\$ -	\$ 10,067	\$ 28,965	\$ -
1343	U.S. Environmental Protection Agency (EPA) 99T59901	09/30/2024	4,047,500	3,621,907	850,000	545,307	670,440	59,846
1345	U.S. Environmental Protection Agency (EPA) 99T87701	12/12/2023	1,481,109	974,157	-	175,614	331,338	-
1347	U.S. Environmental Protection Agency (EPA) 98T20401	12/31/2024	1,891,409	243,872	-	180,845	718,515	748,177
1348	U.S. Environmental Protection Agency (EPA) 98T29701	08/31/2024	569,366	169,714	-	174,652	225,000	-
1349	U.S. Environmental Protection Agency (EPA) - Bipartisan Infrastructure Law Year 1	12/31/2025	909,800	17,912	909,800	551,889	800,000	449,799
1395	U.S. Environmental Protection Agency (EPA) - State Water Resources Control Board/State Revolving Fund	09/30/2024	1,000,000	118,983	-	-	750,000	131,017
WQIF	Water Quality Improvement Fund 2022 - Breaking Ground	12/31/2026	-	-	4,329,459	266,691	2,000,000	2,062,768
	TOTAL		\$ 11,566,867	\$ 6,775,196	\$ 6,089,259	\$ 1,905,066	\$ 5,524,258	\$ 3,451,607
2907	Department of Water Resources (DWR) 4600011486	12/31/2024	\$ 21,469,025	\$ 12,573,436	\$ -	\$ 87,826	\$ 8,400,000	\$ 407,763
2914	Department of Water Resources (DWR) Proposition 1	03/31/2025	22,750,000	5,059,498	-	148,722	9,500,000	8,041,780
2915	Department of Water Resources (DWR) 4600014794	03/01/2026	5,000,000	409,870	-	192,352	1,381,244	3,016,535
	TOTAL		\$ 49,219,025	\$ 18,042,803	\$ -	\$ 428,900	\$ 19,281,244	\$ 11,466,078
1396	Department of Interior - Clean Vessel Act 2023	12/31/2023	\$ 309,473	\$ 48,949	\$ -	\$ 110,524	\$ 150,000	\$ -
	TOTAL		\$ 309,473	\$ 48,949	\$ -	\$ 110,524	\$ 150,000	\$ -
5013	City of Palo Alto	12/31/2023	\$ 168,000	\$ 148,000	\$ -	\$ -	\$ 20,000	\$ -
5016	Santa Clara Valley Water District (SCVWD)	09/30/2024	569,796	348,611	701,232	305,462	-	616,954
5019	Friends of the San Francisco Estuary	09/30/2025	297,000	-	-	-	125,000	172,000
3575	Bay Area Toll Authority (BATA) Funding for ABAG P014785 - San Pablo Avenue Green Stormwater Spine Project	N/A	2,859,998	1,501,826	-	-	500,000	858,172
	TOTAL		\$ 3,894,794	\$ 1,998,437	\$ 701,232	\$ 305,462	\$ 645,000	\$ 1,647,126
TOTAL			\$ 64,990,159	\$ 26,865,386	\$ 6,790,491	\$ 2,749,952	\$ 25,600,502	\$ 16,564,812
	Bay Area Toll Authority (BATA) Transfer for Overhead	N/A	\$ -	\$ -	\$ -	\$ 376,862	\$ -	\$ -
FUND SOURCE	GRANTS APPLIED FOR BUT NOT AWARDED (THESE GRANTS ARE INCLUDED IN THE BUDGET AS INFORMATION ONLY)	EXPIRATION DATE	GRANT AWARD AMOUNT	LIFE-TO-DATE (LTD) ACTUALS	FY 2023-24 UNAWARDED NEW GRANTS	FY 2023-24 STAFF BUDGET	FY 2023-24 CONSULTANT BUDGET	PROJECTED REMAINING GRANT BALANCE
XXXX	New Delta Stewardship Council 2023-2026	N/A	\$ -	\$ -	\$ 728,000	\$ -	\$ 322,000	\$ 406,000
XXXX	New IRWM Prop 1 Round 2	N/A	-	-	32,214,479	-	6,350,000	25,864,479
XXXX	New EPA Wetland Program Development Grant	N/A	-	-	1,000,000	-	500,000	500,000
XXXX	New SRF SOTER 1 (2023-25)	N/A	-	-	1,000,000	-	450,000	550,000
XXXX	New SRF SOTER 2 (2024-26)	N/A	-	-	1,000,000	-	250,000	750,000
XXXX	New SCC Explore the Coast grant	N/A	-	-	100,000	-	50,000	50,000
XXXX	Bipartisan Infrastructure Law Funds Year 2	N/A	-	-	909,800	-	227,450	682,350
XXXX	Bipartisan Infrastructure Law Funds Year 3	N/A	-	-	909,800	-	66,500	843,300
XXXX	Water Quality Improvement Fund SFEI 22 Sediment and GSI Passthrough to SFEF	N/A	-	-	750,000	-	750,000	-
XXXX	Water Quality Improvement Fund 2023	N/A	-	-	3,000,000	-	500,000	2,500,000
XXXX	Other New Grants	N/A	-	-	500,000	-	500,000	-
XXXX	Valley Water Permit Support	N/A	-	-	322,000	-	322,000	-
	TOTAL GRANTS APPLIED FOR AND UNAWARDED (INFORMATION ONLY)		\$ -	\$ -	\$ 42,434,079	\$ -	\$ 10,287,950	\$ 32,146,129

ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET

Attachment A

SAN FRANCISCO ESTUARY PARTNERSHIP (SFEP) CONFERENCE AND PROGRAMS BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
Other Revenue	\$ 107,000	\$ 15,619	\$ 450,000	\$ 343,000	321%
TOTAL REVENUES	\$ 107,000	\$ 15,619	\$ 450,000	\$ 343,000	321%
EXPENSES					
Meals/Catering	-	-	250,000	250,000	0%
Conference Venue Costs	-	2,376	40,000	40,000	0%
Consultant/Professional Fees	407,000	32,033	110,000	(297,000)	-73%
Miscellaneous	-	450	150,000	150,000	0%
TOTAL EXPENSES	\$ 407,000	\$ 34,859	\$ 550,000	\$ 143,000	35%
OPERATING SURPLUS/(DEFICIT)					
BEFORE TRANSFERS	\$ (300,000)	\$ (19,240)	\$ (100,000)	\$ 200,000	
TRANSFERS					
Transfers In					
SFEP Grants	\$ 180,797	\$ -	\$ -	\$ (180,797)	-100%
Total Transfers In	180,797	-	-	(180,797)	-100%
Transfers (Out)					
Staff Cost	(100,648)	(10,580)	(95,568)	5,080	-5%
MTC Overhead	(50,324)	2,914	(47,784)	2,540	-5%
Total Transfers (Out)	(150,972)	(7,666)	(143,352)	7,620	-5%
TOTAL TRANSFERS	\$ 29,826	\$ (7,666)	\$ (143,352)	\$ (173,177)	-581%
OPERATING SURPLUS/(DEFICIT)	\$ (270,174)	\$ (26,906)	\$ (243,352)	\$ 26,823	
Beginning Fund Balance	300,000	407,454	250,000	50,000	17%
ENDING FUND BALANCE	\$ 29,826	\$ 380,547	\$ 6,648	\$ 76,823	

