Metropolitan Transportation Commission
Budget Book
Fiscal Year 2026-27

FINAL

METROPOLITAN
TRANSPORTATION
COMMISSION

METROPOLITAN TRANSPORTATION COMMISSION

FY 2026-27 AGENCY BUDGET BOOK

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Bay Area Housing Finance Authority

Bay Area Metro Center 375 Beale Street, Suite 800, San Francisco, CA 94105 | TEL 415.778.6700 | WEB www.mtc.ca.gov

Memorandum

To:	Metropolitan Transportation Commission (MTC) and Affiliated Entities	**Date:**	July 1, 2026
From:	Derek Hansel, Chief Financial Officer		
Subject:	Fiscal Year (FY) 2026-27 Budget Book		

To the Metropolitan Transportation Commission and the Governing Boards of our Affiliated Entities:

We are pleased to present the Fiscal Year (FY) 2026-27 Budget for the Metropolitan Transportation Commission (MTC) and its affiliated entities.

These budgets serve as both fiscal plans and policy directives, reflecting our strategic priorities and commitment to serving the San Francisco Bay Area region. They align resources with organizational goals, support continued investment in critical programs and services, and demonstrate our commitment to sound financial management. The budgets also provide a disciplined and sustainable framework for addressing the region's transportation, housing, environmental, and economic challenges.

The budgets prioritize operational effectiveness, accountability, and responsible stewardship while advancing key transportation planning, project delivery, mobility, technology modernization, and organizational initiatives. It also maintains a disciplined financial framework through prudent reserve practices, strong internal controls, and the strategic use of federal, state, regional, and local funding resources.

The budgets also provide continued support for MTC's affiliated entities and programs, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE), the Bay Area Infrastructure Financing Authority (BAIFA), and the implementation of the next-generation Clipper® system. Through these programs and partnerships, MTC and its affiliated entities support regional mobility, transportation system reliability, toll bridge and express lane operations, transit fare payment modernization, infrastructure investment, and other initiatives that help advance a more connected, efficient, and resilient transportation network throughout the Bay Area.

In addition, the budgets continue investments in climate resilience, environmental sustainability, cybersecurity, technology modernization, and other initiatives that strengthen organizational effectiveness and support delivery of essential regional services.

The FY 2026-27 Budgets reflect a balanced approach to meeting current needs while positioning MTC and its affiliated entities to address future opportunities and challenges. As the Bay Area continues to navigate complex transportation, housing, economic, and environmental issues, meaningful progress depends on strong partnerships, coordinated action, and a shared commitment to regional success.These budgets reflect the collaboration among the Metropolitan Transportation Commission and our local, state, federal, and civic stakeholders and partners. We value these relationships and recognize that achieving the region's goals requires collective leadership, thoughtful investment, and a coordinated regional approach.

We thank the Commission and the governing boards of our affiliated entities for their stewardship, guidance, and commitment to serving the public. Together, we are building a more connected, resilient, and prosperous future for the region.

DocuSigned by:
Derek Hansel
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Derek Hansel
Chief Financial Officer
Metropolitan Transportation Commission (MTC)

Budget Department Contacts

If you have any questions or need assistance, please contact the following staff:

Entities, Program	Budget	Contract & Purchase Order Administration	Grant & Funding Administration
Metropolitan Transportation Commission (MTC)	Patrick, Elizabeth	Anna, Boki	Elizabeth, Boki
Overall Work Program (OWP)	Elizabeth	Elizabeth, Boki	Elizabeth, Boki
MTC Exchange & Other Special Revenue	Patrick, Elizabeth	Anna	
Fund Estimates - Transportation Development Act (TDA) Allocations	Patrick, Elizabeth	Anna	
Bay Area Toll Authority (BATA)	Alita	Alita	Alita
Regional Measure (RM) Allocations	Alita	Alita	Alita
Service Authority for Freeways and Expressways (SAFE)	Alita	Alita	Alita
Bay Area Headquarters Authority (BAHA)	Iesha	Anna	Iesha
375 Beale Condominium Corporation	Iesha	Anna	Iesha
Bay Area Infrastructure Financing Authority (BAIFA)	Alita	Alita	
Bay Area Housing Finance Authority (BAHFA)	Iesha	Boki	Elizabeth, Boki

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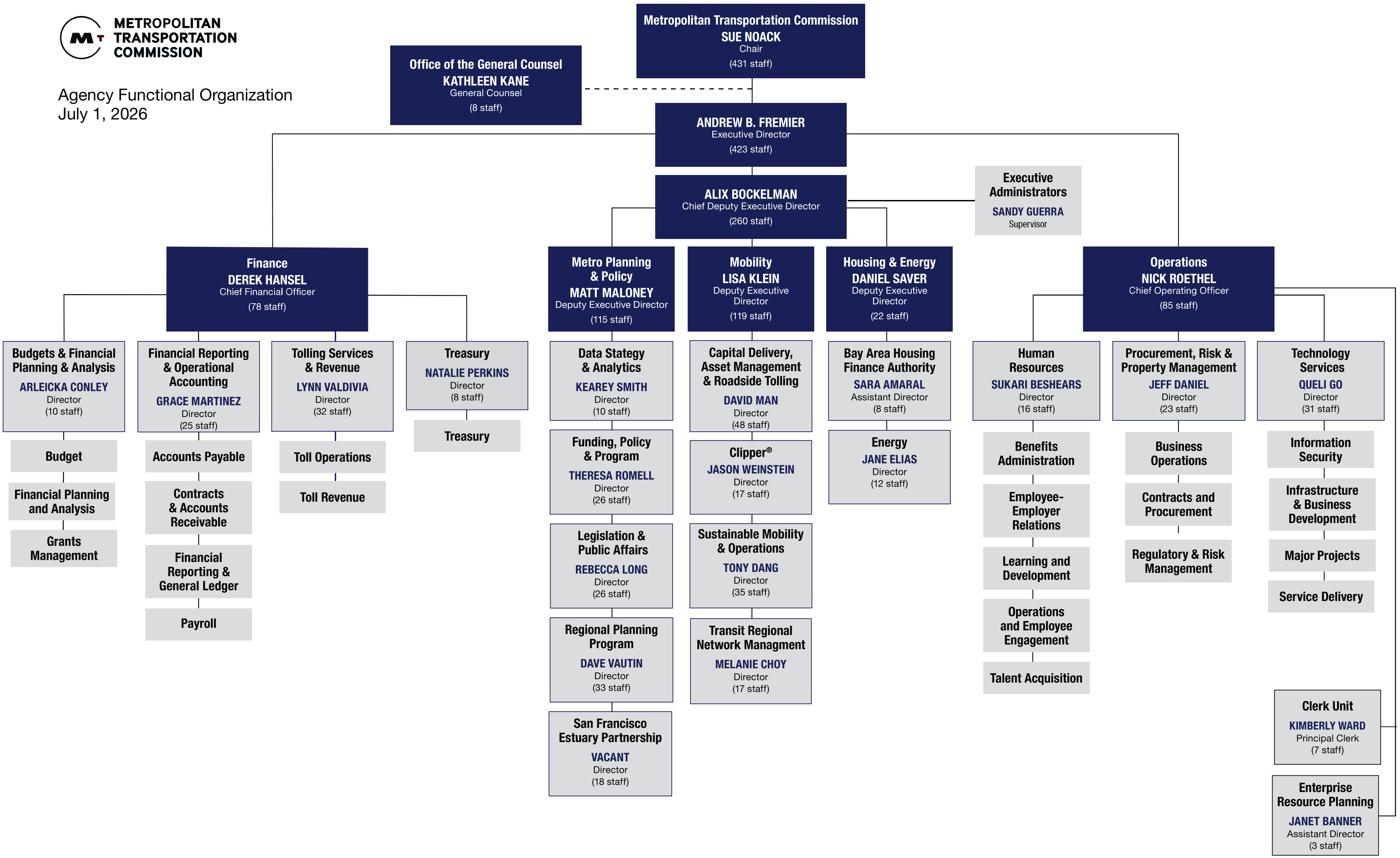
METROPOLITAN TRANSPORTATION COMMISSION

Agency Functional Organization
July 1, 2026



METROPOLITAN TRANSPORTATION COMMISSION (MTC) BUDGET

Metropolitan Transportation Commission

June 24, 2026 **Agenda Item 14a - 26-0749**

Metropolitan Transportation Commission (MTC) Resolution No. 4778

Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget

Subject:

Staff requests adoption of the Metropolitan Transportation Commission (MTC) Resolution No. 4778, approving the MTC Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft FY 2026-27 Operating and Capital Budget to the Commission as an information item. The proposed budget incorporates updated revenue projections across all major sources, refined staffing allocations, benefit and overhead assumptions, a revised cost-of-living adjustment (COLA) consistent with MTC labor agreements and recent Consumer Prix Index (CPI) projections, and updated contractual services. Collectively, these changes improve the projected operating position by $0.8 million, reducing the operating deficit before transfers from $1.4 million in the May draft to $0.6 million in the proposed budget.

Background:

The Metropolitan Transportation Commission (MTC) was established under federal and state laws in 1970 to provide comprehensive regional transportation planning, and address other regional issues, including housing and development, for the nine counties that comprise the San Francisco Bay Area, (the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma).

As the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA), MTC is responsible for regional transportation planning and project selection, distribution of federal, state, and local transportation dollars at the regional level, short and long-range regional transportation plans, short-term regional transportation improvement program, and administration of state transportation dollars.

MTC's principal sources of revenue to fund its governmental operations include federal, state, and local grants; inter-fund transfers from affiliated agencies; a percentage of the sales tax revenues collected in the nine Bay Area counties under the State Transportation Development Act of 1971 (TDA); grants from the U.S. Department of Transportation (Caltrans), Office of the Secretary of Transportation (U.S. DOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and other federal, state and local agencies.

The current economic backdrop and uncertainty as to key macroeconomic factors have led staff to take a cautious approach in developing the FY 2026-27 Operating and Capital Budget. While Gross Domestic Product (GDP) growth and low unemployment paint a strong picture, there are other factors that may complicate the Agency’s financial picture during the coming fiscal year and we must navigate significant financial headwinds:

- Inflation has remained persistently above the Federal Reserve’s 2% objective, with core measures hovering near or above 3% since 2023.
- The Federal Reserve has held the federal funds rate in the 3.5%-3.75% range since late 2025 as policymakers balance sticky inflation against signs of a softening labor market; the trajectory of further rate adjustments and the upcoming change in Fed leadership add to financial-market uncertainty.
- The ongoing transition in U.S. tariff and trade policy — including the scheduled expiration of the Section 122 universal surcharge in July 2026 and pending decisions on country-specific Section 301 tariffs — continues to affect supply chains, input costs, and consumer prices. Combined with persistent geopolitical tensions and energy-price volatility, these factors contribute to broader uncertainty in the regional economic outlook.

Additionally, the federal funding environment remains in flux. The Infrastructure Investment and Jobs Act (IIJA) authorizations are scheduled to expire September 30, 2026, and the trajectory of surface transportation reauthorization, formula and discretionary award levels, and the timing of grant obligations remain unsettled. Within this environment, MTC’s proposed budget projects a modest deficit; careful monitoring of the evolving situation and disciplined financial planning and administration will be key to sustaining operations and capital investments.

Key Budget Development Issues:

While conditions in some sectors remain favorable, the macroeconomic factors discussed above and other key issues could present challenges for MTC in FY 2026-27 and beyond. These structural and time-related issues span both the revenue and expense sides: (1) MTC's General Fund relies on TDA revenue, the growth of which has been outpaced by inflation-driven cost increases, shifts in consumer spending toward non-taxed items, and increasing demands for MTC functions that lack alternative funding sources; (2) the formula-based structure of the Bay Area Toll Authority (BATA) administrative transfers, which is tied to a share of toll revenue rather than directly to MTC's actual cost of supporting BATA operations; and (3) the timing-related indirect cost carryforward, which reduces MTC's FY 2026-27 indirect cost recovery.

The Proposed FY 2026-27 Operating and Capital Budget attempts to strike a balance between (1) resourcing staffing needs to address Commission initiatives and MTC's portfolio and priorities, and (2) the need to be fiscally prudent in light of the structural and timing-related constraints described above against an evolving Bay Area economic environment.

FY 2026-27 Budget Assumptions:

The proposed budget incorporates several key assumptions:

- 3.6% net interest yield.
- 3.5% increase in Sales Tax revenue from TDA compared to FY 2025-26 projections.
- 8% Staffing vacancy rate.
- The budget applies a 46% benefit rate to salaries to allocate projected employer-paid employee benefits, including retirement, health insurance, transit subsidies, and other post-employment benefits.
- FY 2026-27 indirect cost recover rates include compensated absences and a new set of entity-specific carryforward pools that returns prior-year over-recoveries to grant programs through reduced future rates, per federal cost recovery requirements.
- 3.8% cost-of-living adjustment (COLA) based on current consumer price index (CPI) projections, which is pursuant to the Metropolitan Transportation Commission Memorandums of Understanding (MOU).

New Positions:

MTC is responsible for authorizing staffing for MTC, the Association of Bay Area Governments (ABAG), and all operating entities. The proposed FY 2026-27 budget requests an authorized headcount at 431 positions, with one new position added; staffing reallocations among entities and departments reflect changes in program needs and reorganization. The proposed position would support the administration of an accessibility program funded by a fee levied by multiple counties on transportation network company fares. The position would be fully funded through this fee. This additional staffing resource advances Commission priorities, including improving accessibility.

FY 2026-27 Revenue and Expense:

Total revenue estimated for FY 2026-27 is $357.3 million, up $0.8 million from the amended FY 2025-26 budget. The $8.6 million decrease (-4.7%) in federal funding is primarily attributable to reductions in Surface Transportation Block Grant (STBG) programming, Federal Transit Administration (FTA) 5307 funds, and the drawdown of prior-year balances. The $10.9 million decrease (-16.3%) in state funding is driven mainly by the continued spend-down of Regional Early Action Planning 2.0 (REAP 2.0) funds, which sunset for program purposes on December 31, 2026. This is partially offset by increases in Transportation Development Act (TDA) and Senate Bill 1 (SB1) Sustainable Communities carryover funding. Local Funding increases by $20.4 million (45.3%) reflecting expanded allocations from both the MTC Exchange Fund and the State Transit Assistance (STA) Exchange Fund. Administrative Overhead Reimbursements increase modestly by 2.1%, primarily due to the $23.8 million BATA 2% administrative draw and a $0.8 million Enterprise Resource Planning (ERP) reimbursement, partially offset by lower indirect cost rate allocations.

As with other programmed but unallocated grants, contract awards and expenditures only proceed when funds become available.

FY 2026-27 Proposed Operating Revenue (millions denoted as M):

	FY 2025-26	**FY 2026-27**	**% Change**	**$ Change**
Federal Grants	$182.1M	$173.5M	(5%)	($8.6M)
State Grants	66.6M	55.7M	(16%)	(10.9M)
Local Funding	45.0M	65.4M	45%	20.4M
General Fund	16.8M	17.4M	3%	0.6M
Transfer from Other Entities/Funds	7.9M	6.4M	(19%)	(1.5M)
Administrative Overhead Reimbursement	35.5M	36.2M	2%	0.7M
Other	2.6M	2.7M	0%	0.1M
Total	**$356.5**	**$357.3M**	**0%**	**$0.8M**

Total expenses proposed for FY 2026-27 are $357.9 million, an increase of $7.9 million (2.3%) compared to the amended FY 2025-26 budget. This net growth reflects both targeted program expansions and the wind-down of several time-limited or carryover-funded efforts. The overall increase is driven primarily by higher contractual services, which increase by $5.4 million (2.0%), and computer services, which increase by $2.4 million (24.8%). The growth in computer services reflects expanded technology shared hosted services and the continued transition to cloud-based infrastructure. Salaries and benefits increased modestly, up $0.9 million (1.4%), reflecting refined staffing assumptions and updated overhead allocations.

Within contractual services, the FY 2026-27 budget reflects a strategic realignment of resources. Significant decreases include Network Management (–$6.6 million); REAP-funded Housing and Transportation (–$4.2 million) as the REAP program sunsets; the Means-Based Fare Program (–$4.0 million); and Regional Mobility Technology (–$3.1 million), as several carryover initiatives wind down. These reductions are partially offset by notable increases in priority initiatives. The Community Action Resource and Empowerment (CARE) program for Equity, Access, and Mobility increases by $22.6 million (346%). Funding also increases for federal transportation legislation activities through County Transportation Agencies (CTA) Planning and Programming (+$8.9 million), the BusAID Master Funding Agreement (+$7.7 million, driven by BusAID Round 2), and Information Technology Services supporting ERP, Salesforce, and file storage (+$2.0 million, or 64%).

Lower anticipated expenditures in several categories reflect the expectation that only remaining balances will carry forward into FY 2026-27.

A summary of expense changes is shown below; millions are denoted as M:

	FY 2025-26	FY 2026-27	% Change	$ Change
Salaries, Benefits, and Overhead	$61.9M	$62.8M	1%	$0.9M
Computer Services	9.6M	12.0M	25%	2.4M
General Operations	6.0M	5.4M	(10%)	(0.6M)
Consultants	270.3M	275.7M	2%	5.4M
Other	2.2M	2.0M	(5%)	(0.2M)
Total	**$350.0M**	**$357.9M**	**2%**	**$7.9M**

Post Retirement Costs:

The combined MTC unfunded post-retirement obligation is nearly $23.2 million: $18.0 million and $5.2 million for PERS and OPEB obligations, respectively. On a plan-wide basis, the CalPERS pension plan is approximately 92% funded and the OPEB plan is approximately 88% funded. The scheduled amortizations are built into the benefits rate. Staff will continue to monitor CalPERS investment results and required annual contributions.

Contract Services Funding:

The contract services budget for FY 2026-27, including all contract services funded by new grants, is $275.7 million. The Commission's adoption of the FY 2026-27 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. A detailed schedule of these contract services is included in Attachment C.

MTC Grants and Other Sources of Project Funding:

MTC currently manages over 70 active grants and funding sources, totaling $561.5 million in awarded and allocated funds. The grant schedule (Attachment B) in the proposed budget highlights the addition of approximately $34.2 million in new federal formula and programmed grants. Of this funding portfolio, the total carryover and new funding allocated for FY 2026-27 staff cost expenditures and contractual commitments is $294.6 million. Some of the federally funded projects supported by the grant funds include:

- CTA Planning & Programming Activities
- Priority Development Area (PDA) Growth Framework Implementation
- Regional Mapping & Wayfinding Project Progressive Design-Build Pilot Construction
- Enhancing Support for Safety in the Bay Area
- Local Fleet Electrification Planning

MTC Capital Budget:

The MTC Capital Budget for FY 2026-27 includes $1.9 million for the additional costs of implementing capital projects, including the Enterprise Resource Planning (ERP) Software Replacement, an Agenda Management Solution, Intune Enhancements, and managed information security services. It will be funded primarily by transfers from MTC Operating Reserve, BATA, and the Bay Area Infrastructure Financing Authority (BAIFA), along with interest income. This proposed increase will bring the MTC Capital Budget to a life-to-date total of $35.7 million.