**ASSOCIATION OF BAY AREA GOVERNMENTS
FY 2023-24 OPERATING BUDGET**

Attachment A

SAN FRANCISCO BAY TRAIL (NON PROFIT PROGRAM) BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
Revenue - Souvenir Sales	\$ 16,215	\$ 997	\$ 997	\$ (15,218)	-94%
Revenue - Donation	236,792	2,414	239,408	2,616	1%
TOTAL REVENUES	\$ 253,006	\$ 3,411	\$ 240,405	\$ (12,601)	-5%
EXPENSES					
Advertising/Public Awareness	5,000	-	5,000	-	0%
Subscriptions	1,500	-	1,500	-	0%
Consultant/Professional Fees	237,000	-	237,000	-	0%
Accounting Service	3,000	-	3,000	-	0%
Miscellaneous	3,100	-	3,100	-	0%
TOTAL EXPENSES	\$ 249,600	\$ -	\$ 249,600	\$ -	0%
OPERATING SURPLUS/(DEFICIT)	\$ 3,406	\$ 3,411	\$ (9,195)	\$ (12,601)	

ABAG PUBLIC OWNED ENERGY RESOURCES (POWER) BUDGET

Association of Bay Area Governments Publicly Owned Energy Resources

ABAG POWER

Executive Committee

June 15, 2023

Agenda Item 6.b.

Fiscal Year 2023-24 Association of Bay Area Governments (ABAG) Publicly Owned Energy Resources (POWER) Operating Budget

Subject:

Approval of Fiscal Year 2023-24 Association of Bay Area Governments (ABAG) Publicly Owned Energy Resources (POWER) Operating Budget in the amount of \$12,372,840 and accompanying levelized charges for the period July 1, 2023 through June 30, 2024.

Changes from Preliminary Budget

Five changes are included in the proposed budget that differ from the preliminary budget presented on April 20, 2023:

1. Revenue from the Sale of Energy has decreased by \$171,720 (1%), as a result of an accompanying decrease in expenses.
2. Pacific Gas and Electric Company (PG&E) pass-through costs have increased by \$447,679 (7%) based on current year expense trends and the anticipated approval of PG&E's 2023-2026 rate case.
3. Commodity and shrinkage costs have decreased by \$694,788 (18%) due to changes in market price estimates.
4. Pipeline transportation costs have increased by \$59,369 (15%) based on current year expense trends and the anticipated approval of PG&E's 2023-2026 rate case.
5. Storage costs have decreased by \$27,057 (4%) due to a transition to independent storage providers.

Background

The proposed natural gas program budget for Fiscal Year (FY) 2023-24 reflects a decrease of approximately \$0.5 million (4%), from \$12.9 million to \$12.4 million, compared to the previous fiscal year.

Revenue

The gas program operates as a not-for-profit entity; therefore, revenue equals costs less interest and other income. The increase in revenue is due to a corresponding increase in expenses.

Cost of Energy

The cost of energy is comprised of pass-through, gas commodity and shrinkage, transportation, and storage. These costs are highly correlated to the program's usage and are each expressed as a dollars per dekatherm (\$/Dth) rate.

Pacific Gas and Electric Company (PG&E) pass-through costs represent 56% of the program budget and primarily consist of customer and transportation charges associated with local distribution. The California Public Utilities Commission (CPUC) determines "just and reasonable" rates requested by PG&E through public proceedings. These costs have increased significantly in recent years, driven by PG&E's requested – and subsequently approved - cost recovery for safety improvements including system hardening, leak detection, and storage asset management. The overall increase of \$1.1 million (18%) is due to a corresponding increase in PG&E's 2023-2026 General Rate Case.¹

Gas commodity costs are impacted by both the program's usage and market factors including supply and demand, purchase location, and contract structure. The year-over-year decrease of \$2.2 million (40%) anticipates a decrease in market prices and no significant change in usage. Shrinkage refers to the loss of a small volume of gas during compression and long-distance transport. Because of shrinkage, the program must purchase more gas than is actually used.

Intra- and inter-state pipeline transportation costs are dependent upon the program's gas purchasing strategy, which details where, and in which amounts, gas is purchased. Pipeline transportation rates are determined by the state and federal agencies that regulate pipeline operators. A year-over-year increase of \$100,430 (15%) anticipates rate increases supporting safety, maintenance, and operational improvements, primarily within California.

ABAG POWER is required to hold gas storage capacity both with PG&E and a third-party provider. Storage costs are expected to increase by \$425,426 (234%) due to rising rates for storage for proposed safety improvements, similar to pass-through costs.

Staff Cost

Staff costs will increase by \$59,369 (12%) due to the anticipated agency approval of a 4.5% Cost of Living Adjustment (COLA) and reallocation of staff time.

Consultant Services

During FY 2022-23, the Executive Committee approved entering a contract with GPT Secure, LLC, in the amount of \$216,645 for a two-year term to provide consultant services related to the quantification and management of carbon offsets. Staff estimate concluding the current fiscal year with a remaining contract balance of approximately \$173,000, resulting in an increase of approximately \$23,000 (16%) compared to the prior year.

¹ https://www.pge.com/en_US/about-pge/company-information/regulation/general-rate-case/grc.page

Other Expenses

There is a minor increase of \$3,200 (5%) proposed to the audit fees and a significant decrease of \$8,800 (93%) to bank service charges; otherwise, there are no other notable proposed changes to expenses.

Issues:

Total working capital deposits are still at \$1,988,459 – roughly the same amount since FY 2008-09. The total capital deposits represent 1.9 months of working capital, which does not meet the program's stated goal of at least two months of estimated expenses (\$2,058,940, based on the proposed FY 2023-24 budget).

Given fluctuations in gas prices experienced in FY 2022-23 and feedback received at the April 20, 2023 Executive Committee meeting, staff are analyzing strategies to mitigate price uncertainty, such as increasing working capital deposits, leveraging storage inventory, and/or procuring fixed-price supply contracts. Staff anticipate presenting options and seeking approval from the Executive Committee in the fall of 2023 in advance of the winter season.

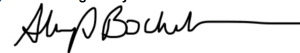
Recommended Action:

The ABAG POWER Executive Committee is requested to review and approve as proposed the Fiscal Year 2023-24 Operating Budget in the amount of \$12,372,840 and accompanying levelized charges as shown in agenda item 6.d. for the period July 1, 2023, through June 30, 2024..

Attachments:

- ABAG POWER Fiscal Year 2023-24 Operating Budget Presentation
- ABAG POWER Fiscal Year 2023-24 Operating Budget
- ABAG POWER Fiscal Year 2023-24 Operating Budget Levelized Charges
- ABAG POWER Fiscal Year 2023-24 Operating Budget Summary Approval

Reviewed:

DocuSigned by:

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Alix Bockelman

	Actuals as of 04/30/23	Projected FY 2022-23	Adopted FY 2022-23	Adopted FY 2023-24	\$ Change Increase/(Decrease)	% Change Increase/(Decrease)
Revenue						
Sale of Energy	10,719,520	\$ 12,857,280	\$ 12,857,280	\$ 12,353,640	\$ (503,640)	-4%
Interest Income - Banks/LAIF	7,056	8,820	3,159	10,000	6,841	217%
Other Revenue	4,513	9,025	9,200	9,200	-	0%
Total Revenue	10,731,089	12,875,125	12,869,639	12,372,840	(496,799)	-4%
Expense						
Cost of Energy						
PG&E Pass-through Costs	5,386,875	6,464,251	5,816,444	6,870,410	1,053,966	18%
Gas Commodity & Shrinkage Costs	6,456,275	6,712,275	5,330,015	3,172,670	(2,157,345)	-40%
Intra/Interstate Pipeline Transportation	512,198	614,638	655,993	756,423	100,430	15%
Gas Storage	109,839	211,039	181,774	607,200	425,426	234%
Total Cost of Energy	12,465,188	14,002,202	11,984,225	11,406,702	(577,523)	-5%
Staff Cost						
Salary & Benefits	219,808	263,770	338,013	377,592	39,579	12%
Overhead	106,937	128,324	169,006	188,796	19,790	12%
Total Staff Cost	326,745	392,094	507,019	566,388	59,369	12%
Consultant Services						
Program Design	19,883	25,883	150,000	173,316	23,316	16%
Gas Scheduling	80,100	106,800	106,800	106,800	-	0%
Database Hosting	20,400	20,400	18,545	22,440	3,894	21%
Brokerage	8,303	9,964	12,000	12,000	-	0%
External Legal Support	0	-	-	-	-	-
Electronic Data Interchange Services	5,079	6,095	7,750	7,750	-	0%
Total Consultant Services	133,765	169,141	295,095	322,306	27,210	9%
Environmental Services						
Carbon Reduction Projects	0	-	-	-	-	-
Total Environmental Services	0	-	-	-	-	-
Other Expenses						
Audit	47,382	63,800	63,800	67,000	3,200	5%
Interest Expense/Bank Charges	727	872	9,500	700	(8,800)	-93%
Catering	388	1,000	1,500	1,500	-	0%
Market Pricing Subscriptions	1,855	1,855	1,718	1,900	182	11%
Travel	0	-	1,000	1,000	-	0%
Industry Memberships & Conferences	350	700	1,450	1,450	-	0%
Insurance	700	700	700	700	-	0%
Postage	388	388	-	-	-	-
Miscellaneous	50	50	300	300	-	0%
Total Other Expense	51,840	69,365	79,968	74,550	(5,418)	-7%
Total Expense	12,977,537	14,632,803	12,866,306	12,369,945	(496,361)	-4%
Operating Surplus/(Deficit)	-2,246,449	\$ (1,757,678)	\$ 3,333	\$ 2,895	\$ (438)	
Core Annual Usage (Dth):	569,797	683,756	578,764	595,202	16,438	3%
Noncore Annual Usage (Dth):	47,618	57,142	79,829	67,519	(12,310)	-15%
Total Usage (Dth):	617,415	740,898	658,593	662,721	4,128	1%
Core Gas Commodity (\$/therm):	1.23	1.09	0.94	0.70	-0.24	-26%
Noncore Gas Commodity (\$/therm):	1.13	0.99	0.89	0.58	-0.31	-35%
PG&E Pass-through Costs (\$/therm):	0.95	0.95	0.99	1.15	0.17	17%
Program Expenses (\$/therm):	0.08	0.09	0.13	0.14	0.01	8%
Core Total Rate (\$/therm):	2.26	2.12	2.06	1.99	-0.06	-3%
Noncore Total Rate (\$/therm):	1.21	1.07	1.02	0.73	-0.30	-29%

			ABAG POWER Operating Costs (\$/therm)				PG&E Costs (\$/therm)		
			Gas Commodity and Transportation Cost	Program Expenses	Carbon Offsets	Gas Storage Costs	PG&E Pass-through Costs	Distribution Shrinkage	
Core Rates	Small Commercial	G-NR1					\$ 1.165		
	Large Commercial	G-NR2	\$ 0.582	\$ 0.142	\$ -	\$ 0.102	\$ 0.807	\$ 0.021	
	Residential	G-1/GM					\$ 1.047		
Noncore Rate	Electric Generation	G-NT	\$ 0.582	\$ 0.142	\$ -	\$ -	\$ -	\$ 0.002	