Clipper Operating:

The proposed Clipper operating budget for FY 2026-27 is $64.4 million, down from the amended FY 2025-26 budget of $69.8 million. Due to delays in the Clipper 2 (account-based system) launch and customer migration, the Clipper 1 (card-based) system will remain in service for approximately six to nine additional months of FY 2026-27, ramping down as migration continues. Therefore, the FY 2026-27 budget reflects parallel operations of Clipper 1 alongside Clipper 2 operating expenses, which include the Customer Service Center (CSC), Fare Media, and Payment Services Operations and Maintenance (O&M) contracts.

The proposed budget reflects continuation of $3.5 million in Clipper 1 O&M, an increase in Clipper 2 CSC costs of approximately $12.0 million and approximately $14.4 million increase in Clipper 2 Payment Services costs as account-based fee structures stabilize. Consistent with the practice initiated in January 2025, MTC continues to cover the transit operator portion of Clipper 1 O&M and a portion of Clipper 2 CSC costs. Primary funding sources of operating costs are:

- Transit operator contributions ($30.4 million)
- State Transit Assistance (STA) ($7.3 million)
- State of Good Repair (SGR) ($8.9 million)
- Low Carbon Transit Operations (LCTOP) ($10.0 million)
- Clipper Cards/inactive accounts fund ($2.7 million)
- Float Account Interest ($4.3 million)
- Regional Measure 2 ($4.5 million)

Clipper Capital:

The proposed Clipper capital budget includes Clipper 1 and Clipper 2. Clipper 1 capital is in close-out; the life-to-date Clipper 1 budget projections are approximately $245.0 million through FY 2026-27, with a marginal increase of approximately $0.5 million in residual interest income.

The proposed FY 2026–27 Clipper 2 life-to-date budget totals $349.1 million, reflecting a $19.0 million increase to support continued system deployment as Cubic advances toward the System Completion milestone. Key capital priorities include enhancements to fare inspection and mobile payment solutions, customer service terminal equipment, updates to account-based web portals, and targeted system enhancements and expansion. New funding sources include $11.3 million from State of Good Repair (SGR), $2.1 million from State Transit Assistance (STA), $2.3 million from inactive card revenue, and $0.9 million from Surface Transportation Block Grant (STBG) funds.

Bay Area Infrastructure Projects:

The proposed FY 2026-27 Bay Area Infrastructure Projects (previously known as Bay Area Forward) budget reflects continued programming across active and planned projects, resulting in a $49.5 million increase to the life-to-date budget from $252.5 million in FY 2025-26 to $302.0 million in FY 2026-27. This updated budget incorporates a wide range of federal, state, and local funding sources to support the delivery of projects across the region.

The most significant addition is $31.1 million for the Bay Bridge Forward 2020 project, drawing on Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) sources. The West Oakland Link project receives an additional $14.9 million in FY 2026-27 programming, including new CMAQ funding and Alameda County Transportation Commission

(ACTC) contributions. Together, these two projects account for approximately 93% of the FY 2026-27 Bay Area Infrastructure Projects budget increase.

In addition, the budget includes $3.5 million in additional programming for the State Route 37 (SR 37) Sears Point to Mare Island Improvement project. Other Bay Area Infrastructure Projects carry forward existing life-to-date budgets without new programming.

A detailed funding breakdown by project and source is included in Attachment F.

Exchange Fund:

The MTC Exchange Fund/Program (governed by MTC Resolution No. 3989, Revised) allows the Metropolitan Transportation Commission to trade federal transportation funds for unrestricted local funds. This funding swap provides the Bay Area with greater flexibility to deliver priority projects that are otherwise ineligible for strict federal grants. Federal funds like the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) have strict spending guidelines. By trading these with local partners for unrestricted non-federal local funds, MTC can fund localized initiatives like bikeshare expansions, pilot studies, and engagement programs. MTC can loan unused or slow-to-spend federal apportionment to agencies that have an eligible project ready to move forward. In return, MTC receives an equal amount of reliable local or federal funds to utilize on Bay Area priorities. Swapping dollars provides a mechanism for which limited regional funds are utilized rather than being lost or lapsing due to federal red tape or bureaucratic delays.

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling $58.1 million:

- Housing Investments (Bay Area Housing Finance Authority (BAHFA) Senior Rental, Mixed-Income Loan, Regional Housing Technical Assistance) - $17.3 million
- Priority Conservation Area Grant Program - $5.5 million
- Priority Production Area Grant Program - $2.5 million
- Bike Share Investments - $3.5 million
- Active Transportation Technical Assistance and Bay Trail Programs - $3.0 million
- Other Multimodal Investments - $26.3 million

The Metropolitan Transportation Commission (MTC) State Transit Assistance (STA) Revenue-Based Exchange is a funding mechanism to deliver actions outlined in the Transit Transformation Action Plan (TAP) (MTC Res. 4519). The funds originated from STA Revenue-Based funds that were first allocated to several transit operators, who then directed the funds one time to MTC for the uses outlined in the TAP. The STA Revenue-Based Exchange (Res. 4529) funds TAP initiatives related to fares, mapping & wayfinding, transit priority, accessibility, and other pertinent regional rider improvements.

Consistent with Resolution 4529, the STA Exchange program includes budget for two categories totaling $17.9 million:

- Transit Priority: $16.1 million
- Transit Planning: $1.8 million

MTC Reserves:

The maintenance of appropriate financial reserves is a critical component of prudent fiscal management for governmental agencies. MTC's operating reserves serve several important purposes, including:

- Supporting cash flow to manage grant-funded expenses in advance of reimbursement
- Providing a contingency funding source for unanticipated needs
- Offering a financial cushion to help withstand economic uncertainty

The proposed budget includes a $0.8 million transfer from MTC's reserve balance to fund the Capital Budget, along with a net $0.6 million transfer from reserve to support operating activities. With these planned transfers, MTC's reserve balance is projected to total $78.8 million at the end of FY 2026-27.

Pursuant to MTC Resolution No. 4751, MTC's Operating Reserve Policy establishes a target to maintain a minimum unrestricted fund balance equivalent to six months of budgeted operating expenditures (50%). The required operating reserve level for FY 2026-27 is estimated at approximately $38 million. Based on current projections, the FY 2026-27 ending reserve balance is expected to remain in compliance with, and exceed, the policy requirement.

The proposed FY 2026-27 MTC Operating and Capital Budget reflects a balanced and disciplined financial plan that advances the Commission's regional priorities amid a highly uncertain economic and funding environment. Targeted updates since the May draft modestly improve the operating outlook, while maintaining a cautious approach to revenue and expenditure assumptions.

With total revenues of $357.3 million and expenditures of $357.9 million, the budget reflects a manageable operating shortfall that is addressed through planned, policy-compliant use of reserves, which remain strong and above required levels. The budget strategically aligns resources to support key initiatives, sustain core planning and programming responsibilities, invest in critical capital and technology improvements, and advance major regional programs such as Clipper 2 and Bay Area infrastructure projects.

Overall, the proposed budget demonstrates prudent fiscal stewardship, flexibility in navigating economic and funding risks, and continued commitment to delivering a coordinated, resilient, and forward-looking transportation system for the Bay Area.

Recommendation:

Staff recommends adoption of MTC Resolution No. 4778, approving the Metropolitan Transportation Commission (MTC) Proposed FY 2026-27 Operating and Capital Budget.

Attachments:

- Metropolitan Transportation Commission (MTC) Resolution No. 4703, FY 2025-26 Operating and Capital Budget
- MTC Operating Budget - Attachment A
- Federal, State, and Local Funding Schedule - Attachment B
- Contractual Services Estimates - Attachment C
- MTC Capital Budget - Attachment D
- Clipper Operating and Capital Budget - Attachment E
- Bay Area Infrastructure Projects Capital Budget - Attachment F

- MTC Exchange Fund Budget - Attachment G
- STA Exchange Fund Budget - Attachment H
- Metropolitan Transportation Commission FY 2026-27 Operating and Capital Budget Presentation

Andrew B. Fremier

Date:	June 24, 2026
W.I.:	1152
Referred by:	Commission

ABSTRACT

Resolution No. 4778

This resolution approves the Agency's Operating and Capital Budget for FY 2026-27.

Further discussion of the agency budget is contained in the Summary Sheets dated June 24, 2026. A budget is attached as Attachments A through H.

Date: June 24, 2026
W.I.: 1152
Referred by: Commission

Re: Metropolitan Transportation Commission's Operating and Capital Budget for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4778

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 22, 2026 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2026-27 with the adoption of MTC Resolution No. 4755; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2026-27; and

WHEREAS, the MTC Agency Budget for FY 2026-27 is consistent with the OWP as adopted pursuant to MTC Resolution No. 4755; and

RESOLVED, that MTC's Agency Budget for FY 2026-27, 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 2026-27, 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 2026-27, 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 2026-27; 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 2026-27; 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, consistent with the MTC Operating Reserve Policy (MTC Resolution No. 4751), the Commission authorizes the designation of certain reserves for FY 2026–27, 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 2026-27 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the Commission affirms the Operating Reserve shall be maintained in accordance with the provisions, requirements, and guidelines established under MTC Resolution No. 4751; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 431 and will not be increased without approved increase to the appropriate FY 2026-27 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2026-27 budget; 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

Susan A Noack

Sue Noack, 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 24, 2026.

Date:	June 24, 2026
W.I.:	1152
Referred by:	Commission

Attachments A,B,C,D,E,F,G,H
Resolution No. 4778

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY'S OPERATING AND CAPITAL BUDGET

FY 2026-27

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MTC Operating Budget

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Federal Grants	$ 182,076,527	$ 173,501,444	-4.7%	$ (8,575,083)
State Grants and Funding	66,583,840	55,699,060	-16.3%	(10,884,780)
Local Funding	44,974,759	65,367,173	45.3%	20,392,414
Transportation Development Act (TDA) - General Fund	16,782,953	17,368,707	3.5%	585,754
Transfer from Other Entities/Funds	7,879,627	6,401,948	-18.8%	(1,477,679)
Administrative Overhead Reimbursement	35,488,990	36,235,908	2.1%	746,918
Interest Income	2,685,780	2,694,550	0.3%	8,770
Total Operating Revenue	**$ 356,472,476**	**$ 357,268,790**	0.2%	$ 796,314
Total Operating Expense	**$ 349,961,295**	**$ 357,914,195**	2.3%	$ 7,952,900
Operating Surplus/(Deficit) Before Transfers	$ 6,511,181	$ (645,405)	-109.9%	$ (7,156,586)
Operating Surplus/(Deficit) After Transfers	$ 511,181	$ (645,405)	-226.3%	$ (1,156,586)
Transfer In/(Out) Operating Reserve	$ 2,132,019	$ 1,464,377	-31.3%	$ (667,642)
Transfer Out to Capital Fund	$ (2,643,200)	$ (818,972)	-69.0%	$ 1,824,228
Net Operating Surplus/(Deficit)	$ -	$ -	0.0%	$ -

Use of Reserves				
Beginning Reserve Balance	$ 85,369,000	$ 81,781,981	-4.2%	$ (3,587,019)
Transfer In/(Out) Operating Reserve	511,181	(645,405)	-226.3%	(1,156,586)
Transfer In/(Out) Capital Reserve	(2,643,200)	(818,972)	-69.0%	1,824,228
Net Transfers In/(Out) Reserves	(2,132,019)	(1,464,377)	-31.3%	667,642
Committed to Legal Reserve	(1,455,000)	(1,552,000)	6.7%	(97,000)
Ending Reserve Balance	81,781,981	78,765,604	-3.7%	(3,016,377)

Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	$ 13,626,107	$ 10,481,995	-23.1%	$ (3,144,112)
Congestion Mitigation and Air Quality (CMAQ) - New	5,450,000	-	-100.0%	(5,450,000)
Federal Highway Administration Planning (FHWA PL)	-	10,411,817	N/A	10,411,817
Federal Highway Administration Planning (FHWA PL) (Carryover)	12,548,725	3,773,054	-69.9%	(8,775,671)
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law	-	266,970	N/A	266,970
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law (Carryover)	270,268	-	-100.0%	(270,268)

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	597,833	-	-100.0%	(597,833)
Federal Highway Administration State Planning and Research (FHWA SPR Part I) (FY 2024-25)	460,131	365,980	-20.5%	(94,151)
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) - Complete Streets Bipartisan Infrastructure Law	-	229,574	N/A	229,574
Federal Transit Administration (FTA) 5303	-	4,960,216	N/A	4,960,216
Federal Transit Administration (FTA) 5303 - Carryover	5,429,721	1,950,740	-64.1%	(3,478,981)
Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	350,000	0.0%	-
Federal Transit Administration (FTA) 5307	15,000,000	9,000,000	-40.0%	(6,000,000)
Federal Transit Administration (FTA) 5312	330,000	-	-100.0%	(330,000)
HUD Pro Housing Grant	5,000,000	5,000,000	0.0%	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	81,453,689	74,218,220	-8.9%	(7,235,469)
Surface Transportation Block Grant (STBG) (Local Match Required)	19,318,074	16,464,902	-14.8%	(2,853,172)
Surface Transportation Block Grant (STBG) - New	10,440,000	24,183,000	131.6%	13,743,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	1,544,979	1,544,979	0.0%	-
Safe Streets for All Grant (SS4A) (Local Match Required)	10,000,000	10,000,000	0.0%	-
U.S. National Science Foundation	257,000	300,000	16.7%	43,000
	$ 182,076,527	**$ 173,501,444**	-4.7%	**$ (8,575,083)**

State Grants and Funding

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
California Housing Community Development (HCD) (REAP 2.0)	$ 37,457,557	$ 28,314,157	-24.4%	$ (9,143,400)
California Public Utilities Commission (CPUC)	-	252,077	N/A	252,077
Low Carbon Transit Operations Program (LCTOP) Means Based	168,836	-	-100.0%	(168,836)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	-	2,125,600	N/A	2,125,600
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (Carryover)	3,201,233	2,350,369	-26.6%	(850,864)
SB 125 Formula-Based Transit and Intercity Rail Capital Program	506,045	498,942	-1.4%	(7,103)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	694,531	743,607	7.1%	49,076
Coastal Conservancy	247,430	70,000	-71.7%	(177,430)
State Transit Assistance (STA)	22,340,188	20,201,498	-9.6%	(2,138,690)
2% Transit Transfer	475,000	813,418	71.2%	338,418
2% Transit Transfer - New	425,000	-	-100.0%	(425,000)
5% Transit Transfer	123,127	329,392	167.5%	206,265
5% Transit Transfer - New	293,000	-	-100.0%	(293,000)
Transit and Intercity Rail Capital Program	651,893	-	-100.0%	(651,893)
	$ 66,583,840	**$ 55,699,060**	**-16.3%**	**$ (10,884,780)**

Local Funding

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
SFMTA Local Funding	$ 700,000	$ -	-100.0%	$ (700,000)
Bay Area Air Quality Management District (BAAQMD)	451,087	-	-100.0%	(451,087)
Exchange Fund	24,596,740	43,041,672	75.0%	18,444,932
State Transit Assistance (STA) Exchange Fund	8,712,458	17,893,688	105.4%	9,181,230
Pavement Management Program (PMP Sales)	2,000,000	2,000,000	0.0%	-

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Sponsorship Fund	17,273	17,273	0.0%	-
High Occupancy Vehicle (HOV) Lane Fines	461,922	366,262	-20.7%	(95,660)
Transportation Fund for Clean Air (TFCA)	550,000	400,000	-27.3%	(150,000)
Pavement Technical Assistance Program Local Share	730,669	625,000	-14.5%	(105,669)
AC Transit - Cities/Local Funds	160,000	-	-100.0%	(160,000)
Alameda County Transportation Commission (ACTC)	469,610	600,000	27.8%	130,390
Santa Clara Valley Transportation Authority	-	200,000	-100.0%	200,000
San Francisco County Transportation Authority	-	131,783	-100.0%	131,783
San Francisco County Transportation Authority Prop L	125,000	91,495	-26.8%	(33,505)
Chan Zuckerberg Initiative	6,000,000	-	-100.0%	(6,000,000)
Subtotal	**$ 44,974,759**	**$ 65,367,173**	**45.3%**	**$ 20,392,414**
Transfers In				
Association of Bay Area Governments (ABAG)	$ 204,029	$ -	-100.0%	$ (204,029)
Bay Area Infrastructure Financing Authority (BAIFA)	132,390	313,550	136.8%	181,160
Bay Area Toll Authority (BATA) Regional Measure 2	2,288,818	1,549,000	-32.3%	(739,818)
Bay Area Toll Authority (BATA) Regional Measure 3	1,000,000	1,000,000	0.0%	-
Bay Area Toll Authority (BATA) Reimbursement	2,141,760	2,370,798	10.7%	229,038
BATA Rehabilitation Program	200,000	-	-100.0%	(200,000)
Transfer In for Investment Management Expenses	1,912,630	1,168,600	-38.9%	(744,030)
Subtotal	**$ 7,879,627**	**$ 6,401,948**	-18.8%	**$ (1,477,679)**
Reimbursements for Administrative Overhead				
Association of Bay Area Governments (ABAG)	$ 3,277,635	$ 4,216,747	28.7%	$ 939,112
BATA 1% Administrative Draw	11,317,897	11,879,783	5.0%	561,886
Additional BATA 1% Administrative Draw	11,317,897	11,879,783	5.0%	561,886
Bay Area Forward	138,865	-	-100.0%	(138,865)
Bay Area Infrastructure Financing Authority (BAIFA)	2,796,911	1,801,956	-35.6%	(994,955)
Bay Area Housing Finance Authority (BAHFA)	629,250	975,545	55.0%	346,295
Bay Area Headquarters Authority (BAHA)	1,097,052	837,592	-23.7%	(259,460)
MTC Capital ERP Project	1,410,837	816,957	-42.1%	(593,880)
Clipper	2,569,305	2,964,327	15.4%	395,022
Service Authority for Freeways and Expressways (SAFE) Reimbursement	933,341	863,217	-7.5%	(70,124)
Subtotal	**$ 35,488,990**	**$ 36,235,908**	**2.1%**	**$ 746,918**
Other Revenues				
Interest	$ 2,685,780	$ 2,694,550	0.3%	$ 8,770
Subtotal	**$ 2,685,780**	**$ 2,694,550**	**0.3%**	**$ 8,770**

	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Operating Expense				
Program Staff Salaries	$ 25,445,806	$ 25,331,805	-0.4%	$ (114,001)
Program Staff Benefits	11,196,156	11,642,190	4.0%	446,034
Program Temporary Staff Salaries (Non-Benefited Positions)	300,000	142,228	-52.6%	(157,772)
Administrative Overhead Salaries	17,105,168	17,639,723	3.1%	534,555
Administrative Overhead Benefits	7,540,984	7,811,868	3.6%	270,884
Administrative Overhead Temporary Staff (Non-Benefited Positions)	336,393	232,960	-30.7%	(103,433)
I. Salaries and Benefits	**$ 61,924,507**	**$ 62,800,774**	1.4%	$ 876,267
II. Travel and Training	**$ 1,840,129**	**$ 1,720,565**	-6.5%	$ (119,564)
III. Printing, Reproduction, and Graphics	**$ 174,500**	**$ 179,000**	2.6%	$ 4,500
IV. Computer Services	**$ 9,609,941**	**$ 11,997,524**	24.8%	$ 2,387,583
V. Commissioner Expense	**$ 150,000**	**$ 150,000**	0.0%	$ -
VI. Advisory Committees	**$ 30,000**	**$ 30,000**	0.0%	$ -
VII. General Operations	**$ 5,945,273**	**$ 5,348,283**	-10.0%	$ (596,990)
Subtotal of Operating Expenses Before Contractual Service	**$ 79,674,350**	**$ 82,226,146**	3.2%	$ 2,551,796
IX. Contractual Services	**$ 270,286,945**	**$ 275,688,050**	2.0%	$ 5,401,105
Total Operating Expense	**$ 349,961,295**	**$ 357,914,195**	2.3%	$ 7,952,900
Transfer In/(Out)				
Transfer In/(Out) Bay Area Housing Finance Authority (BAHFA)	**$ (6,000,000)**	**$ -**	-100.0%	$ 6,000,000
Total Transfers In/(Out)	**$ (6,000,000)**	**$ -**	-100.0%	$ 6,000,000