Member Agency	Master Account	Predominant Load Schedule	CY 2021	CY 2022	FY 23	Gas Commodity and Transportation Cost	Program Expenses	Carbon Offsets	Gas Storage Costs	PG&E Pass-through Costs	Distribution Shrinkage	Total Annual Cost Estimate	FY 23-24 Monthly	FY 22-23 Monthly	% Change	
			Actual Usage	Actual Usage	Estimated Usage								Levelized Charge (Jul '23 - Jun '24)	Levelized Charge (Jul '22 - Jun '23)		
Alameda, City																
Alameda, City	ALAACPC001	G-NR1	42,641	47,230	46,329	\$ 26,947	\$ 6,600	\$ -	\$ 4,726	\$ 53,981	\$ 573	\$ 92,827	\$ 7,740	\$ 9,190	-16%	
Alameda Municipal Power	ALAACPC002	G-NR1	560	809	668	\$ 388	\$ 95	\$ -	\$ 68	\$ 778	\$ 8	\$ 1,338	\$ 120	\$ 80	50%	
Alameda City Housing Authority	ALAACPC003	G-1/G-M	31,084	31,515	30,906	\$ 17,977	\$ 4,403	\$ -	\$ 3,153	\$ 32,369	\$ 382	\$ 58,284	\$ 4,860	\$ 6,330	-23%	
Albany, City	ALBACPC001	G-NR1	10,184	11,222	10,733	\$ 6,243	\$ 1,529	\$ -	\$ 1,095	\$ 12,506	\$ 133	\$ 21,506	\$ 1,800	\$ 1,950	-8%	
Atherton, Town	ATHACPT001	G-1/G-M	3,538	3,507	3,469	\$ 2,018	\$ 494	\$ -	\$ 354	\$ 3,634	\$ 43	\$ 6,543	\$ 550	\$ 650	-15%	
Benicia, City	BENACPC001	G-NR1	73,665	77,599	74,602	\$ 43,393	\$ 10,627	\$ -	\$ 7,611	\$ 86,925	\$ 922	\$ 149,477	\$ 12,460	\$ 12,410	0%	
Contra Costa, County	CONACPN001	G-NR1	1,395,695	1,351,597	1,355,144	\$ 788,224	\$ 193,040	\$ -	\$ 138,246	\$ 1,578,988	\$ 16,750	\$ 2,715,248	\$ 226,280	\$ 231,780	-2%	
Cupertino, City	CUPACPC001	G-NR1	38,992	43,101	38,653	\$ 22,483	\$ 5,506	\$ -	\$ 3,943	\$ 45,038	\$ 478	\$ 77,447	\$ 6,460	\$ 5,980	8%	
Fremont, City	FREACPC001	G-NR1	205,875	228,436	214,112	\$ 124,539	\$ 30,500	\$ -	\$ 21,843	\$ 249,479	\$ 2,646	\$ 429,007	\$ 35,760	\$ 35,820	0%	
Golden Gate Bridge, H&TD	GOLACP001	G-NR1	65,329	74,395	69,096	\$ 40,190	\$ 9,843	\$ -	\$ 7,049	\$ 80,509	\$ 854	\$ 138,444	\$ 11,540	\$ 10,820	7%	
Gonzales, City	GONACPC001	G-NR1	20,393	10,830	12,607	\$ 7,333	\$ 1,796	\$ -	\$ 1,286	\$ 14,689	\$ 156	\$ 25,259	\$ 2,110	\$ 1,500	41%	
Half Moon Bay, City	HALACPC001	G-NR1	2,913	2,957	2,750	\$ 1,599	\$ 392	\$ -	\$ 281	\$ 3,204	\$ 34	\$ 5,509	\$ 460	\$ 330	39%	
Hercules, City	HERACPC001	G-NR1	97,635	132,766	103,658	\$ 60,293	\$ 14,766	\$ -	\$ 10,575	\$ 120,781	\$ 1,281	\$ 207,696	\$ 17,310	\$ 9,290	86%	
Los Altos, City	LOSACPC001	G-NR1	17,440	16,191	16,634	\$ 9,675	\$ 2,370	\$ -	\$ 1,697	\$ 19,382	\$ 206	\$ 33,329	\$ 2,780	\$ 3,210	-13%	
Mill Valley, City	MILACPC001	G-NR1	108,807	118,050	106,270	\$ 61,812	\$ 15,138	\$ -	\$ 10,841	\$ 123,824	\$ 1,314	\$ 212,929	\$ 17,750	\$ 13,220	34%	
Millbrae, City																
Millbrae, City	MILACPC003	G-NR1	13,572	11,966	14,168	\$ 8,241	\$ 2,018	\$ -	\$ 1,445	\$ 16,509	\$ 175	\$ 28,389	\$ 2,370	\$ 4,200	-44%	
Millbrae WWTP	MILACPC004	G-NR1	893	403	499	\$ 290	\$ 71	\$ -	\$ 51	\$ 480	\$ 6	\$ 899	\$ 80	\$ 40	100%	
Milpitas, City	MILACPC002	G-NR1	114,463	109,619	112,942	\$ 65,693	\$ 16,088	\$ -	\$ 11,522	\$ 131,597	\$ 1,396	\$ 226,296	\$ 18,860	\$ 24,690	-24%	
Monte Sereno, City	MONACPC001	G-NR1	904	1,156	1,045	\$ 608	\$ 149	\$ -	\$ 107	\$ 1,218	\$ 13	\$ 2,094	\$ 180	\$ 180	0%	
Moraga, Town	MORACPT001	G-NR1	5,122	7,424	6,201	\$ 3,607	\$ 883	\$ -	\$ 633	\$ 7,226	\$ 77	\$ 12,425	\$ 1,040	\$ 910	14%	
Napa, County	NAPACPN005	G-NR1	122,404	119,875	116,558	\$ 67,796	\$ 16,604	\$ -	\$ 11,891	\$ 135,811	\$ 1,441	\$ 233,542	\$ 19,470	\$ 18,490	5%	
Oakland, City																
Oakland, City	OAKACPC001	G-NR1	712,532	837,637	755,205	\$ 439,268	\$ 107,579	\$ -	\$ 77,043	\$ 879,951	\$ 9,334	\$ 1,513,174	\$ 126,100	\$ 111,960	13%	
Oakland Zoological	OAKACPC002	G-NR1	13,254	14,880	13,618	\$ 7,921	\$ 1,940	\$ -	\$ 1,389	\$ 15,867	\$ 168	\$ 27,286	\$ 2,280	\$ 2,120	8%	
Orinda, City	ORIACPC001	G-NR1	29,344	27,017	27,714	\$ 16,120	\$ 3,948	\$ -	\$ 2,827	\$ 32,292	\$ 343	\$ 55,529	\$ 4,630	\$ 4,970	-7%	
Pacifica, City	PACACPC001	G-NR1	27,198	25,770	25,929	\$ 15,081	\$ 3,694	\$ -	\$ 2,645	\$ 30,211	\$ 320	\$ 51,952	\$ 4,330	\$ 4,430	-2%	
Petaluma, City	PETACPC001	G-NR1	23,536	21,077	22,333	\$ 12,990	\$ 3,181	\$ -	\$ 2,278	\$ 26,022	\$ 276	\$ 44,748	\$ 3,730	\$ 4,280	-13%	
Pleasanton, City	PLEACPC001	G-NR1	147,961	133,427	140,703	\$ 81,840	\$ 20,043	\$ -	\$ 14,354	\$ 163,944	\$ 1,739	\$ 281,920	\$ 23,500	\$ 30,350	-23%	
Richmond, City	RICACPC001	G-NR1	355,985	367,580	353,800	\$ 205,789	\$ 50,399	\$ -	\$ 36,093	\$ 412,241	\$ 4,373	\$ 708,895	\$ 59,080	\$ 60,720	-3%	
Salinas, City	SALACPC001	G-NR1	137,729	133,353	135,358	\$ 78,732	\$ 19,282	\$ -	\$ 13,809	\$ 157,717	\$ 1,673	\$ 271,212	\$ 22,610	\$ 29,140	-22%	
San Carlos, City	SANACPC003	G-NR1	29,581	29,784	28,629	\$ 16,652	\$ 4,078	\$ -	\$ 2,921	\$ 33,357	\$ 354	\$ 57,362	\$ 4,790	\$ 4,340	10%	

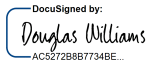
			ABAG POWER Operating Costs (\$/therm)				PG&E Costs (\$/therm)		
			Gas Commodity and Transportation Cost	Program Expenses	Carbon Offsets	Gas Storage Costs	PG&E Pass-through Costs	Distribution Shrinkage	
Core Rates	Small Commercial	G-NR1					\$ 1.165		
	Large Commercial	G-NR2	\$ 0.582	\$ 0.142	\$ -	\$ 0.102	\$ 0.807	\$ 0.021	
	Residential	G-1/GM					\$ 1.047		
Noncore Rate	Electric Generation	G-NT	\$ 0.582	\$ 0.142	\$ -	\$ -	\$ -	\$ 0.002	

Member Agency	Master Account	Predominant Load Schedule	CY 2021 Actual Usage	CY 2022 Actual Usage	FY 23 Estimated Usage	Gas Commodity and Transportation Cost	Program Expenses	Carbon Offsets	Gas Storage Costs	PG&E Pass-through Costs	Distribution Shrinkage	Total Annual Cost Estimate	FY 23-24 Monthly Levelized Charge (Jul '23 - Jun '24)	FY 22-23 Monthly Levelized Charge (Jul '22 - Jun '23)	% Change
San Mateo County															
San Mateo County006	SANACPC006	G-NR1	355,388	327,242	337,306	\$ 196,195	\$ 48,049	\$ -	\$ 34,411	\$ 393,022	\$ 4,169	\$ 675,846	\$ 56,330	\$ 60,350	-7%
San Mateo County007	SANACPC007	G-NR2	156,272	182,934	169,357	\$ 98,507	\$ 24,125	\$ -	\$ 17,277	\$ 136,712	\$ 2,093	\$ 278,714	\$ 23,230	\$ 27,200	-15%
San Mateo County008	SANACPC008	G-NR1	5,747	8,492	6,814	\$ 3,963	\$ 971	\$ -	\$ 695	\$ 7,939	\$ 84	\$ 13,652	\$ 1,140	\$ 870	31%
San Mateo County009	SANACPC009	G-NR1	2,413	2,309	2,359	\$ 1,372	\$ 336	\$ -	\$ 241	\$ 2,748	\$ 29	\$ 4,726	\$ 400	\$ 420	-5%
San Mateo County011	SANACPC011	G-NR1	10,958	9,238	10,201	\$ 5,934	\$ 1,453	\$ -	\$ 1,041	\$ 11,886	\$ 126	\$ 20,440	\$ 1,710	\$ 1,950	-12%
San Mateo County015	SANACPC015	G-NR1	95,504	111,376	104,030	\$ 60,509	\$ 14,819	\$ -	\$ 10,613	\$ 121,213	\$ 1,286	\$ 208,440	\$ 17,370	\$ 14,750	18%
San Mateo County016	SANACPC016	G-NR1	5,955	6,890	6,376	\$ 3,709	\$ 908	\$ -	\$ 650	\$ 7,429	\$ 79	\$ 12,776	\$ 1,070	\$ 1,140	-6%
San Rafael, City	SANACPC001	G-NR1	76,807	73,490	71,670	\$ 41,687	\$ 10,209	\$ -	\$ 7,311	\$ 83,509	\$ 886	\$ 143,602	\$ 11,970	\$ 10,930	10%
Santa Clara, County	SANACPN001	G-NR1	769,320	804,023	794,823	\$ 462,312	\$ 113,222	\$ -	\$ 81,085	\$ 926,113	\$ 9,824	\$ 1,592,555	\$ 132,720	\$ 145,400	-9%
Santa Rosa, City	SANACPC005	G-NR1	322,983	317,577	309,930	\$ 180,271	\$ 44,149	\$ -	\$ 31,618	\$ 361,124	\$ 3,831	\$ 620,993	\$ 51,750	\$ 46,270	12%
Saratoga, City	SARACPC001	G-NR1	7,876	10,588	9,376	\$ 5,453	\$ 1,336	\$ -	\$ 956	\$ 10,924	\$ 116	\$ 18,785	\$ 1,570	\$ 1,870	-16%
Union City	UNIACPC001	G-NR1	10,180	9,846	10,082	\$ 5,864	\$ 1,436	\$ -	\$ 1,029	\$ 11,748	\$ 125	\$ 20,202	\$ 1,690	\$ 1,880	-10%
Vallejo, City	VALACPC001	G-NR1	50,492	54,763	51,426	\$ 29,912	\$ 7,326	\$ -	\$ 5,246	\$ 59,921	\$ 636	\$ 103,040	\$ 8,590	\$ 12,340	-30%
Vallejo Sani.& Flood Control Dist	VALACPD001	G-NR1	227,640	118,621	152,520	\$ 88,713	\$ 21,726	\$ -	\$ 15,559	\$ 177,713	\$ 1,885	\$ 305,597	\$ 25,470	\$ 16,800	52%
Watsonville, City	WATACPC001	G-NR1	72,288	73,897	72,039	\$ 41,902	\$ 10,262	\$ -	\$ 7,349	\$ 83,939	\$ 890	\$ 144,342	\$ 12,030	\$ 11,790	2%
Winters, City	WINACPC001	G-NR1	3,394	3,491	3,382	\$ 1,967	\$ 482	\$ -	\$ 345	\$ 3,941	\$ 42	\$ 6,777	\$ 570	\$ 540	6%
Total - Core			6,022,446	6,105,950	5,952,021	\$ 3,462,012	\$ 847,863	\$ -	\$ 607,200	\$ 6,870,410	\$ 73,568	\$ 11,861,053	\$ 988,640	\$ 997,880	-1%
Rate (\$/therm)						\$ 0.582	\$ 0.142	\$ -	\$ 0.102	\$ 1.154	\$ 0.012				
Noncore Accounts															
San Mateo, County	SANACPC014	G-NT	302,339	286,626	295,371	\$ 171,803	\$ 42,075	\$ -	\$ -	\$ -	\$ 344	\$ 214,222	\$ 17,860	\$ 34,110	-48%
Santa Rosa, City	SANACPC012	G-NT	335,480	275,509	328,664	\$ 191,169	\$ 46,818	\$ -	\$ -	\$ -	\$ 382	\$ 238,369	\$ 19,870	\$ 44,920	-56%
Watsonville, City	WATACPC002	G-NT	25,696	33,791	51,156	\$ 29,755	\$ 7,287	\$ -	\$ -	\$ -	\$ 60	\$ 37,101	\$ 3,100	\$ 15,410	-80%
Total - Noncore			663,515	595,926	675,191	\$ 392,727	\$ 96,181	\$ -	\$ -	\$ -	\$ 785	\$ 489,693	\$ 40,830	\$ 94,440	-57%
Rate (\$/therm)						\$ 0.582	\$ 0.142	\$ -	\$ -	\$ -	\$ 0.001				
GRAND TOTAL			6,685,961	6,701,876	6,627,212	\$ 3,854,739	\$ 944,044	\$ -	\$ 607,200	\$ 6,870,410	\$ 74,353	\$ 12,350,745	\$ 1,029,470	\$ 1,092,320	-6%

Working Capital Deposits:	\$ 1,988,459
Months of Working Capital:	1.93
2.0 Months of Working Capital:	\$ 2,058,940
Difference:	\$ (70,481)



SUMMARY OF EXECUTIVE COMMITTEE APPROVAL

Work Item No.:	1707
Consultant:	-
Work Project Title:	ABAG POWER
Purpose of Project:	Purchase/transport of natural gas
Brief Scope of Work:	Enable price stability and cost savings by conducting pooled purchasing of natural gas on behalf of local governments.
Project Cost Not to Exceed:	\$12,372,840
Funding Source:	Program Participant Fees
Fiscal Impact:	Fiscal Year 2023-24
Motion by Committee:	The ABAG POWER Executive Committee authorizes a fiscal year 2023-24 Operating Budget in the amount of \$12,372,840 and approves the accompanying levelized charges as shown in agenda item 6.d. for the period July 1, 2023 through June 30, 2024.
Executive Committee Approval:	<small>DocuSigned by:</small>  <small>AC5272B8B7734BE...</small> Doug Williams Chair, Executive Committee
Approval Date:	June 15, 2023

**ABAG FINANCE AUTHORITY FOR
NONPROFIT CORPORATIONS
(FAN) BUDGET**

Governing Board

May 18, 2023

Agenda Item 6.a.

ABAG Finance Authority for Nonprofit Corporations (ABAG FAN)

Subject:

Adoption of ACFA Resolution No. 2023-004 Approving the Association of Bay Area Governments Finance Authority for Nonprofit Corporations (ABAG FAN) Fiscal Year 2023-24 Operating Budget

Background:

Staff requests approval from the Advancing California Finance Authority (ACFA) Governing Board for the ABAG Finance Authority for Nonprofit Corporations (FAN) Fiscal Year (FY) 2023-24 Operating Budget. The Operating Budget is balanced, with a surplus of \$9,469.

Operating Revenue

Proposed operating revenues for FY 2023-24 is approximately \$786,000, a decrease of \$76,000 from the FY 2022-23 budget, primarily due to a decrease in Administrative Fees Revenue, Financial Services Revenue, and Community Facilities Districts (CFD) recovery fees.