Federal, State, and Local Funding

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants											
74A1615	**1109**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	$ -	$ -	$ -	$ -	$ 10,411,817	$ 9,786,817	$ 625,000	$ -	06/30/2029
74A1614	**1109 CO26**	Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	10,411,817	6,393,739	245,024	3,773,054	-	3,748,054	25,000	-	06/30/2028
74A1615	**1116**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	-	-	266,970	-	266,970	-	-	06/30/2029
74A1614	**1116 CO26**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	37,396	-	229,574	-	229,574	-	-	06/30/2029
74A1614	**1307**	FHWA State Planning and Research (Part I) (FY 2024-25) (Carryover)	500,000	134,020	-	365,980	-	-	365,980	-	06/30/2027
6084-208	**1832**	Vanpool Program	20,485,591	10,486,811	1,964,601	8,034,179	-	-	3,998,500	4,035,679	06/30/2030
6084-232	**1839**	Planning Assistance - Planning System Travel Demand	33,844,000	13,045,057	4,334,041	16,464,902	-	-	16,464,902	-	06/30/2029
6084-263	**1855**	Bay Bridge Forward 2020/Freeway Perf: I-80 Corridor	3,000,000	2,203,642	546,358	250,000	-	-	250,000	-	06/30/2027
6084-275	**1861**	Bikeshare Program - Capital	700,000	394,059	126,503	179,438	-	-	179,438	-	06/30/2027
6084-277	**1862**	Regional Mapping Data Service Development - Capital	1,800,000	804,153	75,847	920,000	-	-	920,000	-	06/30/2027
6084-278	**1863**	Regional Mapping and Wayfinding Project	3,991,538	2,754,469	237,069	1,000,000	-	-	1,000,000	-	06/30/2029
6084-285	**1867**	Regional Planning Activities	49,500,000	20,740,659	12,767,804	15,991,537	-	13,741,180	2,250,358	-	06/30/2027
6084-288	**1868**	Regional Streets and Roads Program	11,000,000	6,497,413	115,172	4,387,414	-	-	3,100,000	1,287,414	06/30/2029
6084-284	**1869**	Regional Planning Activities and Programming	57,903,000	34,820,614	15,082,386	8,000,000	-	-	8,000,000	-	06/30/2028
6084-292	**1873**	Implement Bay Area Commuter Benefits Program	6,900,000	4,068,957	508,248	2,322,795	-	-	2,322,795	-	06/30/2028
6084-295	**1874**	Bay Trail Strategic Planning	2,500,000	699,352	808,642	992,006	-	102,722	404,321	484,962	06/30/2028
6084-294	**1875**	Implement a Collective Approach to Freeway Operation and Management	1,000,000	158,552	235,458	605,990	-	-	260,000	345,990	06/30/2028
6084-300	**1877**	Provide Mobility Hubs and Parking Management Planning And Technical Assistance	11,636,000	2,622,372	280,531	8,733,097	-	-	8,733,097	-	06/30/2030
6084-302	**1878**	Transportation Electrification Planning Program	15,000,000	-	-	15,000,000	-	-	15,000,000	-	06/30/2029
6084-303	**1879**	Implement a Collective Approach to Freeway Operation and Management	2,000,000	111,752	535,063	1,353,185	-	-	1,353,185	-	06/30/2029
6084-307	**1880**	511 Traveler Information Program	14,000,000	3,637,284	3,255,110	7,107,606	-	-	5,639,422	1,468,184	06/30/2029
6084-305	**1881**	Traffic Incident Management	2,000,000	605,490	515,810	878,700	-	-	878,700	-	06/30/2029
6084-304	**1882**	Implement a Collective Approach to Freeway Operation and Management	2,000,000	46,572	1,003,428	950,000	-	-	950,000	-	06/30/2029
6084-311	**1884**	Spare the Air Youth Program	3,300,000	18,000	-	3,282,000	-	-	3,282,000	-	06/30/2029
6084-315	**1886**	Planning and Design Assessments of Various Multi-Modal	1,950,000	252,827	-	1,697,173		-	1,697,173	-	06/30/2030
6084-317	**1887**	Planning and Design Assessments of Various Multi-Modal	4,000,000	-	250,000	3,750,000		-	2,004,324	1,745,676	06/30/2030
6084-319	**1888**	Regional Planning - Priority Development Area	9,445,000	-	812,000	8,633,000		-	8,633,000	-	06/30/2030
		Total Federal Highway Administration (FHWA) Grants	**$ 269,400,886**	**$ 110,533,188**	**$ 43,699,096**	**$ 115,168,602**	**$ 10,411,817**	**$ 27,875,316**	**$ 88,337,194**	**$ 9,367,905**	
Federal Transit Administration (FTA) Grants											
74A1615	**1602**	Federal Transit Administration (FTA) 5303 (FY 2026-27)	$ -	$ -	$ -	$ -	$ 4,960,216	$ 1,330,635	$ 3,629,581	$ -	06/30/2028
74A1614	**1602 CO26**	Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	5,056,356	2,297,071	808,545	1,950,740	-	1,950,740	-	-	06/30/2027
74A1614	**1696**	Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	-	-	350,000	-	-	350,000	-	06/30/2027
CA-2025-028-00	**1643**	Federal Transit Administration (FTA) 5307	20,989,232	-	11,989,232	9,000,000	-	-	9,000,000	-	06/30/2027
		Total Federal Transit Administration (FTA) Grants	**$ 26,395,588**	**$ 2,297,071**	**$ 12,797,777**	**$ 11,300,740**	**$ 4,960,216**	**$ 3,281,375**	**$ 12,979,581**	**$ -**	
Federal Grants											
U.S. Department of Housing and Urban Development	**1740**	HUD Pro Housing Grant	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	09/30/2029
U.S. National Science Foundation	**NSF**	U.S. National Science Foundation	-	-	-	-	300,000	-	300,000	-	N/A
Strengthening Mobility and Revolutionizing Transportation	**SMART**	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	-	-	-	-	1,544,979	-	1,544,979	-	N/A
			$ 5,000,000	**$ -**	**$ -**	**$ 5,000,000**	**$ 1,844,979**	**$ -**	**$ 6,844,979**	**$ -**	
Total Federal Grants		**Total Federal Grants**	**$ 300,796,474**	**$ 112,830,260**	**$ 56,496,873**	**$ 131,469,341**	**$ 17,217,012**	**$ 31,156,691**	**$ 108,161,754**	**$ 9,367,905**	
State Grants											
SB1 FY27	**SB1 FY27**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	$ -	$ -	$ -	$ -	$ 2,125,600	$ 296,886	$ 1,828,714	$ -	06/30/2028
74A1615	**2226**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26)	2,121,100	571	-	2,120,529	-	941,484	1,179,045	-	06/30/2028
74A1614	**2224**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25)	2,121,100	1,891,259	-	229,841	-	14,849	214,992	-	06/30/2027
PPM24-6084-296	**2185**	State Transportation Improvement Program (PPM)	803,000	645,232	110,321	47,447	-	-	47,447	-	06/30/2026
PPM25-6084-301	**2186**	State Transportation Improvement Program (PPM)	832,000	-	135,841	696,159	-	546,159	150,000	-	06/30/2027
SB 125 26013001 OP	**7042**	SB 125 Formula-Based Transit and Intercity Rail Capital Program	506,045	7,103	-	498,942	-	498,942	-	-	06/30/2026
Department of Housing and Community Development	**2312**	Regional Early Action Plan (REAP) 2.0	96,792,568	52,058,724	16,419,687	28,314,157	-	2,516,333	25,797,824	-	12/31/2026
19-147 Coastal Conservancy	**2812**	Coastal Conservancy	900,000	376,955	50,556	472,489	-	-	70,000	402,489	06/30/2029
STA Capital #24457123 Cap	**3393**	STA 24457123 Capital	1,785,860	-	-	1,785,860	-	-	1,785,860	-	N/A
Allocation # TBD	**STA3**	State Transit Assistance (STA) FY2022-23	-	-	-	-	96,897	-	96,897	-	N/A
Allocation # TBD	**STA4**	State Transit Assistance (STA) FY 2023-24	-	-	-	-	389,275	-	389,275	-	N/A
Allocation # TBD	**STA5**	State Transit Assistance (STA) FY2024-25	-	-	-	-	2,118,717	791,717	1,327,000	-	N/A
Allocation # TBD	**STA FY26**	State Transit Assistance (STA) FY2025-26	-	-	-	-	2,757,000	-	2,757,000	-	N/A
Allocation # TBD	**STA FY27**	State Transit Assistance (STA) FY2026-27	-	-	-	-	13,053,749	-	13,053,749	-	N/A
2% Transit Transfer	**2438**	2% Transit Transfer - 25009001	750,000	73,344	115,238	561,418	-	86,418	475,000	-	06/30/2028
2% Transit Transfer	**2440**	2% Transit Transfer - 26009001	450,000	-	35,000	415,000	-	-	252,000	163,000	06/30/2029
5% Transit Transfer	**2441**	5% Transit Transfer - 26010001	470,714	5,500	64,103	401,111	-	-	155,500	245,611	06/30/2029
5% Transit Transfer	**2439**	5% Transit Transfer	293,946	120,054	-	173,892	-	138,556	35,336	-	06/30/2028
California Public Utilities Commission (CPUC)	**TNC01**	Transportation Network Company (TNC) Access for All Program	-	-	-	-	250,620	252,077	-	-	N/A
		Total State Grants and Funding	**$ 107,826,333**	**$ 55,178,742**	**$ 16,930,746**	**$ 35,716,845**	**$ 20,791,858**	**$ 6,083,421**	**$ 49,615,639**	**$ 811,100**	

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Local Grants and Funding											
Alameda County Transportation Commission (ACTC)	**3231**	Alameda County Transportation Commission (ACTC)	$ 600,000	$ -	$ -	$ 600,000	$ -	$ -	$ 600,000	$ -	12/31/2026
High Occupancy Vehicle (HOV)	**3902**	High Occupancy Vehicle (HOV)	366,262			366,262	-	366,262	-	-	N/A
Allocation # TBD	**EXCH**	Exchange Fund	-		-	-	25,839,684	-	25,839,684	-	N/A
Allocation No. 19398913	**3907**	Exchange Fund - 19398913	1,046,000	107,505	-	938,495	-	-	938,495	-	06/30/2029
Allocation No. 18398905	**3910**	Exchange Fund - 18398905	6,949,000	5,117,827	-	1,831,173	-	-	1,831,173	-	06/30/2028
Allocation No. 24398920	**3916**	Exchange Fund - 24398920	2,250,000	683,930	83,057	1,483,013	-	-	1,483,013	-	06/30/2028
Allocation No. 24398921	**3917**	Exchange Fund - 24398921	1,500,000	329,192	-	1,170,808	-	252,074	160,234	758,500	06/30/2028
Allocation No. 24398919	**3921**	Exchange Fund -	3,000,000	30,000	140,000	2,830,000	-	-	2,830,000	-	06/30/2029
Allocation No. 24398931	**3933**	Exchange Fund	10,400,000	2,275,684	4,174,316	3,950,000	-	-	3,282,000	668,000	06/30/2028
Allocation No. 25398930	**3939**	Exchange Fund	1,250,000	790,000	-	460,000	-	-	460,000	-	06/30/2029
Allocation No. 25398932	**3936**	Exchange Fund	3,225,000	-	-	3,225,000	-	-	3,225,000	-	06/30/2029
Allocation No. 25398933	**3937**	Exchange Fund	2,740,000	-	-	2,740,000	-	-	2,740,000	-	09/30/2029
STA Exchange Fund	**STAE**	STA Revenue Based Plan Exchange (American Rescue Plan Exchange)	-	-	-	-	17,893,688	-	17,893,688	-	N/A
Pavement Management	**4902**	Pavement Technical Assistance Program Local Share	730,669	91,500	14,169	625,000	-	-	625,000	-	06/30/2028
Pavement Management	**4903**	Pavement Management Program (PMP Sales)	2,000,000	-	-	2,000,000	-	-	2,000,000	-	06/30/2028
Cities/Local Funds	**SFCTAPL**	San Francisco County Transportation Authority Prop L	-	-	-	-	125,000	-	91,495	33,505	N/A
Cities/Local Funds	**TFCA CCAG**	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	**TFCA Daly City**	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	**SPON**	Sponsorship Fund	-	-	-	-	17,273	-	17,273	-	N/A
SFMTA Local Funding	**SFCTA**	San Francisco County Transportation Authority	-	-	-	-	131,783	-	131,783	-	N/A
VTA Local Funding	**VTA**	Santa Clara Valley Transportation Authority	-	-	-	-	200,000	-	200,000	-	N/A
		Total Local Grants and Funding	**$ 36,056,931**	**$ 9,425,639**	**$ 4,411,542**	**$ 22,219,750**	**$ 44,607,428**	**$ 618,335**	**$ 64,748,838**	**$ 1,460,005**	
		Total All Grants and Funding	**$ 444,679,738**	**$ 177,434,640**	**$ 77,839,160**	**$ 189,405,937**	**$ 82,616,298**	**$ 37,858,448**	**$ 222,526,231**	**$ 11,639,010**	
***New Federal Grants**											
newS	**XXXX**	Surface Transportation Block Grant (STBG) - New	$ -	$ -	$ -	$ -	$ 24,183,000	$ -	24,183,000	$ -	N/A
SS4A	**XXXX**	Safe Streets for All Grant (SS4A) (Local Match Required)	-	-	-	-	10,000,000	-	10,000,000	-	N/A
			$ -	**$ -**	**$ -**	**$ -**	**$ 34,183,000**	**$ -**	**$ 34,183,000**	**$ -**	

*Note: The above Federal grants are programmed in the long range transportation plan for the MTC and we will be applying for them in FY 2026-27.

Contractual Services Estimates

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
1112	**Implement Public Information Program and Tribal Government Coordination**			
	Awards Program/Public & Stakeholder Events	$ 150,000	$ 200,000	$ 50,000
	Awards Program/Public & Stakeholder Events Carryover	150,000	-	(150,000)
	Bike to Wherever/Work Program (promotion, non-federal expenses)	30,000	45,000	15,000
	CBO Engagement	-	125,000	125,000
	Commission events	75,000	85,000	10,000
	Design and Promotion	100,000	-	(100,000)
	Design and Promotion Carryover	75,000	-	(75,000)
	Digital Promotion & Analysis	-	95,000	95,000
	Digital Promotion & Analysis Carryover	80,000	-	(80,000)
	Fellowships	37,000	108,000	71,000
	Knee Deep Times	-	85,000	85,000
	Legal Notices (agencywide)	-	176,000	176,000
	MetroTalks	-	30,000	30,000
	On call Video Services	110,000	40,000	(70,000)
	On-call Communications Support (agencywide)	50,000	200,000	150,000
	On-call Meeting and Engagement Support (agencywide)	150,000	200,000	50,000
	On-call Meeting and Engagement Support (agencywide) Carryover	100,000	-	(100,000)
	Photography services for MTC/BATA (agencywide)	140,000	170,000	30,000
	Polling (agencywide)	175,000	200,000	25,000
	Regional Marketing Campaign	200,000	200,000	-
	Revenue Measure Polling	175,000	-	(175,000)
	RNM Communications	-	300,000	300,000
	Social Media Consultants	118,000	85,000	(33,000)
	Transit Month	100,000	100,000	-
	Translations (agencywide)	25,000	55,000	30,000
	Translations (agencywide) Carryover	35,000	4,000	(31,000)
	Transportation Polling	-	175,000	175,000
	Legal Notices (agencywide) Carryover	235,963	-	(235,963)
	Web Accessibility Training Consultant	75,000	50,000	(25,000)
	Web Accessibility Training Consultant Carryover	25,000	-	(25,000)
	Youth Programs	15,000	15,000	-
	Youth Programs Carryover	20,000	-	(20,000)
	TOTAL	**$ 2,445,963**	**$ 2,743,000**	**$ 297,037**
1121	**Regional Transportation Plan/Sustainable Communities**			
	CALCOG Support	$ 50,000	$ 50,000	$ -
*	*Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)*	*250,000*	-	*(250,000)*
	Climate Off-Model Calculators	59,914	50,000	(9,914)
	Climate Off-Model Calculators (ICF carryover)	25,169	23,412	(1,757)
	Environmental Impact Report - Legal Support	300,000	-	-
	Environmental Impact Report - Legal Support Carryover	50,000	-	150,000
	Environmental Impact Report - Technical Support	150,000	-	(150,000)
	Environmental Impact Report - Technical Support Carryover	363,000	135,000	(228,000)
	Equity Priority Communities Re-Envisioning	735,000	1,063,259	328,259
	PBA50+ Website Upgrades/Maintenance Carryover	225,000	-	(225,000)
	Plan Bay Area 2060 CBO Engagement	300,000	280,000	(20,000)
	Plan Bay Area 2060 Digital Promotion	60,000	50,000	(10,000)
	Plan Bay Area 2060 Public & Stakeholder Engagement	180,000	180,000	-
	Plan Bay Area 2060 Visioning Support	600,000	-	(600,000)
	Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY26/27)	-	100,000	100,000
	Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY25/26) Carryover	50,000	8,750	(41,250)
	Plan Bay Area 2060 Climate Strategies Update and CARB Technical Methodology Support	-	50,000	50,000
	Plan Bay Area 2060 Needs and Revenue Development	-	200,000	200,000
	Plan Bay Area 2060 Perspective Paper - Advancing Economic Vitality	-	200,000	200,000
	Plan Bay Area 2060 Perspective Paper - Regional Growth Framework Refresh	-	200,000	200,000
	Plan Bay Area 2060 Regional Growth Forecast Methodology	-	350,000	350,000
	Plan Bay Area 2060 Engagement Gamification	-	50,000	50,000
	Plan Bay Area 2060 Polling	-	150,000	150,000
	Plan Bay Area Website Ongoing Maintenance	50,000	55,000	5,000
	Plan Bay Area VitalSigns Metrics Webpage Development	-	50,000	50,000
	Plan Bay Area Development	1,451,820	1,251,820	(200,000)
	RHNA/Housing Coordination Plan Technical Support	-	200,000	200,000
	TOTAL	**$ 4,899,903**	**$ 4,697,241**	**$ (202,662)**
1122	**Analyze Regional Data Using GIS and Planning Models**			
	Analytical Center of Excellence Training and Capacity Building	$ -	$ 150,000	$ 150,000
	CivicSpark Fellow	-	50,000	50,000
	Continuous Travel Behavior Survey	239,930	-	(239,930)
	Land Use Model Development & Application	175,000	-	(175,000)
	Pathways to Enable Open-Source Ecosystems (POSE)	200,000	-	(200,000)
	Regional Transit Passenger Survey	960,000	-	(960,000)
	Regional Data Platform	-	125,000	125,000
	Data Services Bench	250,000	250,000	-
	Data Services Bench Carryover	132,581	-	(132,581)
	Data Strategy Consultant Services	50,000	200,000	150,000
	Travel Model 2 Conversion (TM2.2, TM2.3)	450,000	-	(450,000)
	Travel Model Core Development (ActivitySim)	35,000	-	(35,000)
	TOTAL	**$ 2,492,511**	**$ 775,000**	**$ (1,717,511)**
1123	**Analyze Regional Data Using GIS and Planning Models**			
	Continuous Travel Behavior Survey	$ -	$ 1,031,783	$ 1,031,783
	Land Use Model Core Development (UrbanSim)	-	35,000	35,000

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
	Land Use Model Development & Application	-	175,000	175,000
	Modeling Contract Contingency	-	461,581	461,581
	Pathways to Enable Open-Source Ecosystems (POSE)	-	250,000	250,000
	Regional Transit Passenger Survey	-	543,000	543,000
	Travel Model Core Development (ActivitySim)	-	35,000	35,000
	Travel Model Development (TM1+, TM2+)	-	425,000	425,000
	TOTAL	**$ -**	**$ 2,956,364**	**$ 2,956,364**
1125	**Active Transportation Planning**			
	Active Transportation TA/Active Transportation Plan Implementation	$ 2,740,000	$ 2,740,000	$ -
	Active Transportation Workshops	1,000,000	-	*(1,000,000)*
	* *Active Transportation Vision Zero Project*	-	*400,000*	400,000
	* *BART to Bay Trail Connector El Cerrito*	*40,000*	-	(40,000)
	* *De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bicycle Projects*	*40,000*	-	(40,000)
	* *Doolittle Drive Bay Trail Gap Closure*	*40,000*	-	(40,000)
	* *Evelyn Avenue Bikeway, Franklin to Bernardo*	*40,000*	-	(40,000)
	* *Lakeville Corridor Multi-Modal Improvements Study*	*40,000*	-	(40,000)
	* *Mare Island Causeway complete street*	*40,000*	-	(40,000)
	* *Midcoast Multimodal Parallel Trail Gap Closure*	*40,000*	-	(40,000)
	* *Monument Boulevard Active Transportation Corridor*	*60,000*	-	(60,000)
	* *Napa Valley Vine Trail Gap Closure North to South Napa County*	*40,000*	-	(40,000)
	* *San Bruno Avenue Complete Streets Project*	*40,000*	-	(40,000)
	* *South El Cerrito Safe Routes to School*	*40,000*	-	(40,000)
	* *Union City Blvd. Bay Trail connection (Horner St.) / Alameda Creek Trail to Dry Creek Regional Park*	*40,000*	-	(40,000)
	* *Wilder/Downtown Class 1 Multi-use Path Development Project*	*40,000*	-	(40,000)
	TOTAL	**$ 4,280,000**	**$ 3,140,000**	**$ (1,140,000)**
1127	**Regional Trails**			
	Bay Trail Cartographic Services	$ 20,000	$ 20,000	$ -
	Bay Trail Change Management	100,000	47,336	*(52,664)*
	Bay Trail Equity Strategy Phase III	350,000	350,000	-
	Bay Trail Field Survey	-	200,000	*200,000*
	Bay Trail Needs Assessment, Ops & Maintenance Plan	500,000	404,321	*(95,679)*
	Bay Trail Sea Level Rise Adaptation Study	-	75,000	*75,000*
	* *Bay Trail TA Doolittle Gap Closure*	-	*250,000*	*250,000*
	* *Bay Trail Technical Assistance*	*250,000*	-	*(250,000)*
	BATC Engagement and Coordination to Support and Advance the Bay Trail	200,000	138,020	*(61,980)*
	Marshlands Rd Bay Trail	1,500,000	-	*(1,500,000)*
	Marshlands Rd Bay Trail PA/ED & PS&E	1,000,000	1,000,000	-
	Merchandise, Outreach & Advertising	10,000	10,000	-
	Multimodal Trail Access Studies	170,000	-	(170,000)
	Quick Build	25,000	17,000	*(8,000)*
	Quick Build (Zander Westbrook)Bay Trail Sea Level Rise Adaptation Study	75,000	-	*(75,000)*
	Regional Trails GIS maintenance	406,322	23,000	*(383,322)*
	Regional Trails Data Evaluation (5% FY 24-25)	16,805	-	*(16,805)*
	Regional Trails Interactive Map	-	150,000	150,000
	Ridge Trail/Save the Bay Collaboration	93,000	-	(93,000)
	Save the Bay/Rails to Trails Collaboration	-	100,000	100,000
	SFO Gap Corridor Project	200,000	200,000	-
	Trail Oriented Design and Development Best Practices	200,000	67,000	(133,000)
	Water Trail Signage	247,430	70,000	(177,430)
	TOTAL	**$ 5,363,557**	**$ 3,121,677**	**$ (2,241,880)**
1128	**Resilience and Hazards Planning**			
	CivicSpark Fellow	$ 40,000	$ 50,000	$ 10,000
	CivicSpark Fellow (FY25/26) Carryover	-	8,750	8,750
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)	-	226,000	226,000
	Resilient Housing (Wildfire & Seismic) TA	-	75,000	75,000
	TOTAL	**$ 40,000**	**$ 359,750**	**$ 319,750**
1132	**Advocate Legislative Programs**			
	Leg. Advocates - Sacramento	$ -	$ 197,803	$ 197,803
	Leg. Advocates - Sacramento Carryover	148,500	14,311	(134,189)
	Leg. Advocates - Washington	-	350,000	350,000
	Leg. Advocates - Washington Carryover	350,000	81,300	(268,700)
	TOTAL	**$ 498,500**	**$ 643,414**	**$ 144,914**
1150	**Executive Office**			
	Policy and Programs	$ 200,000	$ 200,000	$ -
	Clerk Administrative and Agencywide Projects	250,000	-	(250,000)
	Disabilities Advocacy Work	-	25,000	25,000
	Disabilities Listening Session	25,000	-	(25,000)
	Executive Dir Initiatives	200,000	250,000	50,000
	Means-Based/EA+R	100,000	-	(100,000)
	Strategic Operational Initiatives-COO	250,000	250,000	-
	Strategic Review/Agency Initiatives	100,000	100,000	-
	TOTAL	**$ 1,125,000**	**$ 825,000**	**$ (300,000)**
1151	**Legal Management**			
	Legal Services	$ 756,000	$ 800,000	$ 44,000
	Litigation Reserves	1,455,000	-	(1,455,000)
	Special Consulting Services	-	300,000	300,000
	TOTAL	**$ 2,211,000**	**$ 1,100,000**	**$ (1,111,000)**

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
1152	**Financial Reporting and Operational Accounting**			
	Actuarial Service - OPEB	$ 75,000	$ 40,000	$ (35,000)
	ACFR reporting technical support	2,500	2,500	-
	1099 filing	2,500	2,500	-
	Bench Audits	40,000	42,000	2,000
	Financial audit	340,000	350,500	10,500
	Indirect Cost Plan	25,000	25,000	-
	Standard Operating Procedures Manual	75,000	75,000	-
	TOTAL	**$ 560,000**	**$ 537,500**	**$ (22,500)**
1153	**Procurement, Risk and Property Management**			
	ADA Assistance	$ 150,000	$ 200,000	$ 50,000
	Consultant Assistance PRPM Policy and Programs	320,000	-	(320,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)	200,000	200,000	-
	Ergonomic Review and Assistance	150,000	200,000	50,000
	Finalize Update to BCP	50,000	50,000	-
	PCard System Assistance and Training	75,000	-	(75,000)
	Risk Management Consultant Assistance	250,000	300,000	50,000
	Risk and Procurement Consulting	175,000	-	(175,000)
	Training Materials (Procurement, DBE, Title VI, Compliance)	275,000	-	(275,000)
	TOTAL	**$ 1,645,000**	**$ 950,000**	**$ (695,000)**
1158	**Human Resources**			
	Administrative Services Agency Initiatives	$ 25,000	$ 25,000	$ -
	Agency Onboarding & Team Building Activities	30,000	30,000	-
	Background Check Services	45,000	45,000	-
	Benefits Brokerage	24,000	24,000	-
	Benefits Program Fees/Services (Misc)	10,000	10,000	-
	Class/Comp Plan	66,000	65,000	(1,000)
	Coaching - Executive	50,000	78,000	28,000
	Coaching - Leadership Development	350,000	310,000	(40,000)
	Cornerstone Administration	10,000	10,000	-
	Cultural/Equity Events	40,000	40,000	-
	Employee Recognition & Appreciation SWAG	50,000	50,000	-
	Executive Recruitment Services	50,000	100,000	50,000
	Handbook and Policy Protocols, Procedures, Workflows	20,000	20,000	-
	High School Intern Program	3,000	83,000	80,000
	HR Events - Open Enrollment	23,000	30,000	7,000
	Labor Negotiations Consultation	-	75,000	75,000
	MTI Leadership Academy	110,000	110,000	-
	Recruitment Outreach	90,000	90,000	-
	Skill Assessments	-	10,000	10,000
	Workforce Development Support	15,000	15,000	-
	TOTAL	**$ 1,011,000**	**$ 1,220,000**	**$ 209,000**
1160	**Budgets and Financial Planning and Analysis**			
	Temporary Agency Services	$ 100,000	$ 100,000	$ -
	Financial Planning & Analysis	150,000	500,000	350,000
	Sales tax Services	15,000	15,000	-
	TOTAL	**$ 265,000**	**$ 615,000**	**$ 350,000**
1161	**Information Technology Services**			
	Agency Training	$ 100,000	$ -	$ (100,000)
	Central Square Support	20,000	20,000	-
	Consolidation of File Storage	-	125,000	125,000
	DATA Security Improvements, Cloud Data Security	-	30,000	30,000
	Enterprise App Support - Ongoing	150,000	165,000	15,000
	ERP Agency Training	-	70,000	70,000
	ERP Program Consultant - Operations	-	1,028,000	1,028,000
	Helpdesk Support Technician	110,000	125,000	15,000
	Managed Services for Information Security Program Management - CISOShare	60,000	60,000	-
	Network Assistance	50,000	50,000	-
	Network Drive Relocation	50,000	50,000	-
	On-Call Communications Development Support	-	175,000	175,000
	Salesforce: Agency CRM Enhancement	100,000	-	(100,000)
	Salesforce: Agency CRM O&M	325,000	-	(325,000)
	Salesforce: Operations Support, Security & Governance	750,000	-	(750,000)
	Salesforce TSS Project Manager	-	71,500	71,500
	Salesforce: Jacobs: Transition & Program Support	-	280,000	280,000
	Salesforce Slalom: Element I: Project Management, Governance and Security Support	-	420,000	420,000
	Salesforce: Slalom: Element II: Enhancements & Operations	-	220,000	220,000
	Security Program Consulting and Advisory	20,000	20,000	-
	Shared Infrastructure Platform Support	100,000	100,000	-
	SharePoint Site Updates	40,000	40,000	-
	Software Implementation Support & Emerging Projects	-	250,000	250,000
	Training Coordination and Delivery	-	100,000	100,000
	Technical Assistance Portal Enhancements	25,000	25,000	-
	Technical Business Analyst	-	125,000	125,000
	TSS Business Process Improvement	70,000	-	(70,000)
	TSS ITSM Administrator	60,000	-	(60,000)
	TSS Shared Infrastructure Platform Evaluation and Development	15,000	-	(15,000)
	User Experience, Communications, and Change Strategy Standardization Support	-	250,000	250,000

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
	User Experience, Communications, and Change Strategy Standardization Support - Carryover	-	205,000	205,000
	Web Accessibility 508 On-Going O&M	100,000	100,000	-
	Web Security Project	150,000	157,500	7,500
	Web/DB Application Development/Integration	50,000	50,000	-
	Website Operations Maintenance Enhancement and Hosting	802,774	850,000	47,226
	TOTAL	**$ 3,147,774**	**$ 5,162,000**	**$ 2,014,226**
1162	**Agency Websites**			
	Website Operations Maintenance and Enhancement	$ 100,000	$ 100,000	$ -
	Salesforce: 3rd party licenses	66,500	-	(66,500)
	DATA Security Improvements, Cloud Data Security	30,000	10,000	(20,000)
	Infoblox Domain Monitoring Security Services	30,000	-	(30,000)
	Managed Services for Information Security Program Management - CISOShare	60,000	60,000	-
	Security Program Consulting and Advisory	20,000	20,000	-
	TOTAL	**$ 306,500**	**$ 190,000**	**$ (116,500)**
1167	**Innovation Lab**			
	Innovation Lab Professional and Technical Consulting Services	$ 425,000	$ -	$ (425,000)
	SharePoint/Power Platform Support	25,000	25,000	-
	Innovation R&D	25,000	25,000	-
	User Experience, Communications, and Change Strategy Standardization Support	150,000	-	(150,000)
	TOTAL	**$ 625,000**	**$ 50,000**	**$ (575,000)**
1212	**Performance Measuring and Monitoring**			
	Vital Signs	$ -	$ 300,000	$ 300,000
	Vital Signs Carryover	314,685	30,000	(284,685)
	TOTAL	**$ 314,685**	**$ 330,000**	**$ 15,315**
1222	**Regional Car Pool Program/Van Poll and Commuter Benefits Program**			
	Bay Area Vanpool Program	$ 3,750,000	$ 3,950,000	$ 200,000
	Commuter Benefits Program (SB 1128)	1,500,000	1,037,648	(462,352)
	Commuter Benefits Program (SB 1128) - Carryover	2,227,900	1,155,147	(1,072,753)
	NTD Compliance Audit	22,000	23,500	1,500
	Salesforce: Slalom: Element II: Enhancements & Operations (Commuter Benefits Portal [CBP])	-	100,000	100,000
	Vanpool Audits	20,000	25,000	5,000
	TOTAL	**$ 7,519,900**	**$ 6,291,295**	**$ (1,228,605)**
1223	**Support Transportation System Management Program**			
	Regional Comm Infrastructure Improvements	$ 400,000	$ -	$ (400,000)
	Regional Comm Infrastructure Improvements - Carryover	500,000	260,000	(240,000)
	TOTAL	**$ 900,000**	**$ 260,000**	**$ (640,000)**
1224	**Implement Regional Traveler Information Services**			
	511 Alerting	$ 100,000	$ 90,000	$ (10,000)
	511 Innovation Lab	180,000	200,000	20,000
	511 IVR, Ops IT Services, and eTIDs	-	1,300,000	1,300,000
	511 IVR, Ops IT Services, and eTIDs - Carryover	1,570,000	180,000	(1,390,000)
	511 TIC Operations	1,750,000	1,619,422	(130,578)
	511 TIC Operations - Carryover	37,494	150,000	112,506
	511 Transit Data Manager (TDM)	203,000	125,000	(78,000)
	511 Web Services	850,000	900,000	50,000
	511 Web Services - Carryover	113,271	400,000	286,729
	AT&T FirstNet 511	-	10,000	10,000
	AWS hosting for 511 software	500,000	490,000	(10,000)
	Contract Management Services	310,000	310,000	-
	Regional Paratransit Trip Booking (RPTB)	730,000	-	(730,000)
	Technical Advisor Services	545,000	275,000	(270,000)
	Technical Advisor Services - Carryover	89,388	290,000	200,612
	TOTAL	**$ 6,978,153**	**$ 6,339,422**	**$ (638,731)**
1233	**Transportation Asset Management (TAM) Program**			
	AI Data Collection	$ 1,000,000	$ -	$ (1,000,000)
	Bay Area Vision Zero Data System (BayViz)	940,000	760,000	(180,000)
	BayViz Non-Pavement Asset Data Collection	1,000,000	1,000,000	-
	Enhancing Support for Safety in the Bay Area	12,000,000	12,000,000	-
*	*PTAP Projects*	2,989,543	3,053,313	63,770
	Quality Assurance Program for PTAP	70,000	120,000	50,000
	Regional Safety Data System Support & Expansion	80,000	100,000	20,000
	Regional Zero Emission Fleet Strategy	310,223	310,223	-
	StreetSaver Development	2,241,126	2,071,687	(169,439)
	StreetSaver Development/AI Implementation	500,000	500,000	-
	StreetSaver Development/AI Implementation - Carryover	103,885	-	(103,885)
	StreetSaver Training	700,000	600,000	(100,000)
	Workshops/peer - exchanges/outreach campaign	1,000,000	953,185	(46,815)
	TOTAL	**$ 22,934,777**	**$ 21,468,408**	**$ (1,466,369)**
1235	**Implement Incident Management Program**			
*	*I-880 ICM North Segment*	*$ 200,000*	$ -	*$ (200,000)*
	I-880 ICM North Segment Integration - Carryover	50,000	-	(50,000)
	I-880 ICM Project Construction and System Integration	50,000	-	(50,000)
	Traffic Incident Management	45,704	45,700	(4)
	Traffic Incident Management - Carryover	1,690,070	833,000	(857,070)