Forecasted LAIF revenue is projected at \$69,000, a 376% increase from the previous year. This interest income increase is due to the anticipated higher yield on the \$3 million account balance.

Financial Services Revenue is budgeted at \$20,000, a \$30,000 reduction from FY 2022-23 budget due to the current high interest rate environment resulting in fewer refinancing activities.

FAN earns fees on the administration of the existing bond portfolio, some of which are based on outstanding par amount. As bond issues amortize and mature, the administration fees decrease. Staff expect these fees to continue to diminish as the existing portfolio matures.

The existing Community Facilities Districts (CFD) debt includes cost recovery provisions which allow FAN to recover from the districts the costs of administrating the CFD bond portfolio. The proposed FY 2023-24 CFD expenditures include cost savings of approximately \$38,000, resulting in a like reduction of this line item.

Project monitoring fee revenue remains unchanged as these fees are required by the regulatory agreements and typically continue even after bond issues have matured or been paid off.

Operating Expense

Proposed operating expenditures for FY 2023-24 are approximately \$444,000, a decrease of \$133,000 or 23% from FY 2022-23. Highlights include:

- A reduction of \$103,000 in financial advisory consulting fees due to fewer refinancing or restructuring activities.

ABAG Finance Authority for Nonprofit Corporations (ABAG FAN)

- Bank and financing fees, travel and training, and other miscellaneous costs decrease by \$36,000.
- Staff costs and overhead increase approximately 22% due to a new allocation related to the executive office.

Issues: None

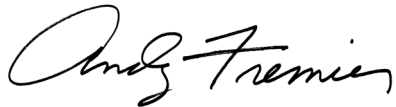
Recommended Action:

The Advancing California Finance Authority (ACFA) Governing Board is requested to adopt Resolution No. 2023-004 approving the ABAG Finance Authority for Nonprofit Corporations (ABAG FAN) Operating Budget for Fiscal Year 2023-24.

Attachments:

- A. ABAG FAN Proposed FY 2023-24 Operating Budget
- B. ACFA Resolution 2023-004, Approving ABAG FAN Fiscal Year 2023-24 Operating Budget

Reviewed:



Andrew Fremier

Date: May 18, 2023

W.I.: 1711

ADVANCING CALIFORNIA FINANCE AUTHORITY
RESOLUTION NO. 2023-004

ABSTRACT

This resolution approves the Association of Bay Area Governments (ABAG) Finance Authority for Nonprofit Corporations (FAN) Fiscal Year 2023-24 Operating Budget.

Further discussion of the agency budget is contained in the Advancing California Finance Authority (ACFA) Governing Board Summary Sheet dated May 18, 2023. A budget is attached as Attachment A.

Date: May 18, 2023

W.I.: 1711

ADVANCING CALIFORNIA FINANCE AUTHORITY
RESOLUTION NO. 2023-004

Re: Approval of Association of Bay Area Governments (ABAG) Finance Authority for Nonprofit Corporations (FAN) Fiscal Year 2023-24 Operating Budget

WHEREAS, the ABAG Finance Authority for Nonprofit Corporations (FAN) was established in 1990 pursuant to Chapter 5, Division 7, and Title 1 of the Government Code section 6500 of the State of California. ABAG FAN's purpose is to provide the means to meet the capital financing needs of public agencies and their non-profit partners serving the public interest. ABAG FAN is a joint powers authority comprising of California municipalities and is governed by a board appointed by its members; and

WHEREAS, the Advancing California Finance Authority (ACFA) was created on January 1, 2018, as a joint exercise of powers agency established by the Association of Bay Area Governments (ABAG) and the ABAG Finance Authority for Nonprofit Corporation (FAN) pursuant to the Chapter 5, Division 7 and Title I of the Government Code Section 6500 of the State of California. ABAG and ABAG FAN are also joint exercise of powers agencies created and existing under the California Joint Exercise of Powers Act, Sections 6500 through 6599.3 (Joint Powers Act); and

WHEREAS, in April 2020, the ABAG FAN Executive Committee voted to transfer Administration of ABAG FAN to the Governing Board of ACFA. The transfer provides power for the ACFA Governing Board to act as the ABAG FAN's board. The ACFA Governing Board accepted the transfer of responsibilities in May 2020; and

WHEREAS, the Executive Director of the Metropolitan Transportation Commission (MTC) has presented the proposed ABAG FAN Fiscal Year 2023-24 Operating Budget to the ACFA Governing Board for approval; and

WHEREAS, the ACFA Governing Board has reviewed and approved the Fiscal Year 2023-24 proposed ABAG FAN Operating Budget.

ADVANCING CALIFORNIA FINANCE AUTHORITY

RESOLUTION NO. 2023-004

NOW, THEREFORE, BE IT RESOLVED, that ABAG FAN's Operating Budget for Fiscal Year 2023-24, is prepared in accordance with generally accepted accounting principles and modified accrual, and attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the ACFA Governing Board is authorized to amend the adopted ABAG FAN Fiscal Year 2023-24 Operating Budget to incorporate any unbudgeted increase in revenue sources along with appropriate expenses so long as the added expenses do not exceed the additional revenue; and, be it further

RESOLVED, that the Executive Director of MTC, or designee, shall submit written requests for approval of consultants, professional services, and other expenses authorized in the approved Fiscal Year 2023-24 Operating Budget; and, be it further

RESOLVED, that the Chief Financial Officer of MTC is authorized to reserve up to \$500,000 in a Liability Reserve; and, be it further

RESOLVED, that the Chief Financial Officer of MTC is authorized to carryover and re-budget into the approved ABAG FAN Fiscal Year 2023-24 Operating Budget any funds, contracts, expenses, and encumbrances properly approved in a previous budget; and, be it further

RESOLVED, that the Chief Financial Officer of MTC is authorized to correct any obvious errors in the drafting, presentation, and publication of the approved ABAG FAN Fiscal Year 2023-24 Operating Budget; and, be it further

ADVANCING CALIFORNIA FINANCE AUTHORITY

RESOLUTION NO. 2023-004

RESOLVED, that the Executive Director of MTC, or the responsible MTC staff person designated by the Executive Director, shall furnish the ACFA Governing Board with a quarterly financial report to reflect budgeted and actual income, expenses, obligations for professional and consultant services as well as cash and investment balances and such other information and data as may be requested by the ACFA Governing Board.

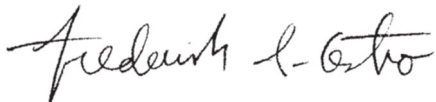
ADVANCING CALIFORNIA FINANCE
AUTHORITY



Jesse Arreguin

Vice Chair of the Governing Board

The above resolution was adopted by the Advancing California Finance Authority at a properly noticed meeting held on May 18, 2023 in San Francisco, California, and at other remote locations, at which a quorum was present and acting throughout.