Work Element		Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
		TOTAL	**$ 2,035,774**	**$ 878,700**	**$ (1,157,074)**
1237		**Freeway Performance Programs - Bay Bridge Forward**			
		Bay Area Traffic Data Collection Service	$ 500,000	$ 454,324	$ (45,676)
		Bay Bridge Forward Transportation Demand Management Strategies	-	750,000	750,000
		Design Alternatives Assessments/Corridor Studies	970,372	1,000,000	29,628
		I-80 Bus on Shoulder Feasibility	395,000	250,000	(145,000)
		INRIX Traffic Data	200,000	550,000	350,000
		Occupancy Detection/Verification- New	200,000	-	(200,000)
		RSR Forward TDM	938,495	938,495	-
		SR-37 RIA	597,833	-	(597,833)
		TOTAL	**$ 3,801,700**	**$ 3,942,819**	**$ 141,119**
1238		**Technology-Based Operations & Mobility**			
		Adaptive Bikeshare Pilot	$ 200,000	$ 108,184	$ (91,816)
		Advanced Technologies Strategic Plan	-	500,000	500,000
		Bay Wheels Contract Extension	-	2,410,000	2,410,000
		Bay Wheels Procurement Strategy	500,000	500,000	-
	*	Bikeshare Capital Grant Program	826,000	134,300	(691,700)
		Bikeshare Engagement Plan	200,000	100,000	(100,000)
		Bikeshare Implementation	315,500	15,500	(300,000)
		Bikeshare Outreach Plan	200,000	-	(200,000)
		Bikeshare Strategic Advice - Carryover	120,017	11,614	(108,403)
		Bikeshare Station Electrification	560,000	-	(560,000)
		CAV Program	500,000	-	(500,000)
		Daly City Bay Wheels Expansion	1,650,000	860,000	(790,000)
		Launch Incentives	200,000	200,000	-
		Marketing Plan	167,273	167,273	-
		Regional Data Platform	100,000	-	(100,000)
		Shared Use Mobility	280,000	-	(280,000)
	*	Station Siting Support	200,000	89,524	(110,476)
	*	Station Siting Support - Carryover	25,000	-	(25,000)
		TOTAL	**$ 6,043,790**	**$ 5,096,395**	**$ (947,395)**
1239		**Regional Mobility Technology Program**			
		Regional ITS Architecture	$ 1,000,000	$ -	$ (1,000,000)
		Regional ITS Architecture - Carryover	951,567	950,000	(1,567)
		Regional Mapping Data Services Platform	1,260,000	1,260,000	-
		Regional Mapping Data Services - Carryover	1,164,262	-	(1,164,262)
		Unified Benefits Portal - Carryover	-	300,000	300,000
		Salesforce: Regional Mobility Account	1,240,000	-	(1,240,000)
		TOTAL	**$ 5,615,829**	**$ 2,510,000**	**$ (3,105,829)**
1310		**Equity, Access and Mobility Planning and Programs**			
		Annual Paratransit Eligibility Training	$ 60,000	$ 60,000	$ -
	*	Coordinated Plan Implementation - Paratransit Reform Meeting Facilitation	25,000	25,000	-
		Community Power Building and Engagement	2,000,000	-	(2,000,000)
	*	Community Action Resource and Empowerment (CARE)	-	12,400,000	12,400,000
	*	Community Action Resource and Empowerment (CARE) - Carryover	3,000,000	4,130,000	1,130,000
	*	CARE CBTP TA	-	12,000,000	12,000,000
		Regional Paratransit Trip Booking (RPTB)	-	205,000	205,000
		One Seat Ride Pilot Program	1,050,000	-	(1,050,000)
		Transit Transformation Access and Mobility Work Plan - Carryover	400,000	324,275	(75,725)
		TOTAL	**$ 6,535,000**	**$ 29,144,275**	**$ 22,609,275**
1311		**Means Based Fare Program**			
		Clipper START Program Administration	$ 2,355,000	$ -	$ (2,355,000)
	*	Clipper START Program Implementation	-	2,135,000	2,135,000
	*	Clipper START Program Implementation - Carryover	-	1,522,065	1,522,065
	*	Clipper START Studies, Evaluations, and Analyses - Carryover	650,000	148,184	(501,816)
	*	Fare integration/Clipper START Subsidies	4,095,530	-	(4,095,530)
	*	Clipper START/Fare Programs Subsidies	8,000,000	7,000,000	(1,000,000)
		Salesforce TSS Project Manager	-	19,500	19,500
		Salesforce: Jacobs: Transition & Program Support	-	20,000	20,000
		Salesforce Slalom: Element I: Project Management, Governance and Security Support	-	30,000	30,000
		Salesforce: Slalom: Element II: Enhancements & Operations	-	40,000	40,000
		Salesforce: Slalom: Element II: Enhancements & Operations (Clipper Start)	-	200,000	200,000
		TOTAL	**$ 15,100,530**	**$ 11,114,749**	**$ (3,985,781)**
1312		**Support Title VI and Environmental Justice**			
		Title VI Triennial Report and LAP review assistance	$ 300,000	$ 300,000	$ -
		TOTAL	**$ 300,000**	**$ 300,000**	**$ -**
1413		**Climate Initiatives**			
	*	Antioch Park n Ride Plan	$ 190,000.00	$ -	$ (190,000)
	*	Bike to Wherever/Work Day Program	-	1,800,000	1,800,000
	*	Bike to Wherever/Work Day Program Carryover	470,432	-	(470,432)
	*	Citywide San Mateo Parking Requirement Update	181,300	181,300	-
	*	Downtown Lafayette Parking Management Program	123,200	-	(123,200)
	*	Downtown Walnut Creek Curbside Management Plan	110,500	-	(110,500)
	*	Downtown/Waterfront Vallejo Parking Management Program Evaluation and Action Plan	41,400	-	(41,400)
	*	Local Fleet Electrification Planning	10,000,000	10,000,000	-
	*	Marin County Mobility Hub Plan	190,000	-	(190,000)

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
	* *Menlo Park Citywide Strategic Parking Plan*	*65,700*	*65,700*	-
	* *Mobility Hubs*	*4,130,000*	-	*(4,130,000)*
	* *Mobility Hubs/Parking Technical Assistance*	*522,738*	*356,127*	*(166,611)*
	* *Park Napa Plan*	*99,600*	-	*(99,600)*
	* *Parking Program*	*3,700,000*	-	*(3,700,000)*
	* *Parking Program - Oakland*	*300,000*	*300,000*	-
	* *Petaluma Downtown Area Parking Management Plan*	*28,300*	-	*(28,300)*
	* *Planning Study to Implement Parking Technology Solutions in Concord Downtown*	*14,700*	-	*(14,700)*
	Regional TDM	-	250,000	250,000
	* *Santa Rosa Downtown Parking, Curb Management and Access Plan*	*151,400*	-	*(151,400)*
	Santa Rosa Santa Rosa North SMART TOC Parking	-	149,970	149,970
	* *Sausalito Downtown Parking Study*	*14,100*	-	*(14,100)*
	* *Southeastern SF Mobility Hub Plan*	*389,000*	-	*(389,000)*
	Spare the Air Youth Program Carryover	3,450,000	*1,482,000*	(1,968,000)
	TOC Parking and Station Access	-	7,680,000	7,680,000
	* *Transportation Electrification Planning/Program Strategy*	*5,000,000*	*5,000,000*	-
	TOTAL	**$ 29,172,370**	**$ 27,265,097**	**$ (1,907,273)**
1511	**Financial Analysis of Reporting and Planning**			
	Short Range Transit Plans	$ 600,000	$ 1,300,000	$ 700,000
	Transit Optimization Assessment	500,000	-	(500,000)
	Transit Review Contingency	750,000	-	(750,000)
	TOTAL	**$ 1,850,000**	**$ 1,300,000**	**$ (550,000)**
1512	**Implement Federal Transportation Legislation**			
	* *CTA Planning & Programming Activities*	*$ 9,050,000*	*$ 17,948,000*	*$ 8,898,000*
	OBAG Regional Program Assessment	-	150,000	150,000
	TCP Policy Capstone Project	8,000	-	(8,000)
	TIP Software Development	450,000	262,315	(187,685)
	TOTAL	**$ 9,508,000**	**$ 18,360,315**	**$ 8,852,315**
1514	**Regional Assistance Programs and Project Reviews**			
	Performance Audits - New	$ 104,316	$ 120,802	$ 16,486
	STA Regional Program Transit Projects Contingency	500,000	500,000	-
	TDA/STA Portal	340,000	340,000	-
	TOTAL	**$ 944,316**	**$ 960,802**	**$ 16,486**
1515	**State Programming, Monitoring and STIP Development**			
	* *ATP Technical Assistance Program*	*$ 65,400*	*$ 47,447*	*$ (17,953)*
	Regional Advance Mitigation Program (RAMP) Planning and Coordination	50,000	-	(50,000)
	TOTAL	**$ 115,400**	**$ 47,447**	**$ (67,953)**
1522	**San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study**			
	* *San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study*	*$ 1,389,162*	*$ -*	*$ (1,389,162)*
	TOTAL	**$ 1,389,162**	**$ -**	**$ (1,389,162)**
1611	**Regional Growth Framework Planning and Implementation**			
	Growth Framework Implementation - PDA/TOC Grants	$ 7,300,336	$ 6,775,633	$ (524,703)
	* *Growth Framework Implementation - PDA/TOC Grants*	*20,308,232*	*17,287,763*	(3,020,469)
	Growth Framework Implementation - PPA Grants	902,453	665,849	(236,604)
	* *Growth Framework Implementation - PPA Grants*	*872,764*	*817,164*	*(55,600)*
	* *Housing Policy Grants*	*5,000,000*	*5,000,000*	-
	MPact	-	15,000	15,000
	* *Priority Conservation Area Grants*	*13,013,216*	*13,873,407*	*860,191*
	Priority Sites Technical Assistance	2,411,000	1,908,500	(502,500)
	* *Priority Sites Technical Assistance*	*729,614*	*501,857*	*(227,757)*
	Railvolution (renamed to MPact)	15,000	-	(15,000)
	Regional Housing Technical Assistance (RHTA)	2,700,000	500,000	(2,200,000)
	* *TOC Housing Policy Grants*	-	*2,200,000*	*2,200,000*
	TOC Policy Implementation	1,835,545	1,565,113	(270,432)
	TOTAL	**$ 55,088,160**	**$ 51,110,286**	**$ (3,977,874)**
1612	**Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning**			
	Knee Deep Times	$ 85,000	$ -	$ (85,000)
	BARC Website	30,000	-	(30,000)
	BARC Shared Workplan Initiatives	240,000	-	(240,000)
	TOTAL	**$ 355,000**	**$ -**	**$ (355,000)**
1615	**Connecting Housing and Transportation (REAP funded only)**			
	* *Housing Technical Assistance*	*$ 2,725,000*	*$ -*	*$ (2,725,000)*
	REAP 2 Public Engagement Carryover	100,000	-	(100,000)
	Regional ODDS	300,000	33,209	(266,791)
	RHTA	85,000	23,634	(61,366)
	RHTA Implementation	1,236,282	442,559	(793,723)
	RHTA Legal Services	153,771	10,000	(143,771)
	ODDS and SB9 Updates	100,000	-	(100,000)
	Universal Design	200,000	200,000	-
	TOTAL	**$ 4,900,053**	**$ 709,401**	**$ (4,190,652)**
1621	**Network Management - Planning for Implementation**			
	BayPass Program Administration	$ 300,000	$ -	$ (300,000)
	Clipper BayPass Program Administration	-	96,897	96,897

Work Element		Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
		Clipper BayPass Pricing and Program Management - Carryover	250,000	65,000	(185,000)
		Electronic Transit Information Displays (eTID)	-	750,000	750,000
	*	*Fare Program Subsidies: Interagency Transfer Pilot*	22,000,000	22,000,000	-
		Fare Programs Administration and Implementation	-	1,000,000	1,000,000
		Hub Signage Program – Transit Information Display Maintenance - Carryover	308,000	329,000	21,000
	*	*IDEA TSP: Countywide TSP NOW Program - Carryover*	700,000	611,405	(88,595)
	*	*IDEA TSP: Danville/Hartz/San Ramon - Carryover*	250,000	238,852	(11,148)
	*	*IDEA TSP: El Camino Real Corridor-Wide Planning*	2,000,000	-	(2,000,000)
	*	*IDEA TSP: Marin County Signal Modernization Plan - Carryover*	500,000	462,265	(37,735)
	*	*IDEA TSP: TSP Evaluation & Signal Retiming - Carryover*	300,000	184,651	(115,349)
	*	*IDEA TSP: TSP on Four Corridors - Carryover*	200,000	200,000	-
		Network Management Implementation	644,258	351,000	(293,258)
		Regional Mapping & Wayfinding Project	3,151,446	863,988	(2,287,458)
		Regional Mapping Data Services - Carryover	-	920,000	920,000
		Regional Mapping & Wayfinding Project - Carryover	-	2,121,872	2,121,872
		Mapping and Wayfinding: Accessibility Consultant - Carryover	70,000	57,000	(13,000)
		Mapping and Wayfinding: Sign Fabrication Pilots General Contractor	15,000,000	-	(15,000,000)
		Regional Transit Rider Survey - In Field	1,000,000	-	(1,000,000)
		Regional Transit Assessment - Carryover	952,354	892,985	(59,369)
		Regional Transit Assessment: Swiftly Speed Map Data Module	297,646	-	(297,646)
		Regional Transit Survey - Development	95,000	-	(95,000)
		RMWP PDB Pilot Construction	-	9,000,000	9,000,000
		RNM Communications	300,000	-	(300,000)
		RNM Implementation Support and Analysis - Carryover	250,000	50,000	(200,000)
		RNM Performance Report - Carryover	500,000	100,000	(400,000)
		SF Ferry Terminal Flap Sign Maintenance - Carryover	21,000	21,000	-
		Sign Fabrication Prototypes	80,000	-	(80,000)
		TAP/RNM Implementation	-	2,285,000	2,285,000
		TOTAL	**$ 49,169,703**	**$ 42,600,915**	**$ (6,568,788)**
1623		**SFCTA Southbound US101/I-280 Managed Lane Program Study**			
		SF Freeway Network Management Study	$ 585,131	$ 457,475	$ (127,656)
		TOTAL	**$ 585,131**	**$ 457,475**	**$ (127,656)**
1626		**Paratransit One-Seat Ride Pilot Evaluation**			
		Bay Area Paratransit One-Seat Ride Pilot Evaluation	$ 350,000	$ 350,000	$ -
		TOTAL	**$ 350,000**	**$ 350,000**	**$ -**
1627		**BusAID Master Funding Agreement Supplements**			
		BusAID: Alvarado-Niles Rd Part-Time Transit Lane Pilot - Carryover	$ 1,507,688	$ 1,447,475	$ (60,213)
		BusAID: Cloud-Based Transit Signal Priority - Carryover	972,113	972,113	-
		BusAID: K-Ingleside Rapid Project Ocean Ave Quick Build - Carryover	2,800,000	2,350,812	(449,188)
		BusAID: Monument Corridor Transit Speed Improvements - Carryover	385,885	385,885	-
		BusAID: Park St Transit Signal Priority & Signal Optimization - Carryover	1,094,418	1,094,418	-
	*	BusAID Round 2	-	8,200,000	8,200,000
		TOTAL	**$ 6,760,104**	**$ 14,450,703**	**$ 7,690,599**
1998		**Treasury Pool**			
		Temporary Staffing	$ -	$ 190,000	$ 190,000
		TOTAL	**$ -**	**$ 190,000**	**$ 190,000**
9982		**Treasury Pool**			
		Investment Services	$ 1,102,700	$ 1,123,600	$ 20,900
		TOTAL	**$ 1,102,700**	**$ 1,123,600**	**$ 20,900**
		Total Consultant Contracts	**$ 270,286,945**	**$ 275,688,050**	**$ 5,401,105**

* *Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC, or technical assistance implemented by MTC for the direct benefit of other agencies.*

MTC Capital Budget

MTC Resolution No. 4778
Date: 06/24/2026
Attachment D

Capital Projects	FY 2025-26 Life-to-Date (LTD)	FY 2026-27 Approved	FY 2026-27 Life-to-Date (LTD)
Revenue:			
Transfer from Operating Reserve	$ 23,340,162	$ 818,972	$ 24,159,134
Transfer from Bay Area Toll Authority	8,820,300	511,500	9,331,800
Transfer from Bay Area Infrastructure Financing Authority	1,346,500	82,500	1,429,000
Interest Income	-	476,028	476,028
Total Revenue	**$ 33,506,962**	**$ 1,889,000**	**$ 35,395,962**
Expenses:			
EOL Replacement for existing M4 Blades to M6	$ 208,000	$ -	$ 208,000
Security Upgrades	200,000	-	200,000
Agenda Management Solution	-	120,000	120,000
SCCM and MAC Management Project	80,000	-	80,000
Veeam Backup Server	30,000	-	30,000
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement	200,000	-	200,000
Hardware Support -OOW / Recovery	30,000	-	30,000
Hardware Deployment Pgm	220,000	-	220,000
Hardware Replacement (GIS)	48,000	-	48,000
Hardware - Monitors	75,000	-	75,000
File Migration Project	175,000	-	175,000
Intune Enhancements	-	80,000	80,000
Managed Services for Information Security Program Management - CISOShare	-	39,000	39,000
VMware Alternative Solution	80,000	-	80,000
Enterprise Resource Planning Software Replacement	29,966,962	1,650,000	31,616,962
Committee Packet Automation System	2,500,000	-	2,500,000
Total Expenses	**$ 33,812,962**	**$ 1,889,000**	**$ 35,701,962**

Clipper Operating and Capital Budget

Clipper 1 Operating:	**FY 2025-26 Amendment No. 1**	**FY 2026-27 Approved**	**Change $ Increase/(Decrease)**	**Change % Increase/(Decrease)**
Revenue:				
Regional Measure 2 (RM2)	$ 2,735,927	$ 3,071,520	$ 335,593	12.3%
State of Good Repair (SGR)	214,122	63,209	(150,913)	-70.5%
State Transit Assistance (STA)	6,664,062	51,139	(6,612,923)	-99.2%
Float Account Interest	6,808,140	4,233,998	(2,574,142)	-37.8%
Transit Operators	6,120,533	311,945	(5,808,588)	-94.9%
Total Revenue	**$ 22,542,784**	**$ 7,731,811**	**$ (14,810,973)**	**-65.7%**
Expense:				
Staff cost	$ 746,731	$ 386,132	$ (360,599)	-48.3%
General Operations	348,945	-	(348,945)	-100.0%
Clipper Operations	23,478,000	3,136,748	(20,341,252)	-86.6%
Total Expense	**$ 24,573,676**	**$ 3,522,880**	**$ (21,050,796)**	**-85.7%**

Clipper 2 Operating:	**FY 2025-26 Amendment No. 1**	**FY 2026-27 Approved**	**Change $ Increase/(Decrease)**	**Change % Increase/(Decrease)**
Revenue:				
Regional Measure 2 (RM2)	$ 1,510,608	$ 1,415,000	$ (95,608)	-6.3%
State of Good Repair (SGR)	11,142,879	8,876,990	(2,265,889)	-20.3%
State Transit Assistance (STA)	-	7,267,192	7,267,192	0.0%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	249,840	81,047	(168,793)	-67.6%
Transit Operators	16,086,579	30,071,230	13,984,651	86.9%
Total Revenue	**$ 45,399,906**	**$ 60,421,458**	**$ 15,021,552**	**33.1%**
Expense:				
Staff cost	$ 3,002,993	$ 4,677,637	$ 1,674,644	55.8%
General Operations	77,000	510,000	433,000	562.3%
Clipper 2 Operations	42,158,326	55,710,133	13,551,807	32.1%
Total Expense	**$ 45,238,319**	**$ 60,897,770**	**$ 15,659,451**	**34.6%**

Clipper Total Operating:	**FY 2025-26 Amendment No. 1**	**FY 2026-27 Approved**	**Change $ Increase/(Decrease)**	**Change % Increase/(Decrease)**
Revenue:				
Regional Measure 2 (RM2)	$ 4,246,535	$ 4,486,520	$ 239,985	5.7%
State of Good Repair (SGR)	11,357,001	8,940,199	(2,416,802)	-21.3%
State Transit Assistance (STA)	6,664,062	7,318,331	654,269	9.8%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	7,057,980	4,315,044	(2,742,936)	-38.9%
Transit Operators	22,207,112	30,383,175	8,176,063	36.8%
Total Revenue	**$ 67,942,690**	**$ 68,153,269**	**$ 210,579**	**0.3%**
Expense:				
Staff cost	$ 3,749,724	$ 5,063,769	$ 1,314,045	35.0%
General Operations	425,945	510,000	84,055	19.7%
Clipper Operations	65,636,326	58,846,882	(6,789,444)	-10.3%
Total Expense	**$ 69,811,995**	**$ 64,420,651**	**$ (5,391,344)**	**-7.7%**

Clipper 1 Capital:	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)	Change % Increase/(Decrease)
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	$ 65,048,448	$ -	$ 65,048,448	0.0%
Clipper Cards	30,772,142	-	30,772,142	0.0%
Low Carbon Transit Operations (LCTOP)	8,400,571	-	8,400,571	0.0%
American Recovery and Reinvestment Act (ARRA)	11,167,891	-	11,167,891	0.0%
Federal Transit Administration (FTA)	14,125,139	-	14,125,139	0.0%
Surface Transportation Block Grant (STBG)	31,790,753	-	31,790,753	0.0%
State Transit Assistance (STA)	21,946,540	-	21,946,540	0.0%
Proposition 1B	1,115,383	-	1,115,383	0.0%
General Fund	890,216	-	890,216	0.0%
San Francisco Municipal Transportation Agency (SFMTA)	8,005,421	-	8,005,421	0.0%
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,975,000	-	2,975,000	0.0%
Bay Are Rapid Transit (BART)	725,000	-	725,000	0.0%
Exchange Fund	7,573,878	-	7,573,878	0.0%
Bay Area Toll Authority (BATA)	26,520,751	-	26,520,751	0.0%
Transit Operators	11,905,880	-	11,905,880	0.0%
Water Emergency Transportation Authority (WETA)	603,707	-	603,707	0.0%
Interest from Bank	520,500	533,933	1,054,433	102.6%
Inactive Cards	417,560	-	417,560	0.0%
Total Revenue	**$ 244,504,780**	**$ 533,933**	**$ 245,038,713**	**0.2%**
Expense:				
Staff Costs	$ 17,282,420	$ -	$ 17,282,420	0.0%
Equipment	49,726,873	-	49,726,873	0.0%
Consultants	177,000,826	-	177,000,826	0.0%
Total Expense	**$ 244,010,119**	**$ -**	**$ 244,010,119**	**0.0%**

Clipper 2 Capital:	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Approved Life-To-Date (LTD)	Change % Increase/(Decrease)
Revenue:				
Surface Transportation Block Grant (STBG)	$ 11,527,616	$ 850,000	$ 12,377,616	7.4%
Federal Transit Administration (FTA)	176,438,364	-	176,438,364	0.0%
Prop 1B/LCTOP	96,857	-	96,857	0.0%
Congestion Mitigation and Air Quality (CMAQ)	1,621,068	-	1,621,068	0.0%
BATA	22,859,802	-	22,859,802	0.0%
State of Good Repair (SGR)	80,768,627	11,311,916	92,080,543	14.0%
State Transit Assistance (STA)	16,054,992	2,140,000	18,194,992	13.3%
Clipper Cards	18,100,000	-	18,100,000	0.0%
Low Carbon Transit Operations (LCTOP)	452,961	-	452,961	0.0%
Inactive Cards	635,000	2,300,000	2,935,000	362.2%
Quickstrike Fund	900,000	-	900,000	0.0%
Miscellaneous	250,000	-	250,000	0.0%
Interest from Bank	555,200	2,014,000	2,569,200	362.8%
Transit Operators	351,387	152,732	504,119	43.5%
Total Revenue	**$ 330,611,874**	**$ 18,768,649**	**$ 349,380,523**	**5.7%**
Expense:				
Staff Costs	$ 27,303,690	$ 3,812,124	$ 31,115,814	14.0%
Equipment	19,291,903	8,664,000	27,955,903	44.9%
Consultants	283,510,652	6,540,000	290,050,652	2.3%
Total Expense	**$ 330,106,245**	**$ 19,016,124**	**$ 349,122,369**	**5.8%**

Bay Area Infrastructure
Capital Budget

MTC Resolution No.: 4778
Date: 06/24/2026
Attachment F

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
Bay Area Infrastructure Projects			
Bay Bridge Forward 2016 (2656)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 1,251,111	$ -	$ 1,251,111
Service Authority for Freeways and Expressways (SAFE)	4,231,144	-	4,231,144
Congestion Mitigation and Air Quality (CMAQ)	1,000,000	-	1,000,000
Exchange Fund	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	14,929,375	-	14,929,375
Total Revenue	**$ 25,911,630**	**$ -**	**$ 25,911,630**
Expense:			
Staff Costs	$ 1,269,654	$ -	$ 1,269,654
Consultants	24,641,976	-	24,641,976
Total Expense	**$ 25,911,630**	**$ -**	**$ 25,911,630**
Bay Bridge Forward 2020 (2657)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 7,500,000	$ 810,797	$ 8,310,797
Surface Transportation Block Grant (STBG) - New	749,675	8,900,000	9,649,675
Regional Measure 2 (RM2) Capital	4,825,455	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)	16,095,000	4,000,000	20,095,000
Congestion Mitigation and Air Quality (CMAQ) - New	-	17,350,000	17,350,000
Bay Area Toll Authority (BATA) Rehabilitation	5,000,000	-	5,000,000
Alameda County Transportation Commission (ACTC)	6,500,000	-	6,500,000
Total Revenue	**$ 40,670,130**	**$ 31,060,797**	**$ 71,730,927**
Expense:			
Staff Costs	$ 124,675	$ -	$ 124,675
Consultants	40,545,455	31,060,797	71,606,252
Total Expense	**$ 40,670,130**	**$ 31,060,797**	**$ 71,730,927**
Richmond San Rafael Forward (2658)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 55,812	$ -	$ 55,812
Active Transportation Program (Cycle 5)	4,302,000	-	4,302,000
Total Revenue	**$ 4,357,812**	**$ -**	**$ 4,357,812**
Expense:			
Staff Costs	$ 55,812	$ -	$ 55,812
Consultants	4,302,000	-	4,302,000
Total Expense	**$ 4,357,812**	**$ -**	**$ 4,357,812**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
Dumbarton Forward (2662)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 4,350,361	$ -	$ 4,350,361
Regional Measure 2 (RM2) Capital	5,026,834	-	5,026,834
Total Revenue	**$ 9,377,195**	**$ -**	**$ 9,377,195**
Expense:			
Staff Costs	$ 100,361	$ -	$ 100,361
Consultants	9,276,834	-	9,276,834
Total Expense	**$ 9,377,195**	**$ -**	**$ 9,377,195**
SR 29 Napa Valley Forward (2663)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 4,661,800	$ -	$ 4,661,800
Total Revenue	**$ 4,661,800**	**$ -**	**$ 4,661,800**
Expense:			
Staff Costs	$ 161,800	$ -	$ 161,800
Consultants	4,500,000	-	4,500,000
Total Expense	**$ 4,661,800**	**$ -**	**$ 4,661,800**
Freeway Performance Initiatives			
Freeway Performance Initiative I-680 (2659)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 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**
Freeway Performance Initiative I-880 (2660)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 3,061,440	$ -	$ 3,061,440
Congestion Mitigation and Air Quality (CMAQ)	2,240,000	-	2,240,000
Total Revenue	**$ 5,301,440**	**$ -**	**$ 5,301,440**
Expense:			
Staff Costs	$ 61,440	$ -	$ 61,440
Consultants	5,240,000	-	5,240,000
Total Expense	**$ 5,301,440**	**$ -**	**$ 5,301,440**

MTC Resolution No.: 4778
Date: 06/24/2026
Attachment F

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
Freeway Performance Initiative US - 101 (2661)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ)	$ 3,000,000	$ -	$ 3,000,000
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	61,440	-	61,440
Total Revenue	**$ 3,061,440**	**$ -**	**$ 3,061,440**
Expense:			
Staff Costs	$ 61,440	$ -	$ 61,440
Consultants	3,000,000	-	3,000,000
Total Expense	**$ 3,061,440**	**$ -**	**$ 3,061,440**
Adaptive Ramp Metering Projects			
SR 237 Adaptive Ramp Metering (2665)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
SR 4 Adaptive Ramp Metering (2666)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
I-680 Adaptive Ramp Metering (2667)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 2,000,000	$ -	$ 2,000,000
Total Revenue	**$ 2,000,000**	**$ -**	**$ 2,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	2,000,000	-	2,000,000
	$ 2,000,000	**$ -**	**$ 2,000,000**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
Bay Area Forward - Marin-Sonoma US 101 Adaptive Ramp Metering (2669)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
Bay Area Forward - Solano I-80 Adaptive Ramp Metering (2670)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
Major Projects			
Bay Area Forward - West Oakland Link Project (2668)			
Revenue:			
Active Transportation Program (Cycle 6)	$ 17,600,000	$ -	$ 17,600,000
Alameda County Transportation Commission (ACTC Measure BB)	3,000,000	-	3,000,000
Cities/Local Funds	1,800,000	-	1,800,000
Congestion Mitigation and Air Quality (CMAQ) - New	6,100,000	-	6,100,000
Bay Area Toll Authority (BATA) Regional Measure 3	7,500,000	-	7,500,000
State Transportation Improvement Program	4,356,000	-	4,356,000
Surface Transportation Block Grant (STBG) - New	10,000,000	-	10,000,000
Toll Fund	7,006,000	7,400,000	14,406,000
Transportation Fund for Clean Air (TFCA)	344,000	-	344,000
Alameda County Transportation Commission (ACTC CIP) - New	7,500,000	7,500,000	15,000,000
Total Revenue	**$ 65,206,000**	**$ 14,900,000**	**$ 80,106,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	65,206,000	14,900,000	80,106,000
	$ 65,206,000	**$ 14,900,000**	**$ 80,106,000**

SR 37 Sears Point to Mare Island Improvement Project (2664)	**FY 2025-26 Amendment No.1 Life-To-Date (LTD)**	**FY 2026-27 Approved**	**FY 2026-27 Life-To-Date (LTD)**
Revenue:			
Senate Bill (SB) 170 Caltrans	$ 4,000,000	$ -	$ 4,000,000
Bay Area Toll Authority (BATA) Regional Measure 3	50,000,000	-	50,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant	20,000,000	-	20,000,000
Sonoma County Transportation Authority	-	3,500,000	3,500,000
Total Revenue	**$ 74,000,000**	**$ 3,500,000**	**$ 77,500,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	74,000,000	3,500,000	77,500,000
	$ 74,000,000	**$ 3,500,000**	**$ 77,500,000**
Total Revenue Bay Infrastructure Projects	**$ 252,547,447**	**$ 49,460,797**	**$ 302,008,244**
Total Expense Bay Infrastructure Projects	**$ 252,547,447**	**$ 49,460,797**	**$ 302,008,244**

MTC Exchange Fund Budget

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 2/29/2024) - MTC Exchange	N/A	13,171,548	13,171,548	-
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	55,396,076	20,255,021
STA - SOL I-80 Managed Lanes	4469	63,464,510	29,534,771	33,929,739
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 - Clipper C2 Capital	4505	30,000,000	-	30,000,000
MTC Exchange Revenue - Total		**$ 242,386,058**	**$ 154,411,298**	**$ 87,974,759**

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life-To-Date	FY 2026-27 Budget
Housing Investments					
BAHFA: Senior Rental Assistance Pilot Program	4578	$ 5,000,000	$ 5,000,000	$ -	$ 4,100,000
Affordable Housing Jumpstart Program	4260	10,000,000	10,000,000	-	-
Bay Area Preservation Pilot	4311	10,000,000	10,000,000	-	-
BAHFA: Mixed-Income Loan Fund	4505	10,000,000	-	10,000,000	10,000,000
Regional Housing Technical Assistance	4505	3,465,000	-	3,465,000	3,225,000
Priority Conservation Area (PCA) Grant Program (OBAG 2)					
PCA Grant Program	4202	6,897,381	5,156,844	1,740,538	1,991,407
Priority Conservation Area (PCA) Grant Program (OBAG 3)					
PCA Grant Implementation	4505	1,600,000	286,180	1,313,820	252,074
PCA Grant Program	4505	6,450,000	2,070,827	4,379,173	3,282,000
Priority Production Area (PPA) Grant Program					
PPA Grant Program	4505	2,250,000	489,411	1,760,589	2,483,013
Bike Share Investments					
Bike Share Capital and Outreach - SMART Corridor	3925	826,000	245,225	580,776	134,300
Bike Share Capital and Outreach - Richmond	3925	1,024,000	1,024,000	-	-
Bay Wheels Bikeshare E-bike Expansion	4505	15,940,000	15,500,000	440,000	-
Bay Wheels Bikeshare Expansion - Daly City	4505	1,250,000	-	1,250,000	460,000
Bikeshare Station Electrification	4505	-	-	-	-
Adaptive Bikeshare Pilot	4505	200,000	62,388	137,612	108,184
Bikeshare Station Siting, Marketing, and Membership Incentives	4505	500,000	33,000	467,000	387,200
Bay Wheels Contract Extension	4505	2,410,000	-	2,410,000	2,410,000
Active Transportation Technical Assistance Program					
Active Transportation Technical Assistance Program	4505	3,700,000	937,378	2,762,622	2,740,000
Bay Trail Technical Assistance Program	4505	250,000	-	250,000	250,000
Other Multimodal Investments					
Stewart's Point Intertribal EV Implementation	3925	376,000	376,000	-	-
BBF Commuter Parking Initiative	4035	3,875,000	2,886,434	988,566	-
Fruitvale Quick Build	4035	25,000	25,000	-	-
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	589,000	342,073	246,927	-
IDEA - Walnut Creek: Various Locations	4202	621,000	416,986	204,014	-
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	144,000	143,538	462	-
Richmond-San Rafael Bridge Bicycle Access	4202	500,000	484,668	15,332	-
Richmond-San Rafael Bridge Forward	4202	1,046,000	184,745	861,255	938,495
Napa Valley Transportation Demand Strategies	4202	1,100,000	378,633	721,367	-
CARE Power-Building and Engagement	4505	3,000,000	-	3,000,000	2,830,000
Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	2,000,000	603,884	1,396,116	500,000
Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	2,000,000	-	2,000,000	2,000,000
Bay Area Vision Zero Data System	4505	260,000	160,000	100,000	100,000
Bay Trail Planning	4505	350,000	-	350,000	350,000
CEAC: Statewide Local Streets and Roads (LSR) Needs Assessment	4505	315,000	-	315,000	-
CARE CBTP Technical Assistance and Implementation	4505	12,000,000	-	12,000,000	12,000,000
CARE Participatory Budgeting and Project Implementation	4505	7,600,000	-	7,600,000	7,600,000
MTC Exchange Expenditures - Total		**$ 117,563,381**	**$ 56,807,215**	**$ 60,756,166**	**$ 58,141,672**

Balances		**$ 124,822,677**	**$ 97,604,083**	**$ 27,218,593**

Note: 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.

STA Exchange Fund Budget

Exchange Program - Summary
MTC Resolution Nos. 4519, 4571, and 4529
As of February 23, 2026
Fund 237

MTC Resolution No.: 4778
Date: 06/24/2026
Attachment H

STA Revenue-Based Exchange Program (Transit Transformation)

Revenues	Resolution	Approved	Received to Date	FY 2026-27 Budget
Bay Area Rapid Transit District FY 22-23	4519, 4571	$ 15,028,819	$ 15,028,819	
Bay Area Rapid Transit District FY 23-24	4519, 4571	15,028,819	15,028,819	
Golden Gate Bridge, Highway, and Transportation District FY 22-23	4519, 4571	4,341,929	4,341,929	
Peninsula Corridor Joint Powers Board FY 22-23	4519, 4571	1,919,769	1,919,901	
San Francisco Municipal Transportation Authority FY 22-23	4519, 4571	11,534,333	11,534,333	
Water Emergency Transportation Authority FY 22-23	4519, 4571	1,248,305	1,248,305	
Account Interest To-Date	N/A	1,700,300	4,625,993	1,504,562
STA Revenue Exchange - Total		**$ 50,802,273**	**$ 53,728,098**	**$ 1,504,562**

MTC Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Transit Priority					
Regional Transit Assessment	4529	$ 1,100,000	$ 207,015	$ 892,985	$ 892,985
Transit Priority Policy Supportive Content	4529	25,000	8,875	16,125	-
SFMTA BusAID Project: K-Ingleside Rapid Project Ocean Avenue Quick-Build	4529	2,800,000	449,188	2,350,812	2,350,812
AC Transit BusAID Project: Park Street Transit Signal Priority & Signal Optimization	4529	1,094,418	-	1,094,418	1,094,418
Union City Transit BusAID Project: Alvarado-Niles Road Part-Time Transit Lane Pilot	4529	1,507,688	60,213	1,447,475	1,447,475
County Connection BusAID Project: Monument Corridor Transit Speed Improvements	4529	385,885	-	385,885	385,885
City of San Jose BusAID Project: Cloud-Based TSP at 174 Intersections along VTA's Frequent Network	4529	972,113	-	972,113	972,113
BusAID Round 2	TBD	8,200,000	-	8,200,000	8,200,000
Bay Bridge Forward I-580 Westbound HOV Lane Extension TDM	TBD	750,000	-	750,000	750,000
Transit Planning					
TAP/RNM Implementation	TBD	1,800,000	-	1,800,000	1,800,000
MTC Expenditures - Total		**$ 18,635,104**	**$ 725,291**	**$ 17,909,813**	**$ 17,893,688**

External Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Staff Support					
AC Transit	4529	$ 2,226,738	$ 1,116,032	$ 1,110,706	310,000
BART	4529	2,344,960	925,121	1,419,839	577,000
External Expenditures - Total		**$ 4,571,698**	**$ 2,041,153**	**$ 2,530,545**	**$ 887,000**
MTC + External Expenditures - Total		**$ 23,206,802**	**$ 2,766,444**	**$ 20,440,358**	**$ 18,780,688**
Balances		**$ 30,521,296**	**$ 50,961,654**		

Note: In June 2022, the Commission adopted the $85 million Blue Ribbon Transit Transformation Action Plan Program of Projects, MTC Resolution No. 4519. Of the total program amount, approximately $49.1 million will be contributed by five operators through a transfer of their State Transit Assistance (STA) Revenue-based funds to MTC in FYs 2022-23 and 2023-24. Once MTC receives these funds, they will be deposited in this STA Exchange fund. These funds will be programmed through MTC Resolution No. 4519 and be allocated through MTC Resolution No. 4529.

Fund Estimate

Metropolitan Transportation Commission
Programming and Allocations Committee

February 11, 2026 **Agenda Item 3a-26-0107**

MTC Resolution No. 4742. FY 2026-27 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, Low Carbon Transit Operations Program (LCTOP) funds, and Senate Bill (SB) 125 funds for transit operating assistance for FY 2026-27.

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 2026-27. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview
Several economic indicators show that the Bay Area economy experienced either a plateau or minor decline in 2025. Unemployment rates ticked up in all counties except Alameda and San Francisco, which remained flat at 4.6% and declined to 3.9% respectively. Unemployment rates in all nine counties remain below the statewide rate, with four counties above the national rate. While there has been much improvement in employment since the pandemic, neither the labor force nor employment levels have returned to pre-pandemic levels in 2019. The regional population tracked with the state, increasing slightly in 2025 by less than 1%, while the statewide population grew by slightly above 1%.

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 increase by 2% relative to original estimates for the current year of FY 2025-26, to $493 million. The impacts vary across counties. While little change is estimated for Napa, Marin, and Solano counties, the Alameda County Auditor estimated a 12% increase for Alameda County, in part due to greater sales tax revenue generation performance in the first six months of the fiscal year.

County Auditor Offices forecast a subsequent increase of 2.6% in FY 2026-27 TDA revenues, to $506 million. The revised revenue estimates for FY2025-26 and forecasted revenue for FY2026-27 are summarized in the following table:

TDA Revenue Estimates

County	FY2025-26 (Revised)	FY2026-27	FY2026-27 Change vs FY2025-26
Alameda	$101.5	$102.6	1.1%
Contra Costa	$56.1	$58.6	4.5%
Marin	$17.1	$17.3	1.2%
Napa	$11.4	$11.7	2.6%
San Francisco	$48.0	$49.0	2.1%
San Mateo	$57.8	$61.0	5.5%
Santa Clara	$144.4	$148.1	2.5%
Solano	$28.5	$28.5	0%
Sonoma	$29.1	$29.6	1.7%
Total	**$493.0**	**$506.0**	**2.6%**

Note that amounts may not sum due to rounding

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 administered 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 retain the $104 million estimate for FY 2025-26 and increase slightly to $105 million in FY 2026-27. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission practice.