Frederick Castro

Secretary

Advancing California Finance Authority

Date: May 18, 2023

W.I.: 1711

Attachment A

Resolution No. 2023-004

ASSOCIATION OF BAY AREA GOVERNMENTS FINANCE AUTHORITY FOR
NONPROFIT CORPORATIONS
FISCAL YEAR 2023-24 OPERATING BUDGET

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Budget Summary----- 1

FINANCE AUTHORITY FOR NONPROFIT CORPORATIONS (FAN) BUDGET – APPROVED

	FY 2022-23 APPROVED	ACTUALS AS OF 12/31/2022	FY 2023-24 APPROVED	DIFFERENCE \$ INCREASE/(DECREASE)	DIFFERENCE % INCREASE/(DECREASE)
REVENUES					
Interest Income - Local Agency Investment Fund (LAIF)	\$ 14,500	\$ 10,138	\$ 69,000	\$ 54,500	376%
Financial Services	50,000	20,000	20,000	(30,000)	-60%
Administrative Fees	280,000	159,932	218,339	(61,661)	-22%
Community Facilities District (CFD) Cost Recovery Fees	311,376	109,302	273,712	(37,664)	-12%
Project Monitoring Fees	206,000	117,625	204,651	(1,349)	-1%
TOTAL REVENUES	\$ 861,876	\$ 416,997	\$ 785,702	\$ (76,174)	-9%
EXPENSES					
Travel and Training	5,000	-	3,000	(2,000)	-40%
Memberships	500	-	500	-	0%
Consultant/Professional Fees	360,000	93,891	257,000	(103,000)	-29%
Legal Fees	100,000	-	104,900	4,900	5%
Committee/Board Member Stipend	3,000	2,400	5,000	2,000	67%
Financial Audit	69,000	37,399	68,000	(1,000)	-1%
Bank Service Charges/Financing Fees	25,000	466	5,000	(20,000)	-80%
Miscellaneous	15,000	-	1,000	(14,000)	-93%
TOTAL EXPENSES	\$ 577,500	\$ 134,156	\$ 444,400	\$ (133,100)	-23%
OPERATING SURPLUS/(DEFICIT) BEFORE TRANSFERS	\$ 284,376	\$ 282,841	\$ 341,302	\$ 56,926	
TRANSFERS					
Transfers (Out)					
Metropolitan Transportation Commission (MTC) Staff Cost	\$ (181,834)	\$ (85,989)	\$ (221,222)	\$ (39,388)	22%
MTC Overhead	(90,917)	(41,833)	(110,611)	(19,694)	22%
Total Transfers (Out)	(272,751)	(127,822)	(331,833)	(59,081)	21.7%
TOTAL TRANSFERS	\$ (272,751)	\$ (127,822)	\$ (331,833)	\$ (59,081)	22%
OPERATING SURPLUS/(DEFICIT)	\$ 11,624	\$ 155,019	\$ 9,469	\$ (2,155)	

**SAN FRANCISCO BAY
RESTORATION AUTHORITY
(SFBRA) BUDGET**



SAN FRANCISCO BAY
RESTORATION AUTHORITY

RESOLUTION NO.
109

**ADOPTING THE FY 2023-24 SAN FRANCISCO BAY RESTORATION AUTHORITY
OPERATING AND PROJECT BUDGET**

Whereas, the San Francisco Bay Restoration Authority (“Authority”) was established by the San Francisco Bay Restoration Authority Act, California Government Code Section 66700 et seq. (“Act”) as a regional entity to generate and allocate resources for the protection, restoration, enhancement, and enjoyment of tidal wetlands and wildlife habitat in San Francisco Bay and along its shoreline; and

Whereas, on October 24, 2016, the State Coastal Conservancy ("Conservancy"), the Association of Bay Area Governments ("ABAG"), and the Authority entered into a joint powers agreement ("JPA") pursuant to which ABAG provides treasurer services for the Authority; and

Whereas, on December 15, 2017, the Conservancy, ABAG, and the Authority amended the JPA to reflect that ABAG’s staff services under the JPA will be provided by the Metropolitan Transportation Commission ("MTC") pursuant to a Contract for Services between ABAG and MTC; and

Whereas, Staff has prepared a proposed budget for FY 2023-24 that is laid out in two distinct programmatic areas, Project and Operating budgets in Exhibit A; and

Whereas, the proposed budget for FY 2023-24 has been reviewed and recommended for approval by the MTC Chief Financial Officer, acting as Treasurer to the Authority;

Now Therefore Be It Resolved, that the San Francisco Bay Restoration Authority hereby:

1. Adopts the Proposed Operating and Project Budget for FY 2023-24 as shown in Exhibit A.
2. Authorizes the Executive Officer and the MTC Chief Financial Officer to:
 - a. Modify the operating budget as necessary except that any change that would increase overall expenses approved in the operating budget must first be approved by the Governing Board as a formal budget amendment.

- b. Carryover expenses properly encumbered in the prior fiscal year and for which services will not be provided until FY 2023-24 and amend these encumbrances into the FY 2023-24 budget without formal budget action except to inform the Authority of the amount of the carryover. All other operating contracts and expenses shall lapse at fiscal year-end.
 - c. Budget and encumber project budgets for authorized grants and carryover all unspent balances regardless of fiscal year until the Authority's grant funding obligations are complete or the grant agreement terminated.
3. Authorizes the MTC Chief Financial Officer, acting as Treasurer to the Authority, to pool funds for investment and authorize advances for cash flow purposes provided that such advances are reconciled and restored to the originating fund by fiscal year end.
 4. Directs the Executive Officer to obtain Governing Board approval of any increase to the approved overall Project Based Budget except where funding for the increase is derived from an approved and budgeted contingency. The Executive Officer shall keep the Governing Board informed of any use of an authorized contingency and any remaining balance.
 5. Directs the Executive Officer to research and recommend operating and project reserve levels.

PASSED AND ADOPTED by the Governing Board of the San Francisco Bay Restoration Authority at its meeting on June 30, 2023, by the following vote:

AYES: Governing Board Members Gioia, Holman, Gauthier, Pine

NOES: Governing Board Members _____

ABSENT: Governing Board Members _____

ABSTAIN: Governing Board Members _____

Dave Pine

 Dave Pine, Chair

I, Paul Johnson, Clerk of the Governing Board of the San Francisco Bay Restoration Authority, do hereby certify that the foregoing is a true and correct copy of the Resolution adopted by the Governing Board of the San Francisco Bay Restoration Authority at its meeting of June 30, 2023, which Resolution is on file in the office of this regional governmental entity.

Paul Johnson

Paul Johnson, Clerk

San Francisco Bay Restoration Authority (SFBRA) - FY 2023-24 Project Based Budget

	Actuals as of 03/31/2023 Life-to-Date	Approved FY 2022-2023	Approved Life-to-Date (LTD) FY 2022-23	Approved and Admin Update FY 2022-23	Approved Budget FY 2023-24	Proposed Life-to-Date (LTD) FY 2023-24
Revenue						
Measure AA Special Tax Revenue	\$ 143,021,249	\$ 25,815,000	\$ 153,658,480	\$ 153,658,480	\$ 25,815,000	\$ 179,473,480
Project Fees	1,173,444	375,000	1,500,000	1,500,000	375,000	1,875,000
Total Project Revenue	\$ 144,194,693	\$ 26,190,000	\$ 155,158,480	\$ 155,158,480	\$ 26,190,000	\$ 181,348,480
Expense - Fees						
Less 5% Administration Fee	\$ 7,715,656	\$ 1,290,750	\$ 7,682,924	\$ 7,682,924	\$ 1,290,750	\$ 8,973,674
County Administration Fee	4,080,175	750,000	4,445,246	4,445,246	750,000	5,195,246
Technical Services - Consultants	264,359	55,000	306,840	306,840	355,000	661,840
Total Expense Fees	\$ 12,060,190	\$ 2,095,750	\$ 12,435,010	\$ 12,435,010	\$ 2,395,750	\$ 14,830,760
Expense - Projects						
South Bay Salt Ponds Restoration Project, Phase 2	\$ 2,076,522	\$ -	\$ 8,021,730	\$ 8,021,730	\$ -	\$ 8,021,730
South San Francisco Bay Shoreline Project	35,599,425	11,426,673	61,466,079	61,466,079	-	61,466,079
Restoring wetland-upland transition zone habitat	2,337,321	-	2,661,264	2,661,264	-	2,661,264
Montezuma Tidal and Seasonal Wetlands Restoration Project	1,512,412	-	1,610,000	3,710,000	-	3,710,000
Deer Island Basin Phase 1 Tidal Wetlands Restoration Project	488,673	-	630,000	630,000	-	630,000
San Leandro Treatment Wetland	529,109	-	539,000	539,000	-	539,000
Encinal Dune Restoration and Public Access	450,000	-	450,000	450,000	-	450,000
Sonoma Creek Baylands Strategy	172,500	-	172,500	172,500	-	172,500
Bay Restoration Regulatory Integration Team	1,833,942	-	3,809,973	4,292,396	-	4,292,396
900 Innes	4,998,600	-	4,998,600	4,998,600	-	4,998,600
Tiscornia Marsh Restoration and Sea Level Rise Adaptation	1,039,763	-	4,050,916	4,507,763	-	4,507,763
Coyote Hills Restoration and Public Access	1,892,277	-	3,950,000	3,950,000	-	3,950,000
Lower Walnut Creek Restoration	2,777,143	-	7,929,855	7,929,855	-	7,929,855
North Richmond Shoreline Living Levee	462,417	-	644,709	694,709	-	694,709
San Pablo Baylands Collaborative Protection and Restoration Project	248,575	-	4,267,000	4,267,000	-	4,267,000
Rehabilitating Fish Screens of Suisun Marsh	454,606	-	454,624	1,717,925	-	1,717,925
Heron's Head Park Shoreline Resilience	256,154	-	297,000	1,092,222	-	1,092,222
American Canyon Wetlands Restoration Plan	46,101	-	450,000	517,500	-	517,500
Oakland Shoreline Leadership Academy	174,026	-	180,000	174,026	-	174,026
Invasive Spartina Removal and Tidal Marsh Restoration Project	3,501,966	-	4,000,000	4,000,000	-	4,000,000
Long Beach Restoration Design Project w/City of San Leandro	14,007	-	514,500	514,500	-	514,500
Hayward Marsh Restoration Project w/East Bay Regional Parks District	214,004	-	500,000	575,000	-	575,000
Greenwood Gravel Beach Design Project	24,097	-	380,000	380,000	-	380,000
Terminal Four Wharf Removal Project	-	-	2,300,000	2,300,000	-	2,300,000
Burlingame Shoreline Park Project	498,834	-	1,491,499	1,491,499	-	1,491,499
Colma Creek Restoration and Adaptation Project	291,222	-	595,000	595,000	-	595,000
Calabazas/San Tomas Aquino Creek - Marsh Connection Project	51,197	-	3,370,000	3,370,000	-	3,370,000
Evolving Shorelines Bothin Marsh	97,812	-	255,000	255,000	-	255,000
Wetlands Regional Monitoring Program	193,411	-	1,457,500	1,457,500	1,457,500	2,915,000
De-Pave Park	-	-	-	800,000	-	800,000
Baylands Habitat Restoration and Community Engagement in East Palo Alto	-	-	-	688,016	-	688,016
SAFER Bay	-	-	-	4,980,000	-	4,980,000
Regionally Advancing Living Shorelines	-	-	-	500,000	-	500,000
Goat Island Tidal Marsh Restoration	-	-	-	839,700	-	839,700
Berkeley North Basin Project	-	-	-	600,000	-	600,000
Community Grants Program	50,388	600,000	900,827	600,287	600,000	1,200,287
<i>Marin City Wetlands Restoration</i>	-	-	100,000	100,000	-	100,000
<i>Candlestick Point Stewardship/Sunrise Point</i>	75,059	-	100,000	300,000	-	300,000
<i>Bay Restoration: Youth Engagement & Service Learning in Oakland</i>	-	-	99,173	99,713	-	99,713
<i>San Leandro Creek (Lisjan) community Project</i>	-	-	-	100,000	-	100,000
Unallocated Measure AA Projects	-	11,975,000	15,315,847	2,273,159	21,700,000	23,973,159
Project Contingency	-	-	4,285,570	3,636,223	-	3,636,223
Total Projects Expense	\$ 62,361,565	\$ 24,001,673	\$ 142,248,166	\$ 142,248,166	\$ 23,757,500	\$ 166,005,666
Total Expense	\$ 74,421,755	\$ 26,097,423	\$ 154,683,176	\$ 154,683,176	\$ 26,153,250	\$ 180,836,426
Balance	\$ 69,772,939	\$ 92,577	\$ 475,304	\$ 475,304	\$ 36,750	\$ 512,054

San Francisco Bay Restoration Authority (SFBRA) - FY 2023-24 Operating Budget

	Actual as of 03/31/2023	Approved Budget FY 2022-23	Approved Budget FY 2023-24	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Revenues					
Administration Transfer in	\$ 1,290,750	\$ 1,290,750	\$ 1,290,750	\$ -	0%
Interest Revenue	1,647,304	204,000	600,000	396,000	194%
Total Revenues	\$ 2,938,054	\$ 1,494,750	\$ 1,890,750	\$ 396,000	26%
Expenses					
MTC Salaries & Benefits	215,128	317,286	391,655	74,369	23%
MTC Indirect cost	104,660	158,643	195,827	37,184	23%
State Coastal Conservancy Staff	260,831	750,000	825,000	75,000	10%
Total Salaries, Benefits, and Indirect Expenses	580,620	1,225,929	1,412,482	186,553	15%
Travel	116	7,700	7,700	-	0%
Audit	35,332	47,500	49,500	2,000	4%
Banking & Finance Fees	4,843	1,100	1,100	-	0%
Insurance	-	15,000	15,000	-	0%
Consultants	15,000	125,000	175,000	50,000	40%
Committee Member Stipend	2,450	3,000	20,000	17,000	567%
Community Member Participation	-	-	8,000	8,000	0%
Operating Contingency (10%)*	585	64,538	129,075	64,537	100%
Total General Operating Expenses	58,326	263,838	405,375	141,537	54%
Total Expenses	\$ 638,946	\$ 1,489,767	\$ 1,817,857	\$ 328,090	22%
Operating Surplus/(Deficit)	\$ 2,299,108	\$ 4,983	\$ 72,893	\$ 67,910	1363%
Beginning Operating Fund Balance	\$ 1,832,374	\$ 1,580,363	\$ 1,837,357		
Ending Operating Fund Balance	\$ 4,131,482	\$ 1,585,346	\$ 1,910,250		

*Contingency rate changed from 5% to 10% of Administration Revenue



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

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