State Transit Assistance (STA)

The State Controller's Office estimates $717 million in STA diesel sales tax funds will be available statewide in FY 2026-27. Based on this estimate, the Bay Area would receive approximately $261 million ($192 million in Revenue-Based and $70 million in Population-Based) in FY 2026-27 STA funds, representing an approximate 10% decrease from FY 2025-26 estimates.

While the Fund Estimate will reflect the latest available information from the State Controller's Office (SCO) for the current year (FY 2025-26) estimates, the Governor's Proposed FY 2026-27 budget forecasts a slight increase in FY 2025-26 STA revenues by roughly 1%, which translates to $1.6 million more than the original estimate. 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 $51.3 million to the Bay Area in FY 2026-27 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 (LCTOP)

The FY 2026-27 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 2026-27, the region is projected to receive $52.0 million from the program based on an estimate from Governor Newsom's proposed FY 2025-26 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).

Senate Bill 125 (SB 125) Transit Funding

In November 2023, the Commission adopted MTC Resolution No. 4619 which established a distribution framework for SB 125 operations funding from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP). These funds are complemented by $300 million in regional funds, which the Commission directed to operators in November 2024 through MTC Resolution No. 4619. At the conclusion of FY2025-26, SB 125 funding for operations was fully allocated, leaving roughly $1 million remaining for MTC planning and implementation. MTC will work with BART and VTA to assess cash flow needs for the BART Core Capacity and BART to Silicon Valley Phase II projects, respectively, and will establish an allocation timeline in summer 2026.

Issues:

1) STA Revenue-Based Formula – Half of the statewide STA Revenues are distributed through a formula using each operator's share of qualifying revenues (i.e., fares, local taxes, other operating revenues). This formula has been frozen through an amendment to the Public Utilities code since the onset of the pandemic to mitigate the impacts the pandemic has had on transit revenues. Though the revenue estimates for FY2026-27 provided by the State Controller's Office in January maintain the frozen formula, the "hold harmless" provision is scheduled to expire at the end of FY 2025-26. If the "hold harmless" provision is not extended before June 30th, 2026, the qualifying revenue formula will be unfrozen, and the revenue distribution will be revised in August to include to include new qualifying revenue from FY2024-25.

   Staff have advocated for an extension of this provision due to the impacts on transit operators in the region; however, the Governor's proposed budget does not indicate that this "hold harmless" provision will be extended into FY2026-27. While there will be a mix of increases and decreases in funding levels for different operators in the region, AC Transit, BART, and SFMTA are projected to see significant reductions in funding. The impact to these operators is most significant due to their heavy pre-pandemic reliance on STA qualifying revenue including fares, general fund, and parking revenues, all of which declined dramatically during the pandemic and have yet to recover.

The impact of the expiration of the provisions will be mirrored across the two other revenue-based Senate Bill 1 funding programs.

2) BART Feeder Bus Agreement – A 1997 agreement between MTC, 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 in amending the agreement before the pandemic and later expressed greater urgency given its looming fiscal cliff. BART staff have indicated that FY 2025-26 is the last year that BART will be able to support feeder bus services.

   MTC staff, in coordination with the affected feeder bus operators, are working on a proposal to provide temporary funding for feeder services in FY2026-27 using Regional Measure 3 (RM3) Operating funds available from prior year program revenues that were accrued but not disbursed when RM3 was under legal challenge. RM3 programming levels are expected to be presented to the Commission for approval in May.

Recommendations:
Refer MTC Resolution No. 4742 to the Commission for approval.

Attachments:
- MTC Resolution No. 4742
    - Attachment A: Fund Estimate – Regional Summary
- Presentation

Andrew B. Fremier

Date: February 25, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4742

This resolution approves the FY 2026-27 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, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 11, 2026.

Date: February 25, 2026
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4742

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 2025-26 and FY 2026-27 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 2026-27 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 2026-27 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 2026-27 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

Susan A Noack

Sue Noack, 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 25, 2026.

Attachment A
Res No. 4742
Page 1 of 19
2/25/2026

FY 2026-27 FUND ESTIMATE
REGIONAL SUMMARY

TDA REGIONAL SUMMARY TABLE

Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
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	47,746,902	(100,909,466)	90,853,416	10,700,049	(4,062,139)	102,569,000	(4,102,760)	142,795,003
Contra Costa	63,837,898	(83,139,476)	55,891,922	238,767	(2,245,228)	58,600,440	(2,344,017)	90,840,305
Marin	1,076,350	(16,536,044)	17,799,157	(1,145,507)	(666,146)	17,340,951	(693,639)	17,175,121
Napa	6,614,695	(15,824,102)	11,535,799	(73,328)	(458,499)	11,691,720	(467,670)	13,018,615
San Francisco	3,547,349	(47,569,794)	48,345,000	(437,500)	(1,916,300)	49,060,000	(1,962,400)	49,066,357
San Mateo	4,479,321	(56,282,955)	57,949,257	(146,951)	(2,312,092)	60,927,369	(2,437,095)	62,176,855
Santa Clara	11,316,295	(145,378,048)	143,704,000	665,100	(5,774,764)	148,123,000	(5,924,920)	146,730,662
Solano	31,774,848	(33,199,708)	28,521,091	(12,735)	(1,879,271)	28,508,356	(1,879,272)	51,833,309
Sonoma	36,226,167	(46,093,764)	30,015,000	(915,000)	(1,081,518)	29,600,000	(1,100,101)	46,650,783
TOTAL	**$206,619,826**	**($544,933,357)**	**$484,614,642**	**$8,872,895**	**($20,395,957)**	**$506,420,836**	**($20,911,874)**	**$620,287,010**

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

Column	A		B	C	D	E=Sum(A:D)
	6/30/2025		FY2024-26	FY2025-26	FY2026-27	FY2026-27
Fund Source	Balance (w/ interest)[1]		Outstanding Commitments[2]	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance						
Revenue-Based	15,016,242		(214,645,745)	213,117,399	192,335,694	205,823,590
Population-Based	129,791,109		(104,707,471)	77,115,439	69,595,684	171,794,760
SUBTOTAL	**144,807,350**		**(319,353,216)**	**290,232,838**	**261,931,378**	**377,618,350**
AB1107 - BART District Tax (25% Share)	**0**		**(104,000,000)**	**104,000,000**	**105,000,000**	**105,000,000**
Bridge Toll Total						
MTC 2% Toll Revenue	8,439,777		(3,880,707)	1,450,000	1,450,000	7,459,070
5% State General Fund Revenue	29,616,896		(25,806,317)	3,546,823	3,582,291	10,939,693
SUBTOTAL	**38,056,673**		**(29,687,024)**	**4,996,823**	**5,032,291**	**18,398,763**
Low Carbon Transit Operations Program	**0**		**0**	**55,051,900**	**51,762,669**	**106,814,569**
State of Good Repair Program						
Revenue-Based	1,834,477		(38,795,220)	36,960,765	37,690,857	37,690,879
Population-Based	16,603,360		(27,972,076)	13,180,360	13,638,244	15,449,887
SUBTOTAL	**18,437,837**		**(66,767,296)**	**50,141,125**	**51,329,101**	**53,140,766**
Senate Bill 125 Funding	**1,786,333**		**(375,333,369)**	**374,742,049**	**0**	**1,195,013**
TOTAL	**$201,301,860**		**($519,807,536)**	**$504,422,686**	**$475,055,438**	**$662,167,461**

Please see Attachment A pages 2-19 for detailed information on each fund source.

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY

FY2025-26 TDA Revenue Estimate			FY2026-27 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment			***FY2026-27 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 25)	90,853,416		13. County Auditor Estimate		102,569,000
2. Revised Revenue (Feb, 26)	101,553,465		***FY2026-27 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		10,700,049	14. MTC Administration (0.5% of Line 13)	512,845	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	512,845	
4. MTC Administration (0.5% of Line 3)	53,500		16. MTC Planning (3.0% of Line 13)	3,077,070	
5. County Administration (Up to 0.5% of Line 3)[4]	53,500		17. Total Charges (Lines 14+15+16)		4,102,760
6. MTC Planning (3.0% of Line 3)	321,001		18. TDA Generations Less Charges (Lines 13-17)		98,466,240
7. Total Charges (Lines 4+5+6)		428,001	***FY2026-27 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		10,272,048	19. Article 3.0 (2.0% of Line 18)	1,969,325	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		96,496,915
9. Article 3 Adjustment (2.0% of line 8)	205,441		21. Article 4.5 (5.0% of Line 20)	4,824,846	
10. Funds Remaining (Lines 8-9)		10,066,607	22. TDA Article 4 (Lines 20-21)		91,672,069
11. Article 4.5 Adjustment (5.0% of Line 10)	503,330				
12. Article 4 Adjustment (Lines 10-11)		9,563,277			

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	8,645,898	424,635	9,070,533	(7,199,855)	0	1,744,386	205,441	3,820,505	1,969,325	5,789,830
Article 4.5	406,758	22,788	429,546	(4,179,123)	0	4,273,745	503,330	1,027,498	4,824,846	5,852,344
SUBTOTAL	**9,052,656**	**447,423**	**9,500,079**	**(11,378,978)**	**0**	**6,018,131**	**708,771**	**4,848,003**	**6,794,171**	**11,642,174**
Article 4										
AC Transit										
District 1	188,949	121,133	310,082	(52,436,116)	0	52,436,116	6,175,542	6,485,624	59,047,761	65,533,385
District 2	50,103	32,119	82,222	(13,768,141)	0	13,768,141	1,621,511	1,703,733	15,662,213	17,365,946
BART[3]	317	204	521	(86,923)	0	86,923	10,237	10,758	97,963	108,721
LAVTA	31,101,459	1,244,336	32,345,795	(25,177,056)	0	11,624,472	1,369,045	20,162,256	13,188,553	33,350,809
Union City	7,353,417	509,233	7,862,650	(416,699)	0	3,285,496	386,942	11,118,389	3,675,580	14,793,969
SUBTOTAL	**38,694,246**	**1,907,024**	**40,601,270**	**(91,884,935)**	**0**	**81,201,148**	**9,563,277**	**39,480,760**	**91,672,069**	**131,152,829**
GRAND TOTAL	**$47,746,902**	**$2,354,447**	**$50,101,349**	**($103,263,913)**	**$0**	**$87,219,279**	**$10,272,048**	**$44,328,763**	**$98,466,240**	**$142,795,003**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Feeder Bus Program to be deprecated at the end of FY2025-26

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

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	55,891,922	
2. Revised Estimate (Feb, 26)	56,130,689	
3. Revenue Adjustment (Lines 2-1)		238,767
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	1,194	
5. County Administration (Up to 0.5% of Line 3)[4]	1,194	
6. MTC Planning (3.0% of Line 3)	7,163	
7. Total Charges (Lines 4+5+6)		9,551
8. Adjusted Generations Less Charges (Lines 3-7)		229,216
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	4,584	
10. Funds Remaining (Lines 8-9)		224,632
11. Article 4.5 Adjustment (5.0% of Line 10)	11,232	
12. Article 4 Adjustment (Lines 10-11)		213,400

FY2027-26 TDA Revenue Estimate		
FY2027-26 County Auditor's Generation Estimate		
13. County Auditor Estimate		58,600,440
FY2027-26 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	293,002	
15. County Administration (0.5% of Line 13)	293,002	
16. MTC Planning (3.0% of Line 13)	1,758,013	
17. Total Charges (Lines 14+15+16)		2,344,017
18. TDA Generations Less Charges (Lines 13-17)		56,256,423
FY2027-26 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	1,125,128	
20. Funds Remaining (Lines 18-19)		55,131,295
21. Article 4.5 (5.0% of Line 20)	2,756,565	
22. TDA Article 4 (Lines 20-21)		52,374,730

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2027-26**	**FY2027-26**
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	2,084,903	116,804	2,201,707	(2,629,100)	0	1,073,125	4,584	650,316	1,125,128	1,775,444
Article 4.5	588,417	20,210	608,627	(2,738,938)	0	2,629,156	11,232	510,077	2,756,565	3,266,642
SUBTOTAL	**2,673,320**	**137,014**	**2,810,334**	**(5,368,038)**	**0**	**3,702,281**	**15,816**	**1,160,393**	**3,881,693**	**5,042,086**
Article 4										
AC Transit										
District 1	25,063	14,449	39,512	(8,787,985)	0	8,787,985	37,542	77,054	9,200,294	9,277,348
BART[3]	(1,058)	1,995	937	(209,265)	0	209,265	894	1,831	219,237	221,068
CCCTA	60,404,491	2,044,217	62,448,708	(52,421,999)	0	22,952,133	98,050	33,076,892	24,026,237	57,103,129
ECCTA	18,650	52,142	70,792	(15,196,080)	0	15,060,949	64,339	0	15,853,298	15,853,298
WCCTA	717,432	107,374	824,806	(3,513,299)	0	2,943,630	12,575	267,712	3,075,664	3,343,376
SUBTOTAL	**61,164,578**	**2,220,177**	**63,384,755**	**(80,128,628)**	**0**	**49,953,962**	**213,400**	**33,423,489**	**52,374,730**	**85,798,219**
GRAND TOTAL	**$63,837,898**	**$2,357,191**	**$66,195,089**	**($85,496,667)**	**$0**	**$53,656,243**	**$229,216**	**$34,583,882**	**$56,256,423**	**$90,840,305**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Feeder Bus Program to be deprecated at the end of FY2025-26

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

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	17,799,157	
2. Revised Revenue (Feb, 26)	16,653,650	
3. Revenue Adjustment (Lines 2-1)		(1,145,507)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(5,728)	
5. County Administration (Up to 0.5% of Line 3)	(5,728)	
6. MTC Planning (3.0% of Line 3)	(34,365)	
7. Total Charges (Lines 4+5+6)		(45,821)
8. Adjusted Generations Less Charges (Lines 3-7)		(1,099,686)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(21,994)	
10. Funds Remaining (Lines 8-9)		(1,077,692)
11. Article 4.5 Adjustment (5.0% of Line 10)	0	
12. Article 4 Adjustment (Lines 10-11)		(1,077,692)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		17,340,951
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	86,705	
15. County Administration (0.5% of Line 13)	86,705	
16. MTC Planning (3.0% of Line 13)	520,229	
17. Total Charges (Lines 14+15+16)		693,639
18. TDA Generations Less Charges (Lines 13-17)		16,647,312
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	332,946	
20. Funds Remaining (Lines 18-19)		16,314,366
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		16,314,366

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	860,194	125,027	985,221	(777,162)	0	341,744	(21,994)	527,809	332,946	860,755
Article 4.5										
SUBTOTAL	**860,194**	**125,027**	**985,221**	**(777,162)**	**0**	**341,744**	**(21,994)**	**527,809**	**332,946**	**860,755**
Article 4/8										
GGBHTD	232,521	61,060	293,581	(7,140,118)	0	7,317,489	(470,952)	0	7,209,318	7,209,318
Marin Transit	(16,366)	24,018	7,652	(8,828,868)	0	9,427,957	(606,741)	0	9,105,048	9,105,048
SUBTOTAL	**216,156**	**85,077**	**301,233**	**(15,968,986)**	**0**	**16,745,446**	**(1,077,692)**	**0**	**16,314,366**	**16,314,366**
GRAND TOTAL	**$1,076,350**	**$210,104**	**$1,286,454**	**($16,746,148)**	**$0**	**$17,087,190**	**($1,099,686)**	**$527,809**	**$16,647,312**	**$17,175,121**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	11,535,799	
2. Revised Revenue (Feb, 26)	11,462,471	
3. Revenue Adjustment (Lines 2-1)		(73,328)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(367)	
5. County Administration (Up to 0.5% of Line 3)	(367)	
6. MTC Planning (3.0% of Line 3)	(2,200)	
7. Total Charges (Lines 4+5+6)		(2,934)
8. Adjusted Generations Less Charges (Lines 3-7)		(70,394)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(1,408)	
10. Funds Remaining (Lines 8-9)		(68,986)
11. Article 4.5 Adjustment (5.0% of Line 10)	(3,449)	
12. Article 4 Adjustment (Lines 10-11)		(65,537)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		11,691,720
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	58,459	
15. County Administration (0.5% of Line 13)	58,459	
16. MTC Planning (3.0% of Line 13)	350,752	
17. Total Charges (Lines 14+15+16)		467,670
18. TDA Generations Less Charges (Lines 13-17)		11,224,050
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	224,481	
20. Funds Remaining (Lines 18-19)		10,999,569
21. Article 4.5 (5.0% of Line 20)	549,978	
22. TDA Article 4 (Lines 20-21)		10,449,591

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	753,691	22,951	776,642	(450,000)	-	221,487	(1,408)	546,721	224,481	771,202
Article 4.5	(553)	762	208	(539,475)	-	542,644	(3,449)	(72)	549,978	549,906
SUBTOTAL	**753,138**	**23,713**	**776,850**	**(989,475)**	**-**	**764,131**	**(4,857)**	**546,649**	**774,459**	**1,321,108**
Article 4/8										
NVTA[3]	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(65,537)	1,247,916	10,449,591	11,697,507
SUBTOTAL	**5,861,557**	**120,363**	**5,981,920**	**(15,295,167)**	**316,463**	**10,310,236**	**(65,537)**	**1,247,916**	**10,449,591**	**11,697,507**
GRAND TOTAL	**$6,614,695**	**$144,076**	**$6,758,771**	**($16,284,642)**	**$316,463**	**$11,074,367**	**($70,394)**	**$1,794,565**	**$11,224,050**	**$13,018,615**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

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

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	48,345,000	
2. Revised Estimate (Feb, 26)	47,907,500	
3. Revenue Adjustment (Lines 2-1)		(437,500)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(2,188)	
5. County Administration (Up to 0.5% of Line 3)	(2,188)	
6. MTC Planning (3.0% of Line 3)	(13,125)	
7. Total Charges (Lines 4+5+6)		(17,501)
8. Adjusted Generations Less Charges (Lines 3-7)		(419,999)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(8,400)	
10. Funds Remaining (Lines 8-9)		(411,599)
11. Article 4.5 Adjustment (5.0% of Line 10)	(20,580)	
12. Article 4 Adjustment (Lines 10-11)		(391,019)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		49,060,000
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	245,300	
15. County Administration (0.5% of Line 13)	245,300	
16. MTC Planning (3.0% of Line 13)	1,471,800	
17. Total Charges (Lines 14+15+16)		1,962,400
18. TDA Generations Less Charges (Lines 13-17)		47,097,600
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	941,952	
20. Funds Remaining (Lines 18-19)		46,155,648
21. Article 4.5 (5.0% of Line 20)	2,307,782	
22. TDA Article 4 (Lines 20-21)		43,847,866

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	3,758,002	464,544	4,222,546	(3,371,668)	-	928,224	(8,400)	1,770,702	941,952	2,712,654
Article 4.5	131,401	-	131,401	-	(2,186,915)	2,274,149	(20,580)	198,055	2,307,782	2,505,837
SUBTOTAL	**3,889,403**	**464,544**	**4,353,947**	**(3,371,668)**	**(2,186,915)**	**3,202,373**	**(28,980)**	**1,968,757**	**3,249,734**	**5,218,491**
Article 4										
SFMTA	(342,053)	342,053	-	(45,004,723)	2,186,915	43,208,827	(391,019)	-	43,847,866	43,847,866
SUBTOTAL	**(342,053)**	**342,053**	**-**	**(45,004,723)**	**2,186,915**	**43,208,827**	**(391,019)**	**-**	**43,847,866**	**43,847,866**
GRAND TOTAL	**$3,547,349**	**$806,597**	**$4,353,947**	**($48,376,391)**	**$0**	**$46,411,200**	**($419,999)**	**$1,968,757**	**$47,097,600**	**$49,066,357**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

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FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY

FY2025-26 TDA Revenue Estimate			**FY2026-27 TDA Revenue Estimate**		
FY2025-26 Generation Estimate Adjustment			***FY2026-27 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 25)	57,949,257		13. County Auditor Estimate		60,927,369
2. Revised Revenue (Feb, 26)	57,802,306		***FY2026-27 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		(146,951)	14. MTC Administration (0.5% of Line 13)	304,637	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	304,637	
4. MTC Administration (0.5% of Line 3)	(735)		16. MTC Planning (3.0% of Line 13)	1,827,821	
5. County Administration (Up to 0.5% of Line 3)	(735)		17. Total Charges (Lines 14+15+16)		2,437,095
6. MTC Planning (3.0% of Line 3)	(4,409)		18. TDA Generations Less Charges (Lines 13-17)		58,490,274
7. Total Charges (Lines 4+5+6)		(5,879)	***FY2026-27 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		(141,072)	19. Article 3.0 (2.0% of Line 18)	1,169,805	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		57,320,469
9. Article 3 Adjustment (2.0% of line 8)	(2,821)		21. Article 4.5 (5.0% of Line 20)	2,866,023	
10. Funds Remaining (Lines 8-9)		(138,251)	22. TDA Article 4 (Lines 20-21)		54,454,446
11. Article 4.5 Adjustment (5.0% of Line 10)	(6,913)				
12. Article 4 Adjustment (Lines 10-11)		(131,338)			

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	4,788,393	383,905	5,172,298	(3,210,467)	-	1,112,626	(2,821)	3,071,636	1,169,805	4,241,441
Article 4.5	(16,410)	54,300	37,890	(2,725,933)	-	2,725,933	(6,913)	30,977	2,866,023	2,897,000
SUBTOTAL	**4,771,984**	**438,205**	**5,210,189**	**(5,936,400)**	**-**	**3,838,559**	**(9,734)**	**3,102,613**	**4,035,828**	**7,138,441**
Article 4										
SamTrans	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	(131,338)	583,968	54,454,446	55,038,414
SUBTOTAL	**(292,663)**	**1,007,968**	**715,305**	**(51,792,728)**	**-**	**51,792,728**	**(131,338)**	**583,968**	**54,454,446**	**55,038,414**
GRAND TOTAL	**$4,479,321**	**$1,446,173**	**$5,925,494**	**($57,729,128)**	**$0**	**$55,631,287**	**($141,072)**	**$3,686,581**	**$58,490,274**	**$62,176,855**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY

FY2025-26 TDA Revenue Estimate			**FY2026-27 TDA Revenue Estimate**		
FY2025-26 Generation Estimate Adjustment			***FY2026-27 County Auditor's Generation Estimate***		
1. Original County Auditor Estimate (Feb, 25)	143,704,000		13. County Auditor Estimate		148,123,000
2. Actual Revenue (Feb, 26)	144,369,100		***FY2026-27 Planning and Administration Charges***		
3. Revenue Adjustment (Lines 2-1)		665,100	14. MTC Administration (0.5% of Line 13)	740,615	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	740,615	
4. MTC Administration (0.5% of Line 3)	3,326		16. MTC Planning (3.0% of Line 13)	4,443,690	
5. County Administration (Up to 0.5% of Line 3)	3,326		17. Total Charges (Lines 14+15+16)		5,924,920
6. MTC Planning (3.0% of Line 3)	19,953		18. TDA Generations Less Charges (Lines 13-17)		142,198,080
7. Total Charges (Lines 4+5+6)		26,605	***FY2026-27 TDA Apportionment By Article***		
8. Adjusted Generations Less Charges (Lines 3-7)		638,495	19. Article 3.0 (2.0% of Line 18)	2,843,962	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		139,354,118
9. Article 3 Adjustment (2.0% of line 8)	12,770		21. Article 4.5 (5.0% of Line 20)	6,967,706	
10. Funds Remaining (Lines 8-9)		625,725	22. TDA Article 4 (Lines 20-21)		132,386,412
11. Article 4.5 Adjustment (5.0% of Line 10)	31,286				
12. Article 4 Adjustment (Lines 10-11)		594,439			

TDA APPORTIONMENT BY JURISDICTION

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G*	*H=Sum(C:G)*	*I*	*J=Sum(H:I)*
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	10,727,225	575,552	11,302,777	(10,901,281)	-	2,759,117	12,770	3,173,383	2,843,962	6,017,345
Article 4.5	29,454	7,220	36,674	(6,759,836)	-	6,759,836	31,286	67,960	6,967,706	7,035,666
SUBTOTAL	**10,756,679**	**582,773**	**11,339,451**	**(17,661,117)**	**-**	**9,518,953**	**44,056**	**3,241,343**	**9,811,668**	**13,053,011**
Article 4										
VTA	559,616	137,184	696,800	(128,436,887)	-	128,436,887	594,439	1,291,239	132,386,412	133,677,651
SUBTOTAL	**559,616**	**137,184**	**696,800**	**(128,436,887)**	**-**	**128,436,887**	**594,439**	**1,291,239**	**132,386,412**	**133,677,651**
GRAND TOTAL	**$11,316,295**	**$719,956**	**$12,036,251**	**($146,098,004)**	**$0**	**$137,955,840**	**$638,495**	**$4,532,582**	**$142,198,080**	**$146,730,662**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

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FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	28,521,091	
2. Revised Revenue (Feb, 26)	28,508,356	
3. Revenue Adjustment (Lines 2-1)		(12,735)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(64)	
5. County Administration (Up to 0.5% of Line 3)	(64)	
6. MTC Planning (3.0% of Line 3)	(382)	
7. Total Charges (Lines 4+5+6)		(510)
8. STA Planning (2.7%)	(330)	
9. Adjusted Generations Less Charges (Lines 3-7-8)		(11,895)
FY2025-26 TDA Adjustment By Article		
10. Article 3 Adjustment (2.0% of line 9)	(238)	
11. Funds Remaining (Lines 9-10)		(11,657)
12. Article 4.5 Adjustment (5.0% of Line 11)	-	
13. Article 4 Adjustment (Lines 11-12)		(11,657)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		28,508,356
FY2026-27 Planning and Administration Charges		
15. MTC Administration (0.5% of Line 14)	142,542	
16. County Administration (0.5% of Line 14)	142,542	
17. MTC Planning (3.0% of Line 14)	855,251	
18. Total Charges (Lines 15+16+17)		1,140,335
19. Solano Transportation Authority Planning (2.7% of Line 14-18)[3]	738,937	
20. TDA Generations Less Charges (Lines 14-18-19)		26,629,084
FY2026-27 TDA Apportionment By Article		
21. Article 3.0 (2.0% of Line 20)	532,582	
22. Funds Remaining (Lines 20-21)		26,096,502
23. Article 4.5 (5.0% of Line 22)	0	
24. TDA Article 4 (Lines 22-23)		26,096,502

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**FY2026-27**
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	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4.5										
SUBTOTAL	**1,587,226**	**88,068**	**1,675,294**	**(1,652,780)**	**-**	**532,820**	**(238)**	**555,096**	**532,582**	**1,087,678**
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(452,913)	-	1,134,738	(507)	4,397,179	1,170,354	5,567,533
Fairfield	1,711,415	147,435	1,858,850	(1,646,331)	-	7,037,740	(3,142)	7,247,117	7,003,327	14,250,444
Rio Vista	2,005,476	93,172	2,098,648	(168,100)	-	585,060	(261)	2,515,347	599,738	3,115,085
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(472)	1,668,646	1,043,538	2,712,184
Suisun City	1,341,923	63,767	1,405,691	(1,400,377)	-	1,686,639	(753)	1,691,200	1,684,465	3,375,665
Vacaville	10,799,522	642,355	11,441,877	(12,090,621)	-	5,975,344	(2,668)	5,323,932	5,985,838	11,309,770
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,949,376)	-	8,631,508	(3,855)	1,805,708	8,609,243	10,414,951
SUBTOTAL	**30,187,623**	**1,776,257**	**31,963,880**	**(33,411,254)**	**-**	**26,108,161**	**(11,658)**	**24,649,129**	**26,096,502**	**50,745,631**
GRAND TOTAL	**$31,774,848**	**$1,864,326**	**$33,639,174**	**($35,064,034)**	**$0**	**$26,640,981**	**($11,896)**	**$25,204,225**	**$26,629,084**	**$51,833,309**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. 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 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY

FY2025-26 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment		
1. Original County Auditor Estimate (Feb, 25)	30,015,000	
2. Revised Revenue (Feb, 26)	29,100,000	
3. Revenue Adjustment (Lines 2-1)		(915,000)
FY2025-26 Planning and Administration Charges Adjustment		
4. MTC Administration (0.5% of Line 3)	(4,575)	
5. County Administration (0.22% of Line 3)	(1,982)	
6. MTC Planning (3.0% of Line 3)	(27,450)	
7. Total Charges (Lines 4+5+6)		(34,007)
8. Adjusted Generations Less Charges (Lines 3-7)		(880,993)
FY2025-26 TDA Adjustment By Article		
9. Article 3 Adjustment (2.0% of line 8)	(17,620)	
10. Funds Remaining (Lines 8-9)		(863,373)
11. Article 4.5 Adjustment (5.0% of Line 10)	-	
12. Article 4 Adjustment (Lines 10-11)		(863,373)

FY2026-27 TDA Revenue Estimate		
FY2026-27 County Auditor's Generation Estimate		
13. County Auditor Estimate		29,600,000
FY2026-27 Planning and Administration Charges		
14. MTC Administration (0.5% of Line 13)	148,000	
15. County Administration (0.22% of Line 13)	64,101	
16. MTC Planning (3.0% of Line 13)	888,000	
17. Total Charges (Lines 14+15+16)		1,100,101
18. TDA Generations Less Charges (Lines 13-17)		28,499,899
FY2026-27 TDA Apportionment By Article		
19. Article 3.0 (2.0% of Line 18)	569,998	
20. Funds Remaining (Lines 18-19)		27,929,901
21. Article 4.5 (5.0% of Line 20)	0	
22. TDA Article 4 (Lines 20-21)		27,929,901

TDA APPORTIONMENT BY JURISDICTION

Column	***A***	***B***	***C=Sum(A:B)***	***D***	***E***	***F***	***G***	***H=Sum(C:G)***	***I***	***J=Sum(H:I)***
	6/30/2025	**FY2024-25**	**6/30/2025**	**FY2024-26**	**FY2025-26**	**FY2025-26**	**FY2025-26**	**FY2026-27**	**FY2026-27**	**FY2026-27**
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	3,234,719	135,864	3,370,583	(2,581,400)	-	577,990	(17,620)	1,349,553	569,998	1,919,551
Article 4.5										
SUBTOTAL	**3,234,719**	**135,864**	**3,370,583**	**(2,581,400)**	**-**	**577,990**	**(17,620)**	**1,349,553**	**569,998**	**1,919,551**
Article 4/8										
GGBHTD[3]	5,411	28,294	33,705	(3,680,778)	-	3,761,729	(114,656)	-	1,382,530	1,382,530
Petaluma	2,021,606	197,534	2,219,141	(1,938,956)	-	2,994,483	(91,518)	3,183,150	3,248,247	6,431,397
Santa Rosa	13,505,454	468,794	13,974,248	(16,358,536)	-	8,965,109	(273,862)	6,306,959	9,811,774	16,118,733
Sonoma County	17,458,977	679,394	18,138,371	(23,043,975)	-	12,600,165	(383,338)	7,311,222	13,487,349	20,798,571
SUBTOTAL	**32,991,448**	**1,374,016**	**34,365,464**	**(45,022,245)**	**-**	**28,321,485**	**(863,373)**	**16,801,331**	**27,929,901**	**44,731,232**
GRAND TOTAL	**$36,226,167**	**$1,509,881**	**$37,736,048**	**($47,603,645)**	**$0**	**$28,899,475**	**($880,993)**	**$18,150,884**	**$28,499,899**	**$46,650,783**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

Attachment A
Res No. 4742
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FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)

FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate	
1. State Estimate (Aug, 25)[3]	$213,117,399	4. Projected Carryover (Jan, 26)	$13,487,896
2. Actual Revenue (Sept, 26)		5. State Estimate (Jan, 26) - DRAFT	$192,335,694
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$205,823,590

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	**6/30/2025 Balance (w/interest)[1]**	**FY2024-26 Outstanding Commitments[2]**	**FY2025-26 Revenue Estimate[3]**	**6/30/2026 Projected Carryover[4]**	**FY2026-27 Revenue Estimate[5]**	**Total Available For Allocation**
ACCMA - Corresponding to ACE	-	(311,072)	311,072	-	280,738	280,738
Caltrain	685,812	(10,101,529)	10,101,529	685,812	9,116,499	9,802,311
CCCTA	709,585	(1,000,000)	885,616	595,201	799,257	1,394,458
City of Dixon	83,292	-	8,648	91,940	7,804	99,744
ECCTA	-	(428,182)	428,182	-	386,429	386,429
City of Fairfield	-	-	157,146	157,146	141,822	298,968
GGBHTD	-	(9,692,845)	9,692,845	-	8,747,667	8,747,667
LAVTA	-	(424,810)	424,810	-	383,386	383,386
Marin Transit	1,569,216	(2,500,000)	1,656,536	725,752	1,495,002	2,220,754
NVTA	-	(120,265)	120,265	-	108,538	108,538
City of Petaluma	553	-	51,600	52,153	46,569	98,722
City of Rio Vista	28,409	-	2,749	31,158	2,480	33,638
SamTrans	537,646	(10,131,176)	10,131,176	537,646	9,143,255	9,680,901
SMART	184	(2,094,129)	2,094,129	184	1,889,925	1,890,109
City of Santa Rosa	-	(159,976)	173,394	13,418	156,487	169,905
Solano County Transit	-	(369,349)	369,349	-	333,333	333,333
Sonoma County Transit	-	(241,541)	241,541	-	217,987	217,987
City of Union City	9	-	131,223	131,232	118,427	249,659
Vacaville City Coach	239,211	-	28,125	267,336	25,382	292,718
VTA	-	(28,329,054)	30,706,526	2,377,472	27,712,242	30,089,714
VTA - Corresponding to ACE	-	(165,571)	179,464	13,893	161,965	175,858
WCCTA	-	(561,691)	561,691	-	506,919	506,919
WETA	11,157,923	(7,987,907)	2,754,515	5,924,531	2,485,915	8,410,446
SUBTOTAL	**15,011,839**	**(74,619,097)**	**71,212,131**	**11,604,874**	**64,268,028**	**75,872,902**
AC Transit	-	(25,206,579)	27,089,601	1,883,022	24,448,014	26,331,036
BART	4,381	(42,453,821)	42,449,440	-	38,310,070	38,310,070
SFMTA	21	(72,366,248)	72,366,227	-	65,309,582	65,309,582
SUBTOTAL	**4,402**	**(140,026,648)**	**141,905,268**	**1,883,022**	**128,067,666**	**129,950,688**
GRAND TOTAL	**$15,016,242**	**($214,645,745)**	**$213,117,399**	**$13,487,896**	**$192,335,694**	**$205,823,590**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimates based on January 2026 State Controller's Office (SCO) forecast.

FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS

FY2025-26 STA Revenue Estimate		**FY2026-27 STA Revenue Estimate**	
1. State Estimate (Aug, 25)[3]	$77,115,439	4. Projected Carryover (Jan, 26)	$102,199,076
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	$69,595,684
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$171,794,760

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	*A*	*C*	*D*	*E=Sum(A:D)*	*F*	*G=Sum(E:F)*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2025**	**FY2026-27**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)[1]**	**Outstanding Commitments[2]**	**Revenue Estimate[3]**	**Projected Carryover[4]**	**Revenue Estimate[5]**	**Available For Allocation**
County Block Grant[6]						
Alameda	2,226,007	(8,550,980)	9,542,245	3,217,272	8,611,752	11,829,024
Contra Costa	1,504,533	(12,016,700)	11,974,307	1,462,140	10,806,657	12,268,797
Marin	151,199	(3,081,290)	3,080,386	150,295	2,780,009	2,930,304
Napa	-	(1,884,278)	1,884,278	-	1,700,537	1,700,537
San Francisco	2,547,440	(5,755,937)	4,564,339	1,355,842	4,119,257	5,475,099
San Mateo	7,649,211	(4,527,390)	2,732,788	5,854,609	2,466,306	8,320,915
Santa Clara	-	(7,087,177)	7,606,983	519,806	6,865,204	7,385,010
Solano	16,742,718	(11,709,894)	5,669,048	10,701,872	5,116,242	15,818,114
Sonoma	183,913	(6,326,203)	6,926,433	784,143	6,251,015	7,035,158
SUBTOTAL	**31,005,022**	**(60,939,849)**	**53,980,807**	**24,045,979**	**48,716,979**	**72,762,958**
Regional Program	59,561,009	(35,767,623)	23,134,632	46,928,018	12,878,705	59,806,723
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund[7]	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	**$129,791,109**	**($104,707,471)**	**$77,115,439**	**$102,199,076**	**$69,595,684**	**$171,794,760**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/2026.

3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimtates are based on January 2026 State Controller's Office (SCO) forecast.

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

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

FY 2026-27 FUND ESTIMATE
BRIDGE TOLLS[1]

BRIDGE TOLL APPORTIONMENT BY CATEGORY

Column	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Fund Source	Balance[2]	Outstanding Commitments[3]	Programming Amount[4]	Projected Carryover	Programming Amount[4]	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,003,393	(2,285,162)	1,000,000	5,718,231	1,000,000	6,718,231
Bay Trail	893,309	(1,343,309)	450,000	-	450,000	450,000
Studies	543,075	(252,236)	-	290,839	-	290,839
SUBTOTAL	**8,439,777**	**(3,880,707)**	**1,450,000**	**6,009,070**	**1,450,000**	**7,459,070**
5% State General Fund Revenues						
Ferry	29,083,217	(24,982,396)	3,256,581	7,357,402	3,283,254	10,640,656
Bay Trail	533,679	(823,921)	290,242	-	299,037	299,037
SUBTOTAL	**29,616,896**	**(25,806,317)**	**3,546,823**	**7,357,402**	**3,582,291**	**10,939,693**

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 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

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 2026-27 FUND ESTIMATE
AB1107 FUNDS
AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX

FY2025-26 AB1107 Revenue Estimate		FY2026-27 AB1107 Revenue Estimate	
1. Original MTC Estimate (Feb, 25)	$104,000,000	4. Projected Carryover (Feb, 26)	$0
2. Revised Revenue (Feb, 26)	$104,000,000	5. MTC Estimate (Feb, 26)	$105,000,000
3. Revenue Adjustment (Lines 2-1)	$0	6. Total Funds Available (Lines 4+5)	$105,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C=Sum(A:B)*	*D*	*E*	*F*	*G=Sum(A:F)*	*H*	*I=Sum(G:H)*
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
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	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
SFMTA	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
TOTAL	**$0**	**$0**	**$0**	**($104,000,000)**	**$104,000,000**	**$0**	**$0**	**$105,000,000**	**$105,000,000**

1. Balance as of 6/30/25 is from the MTC FY2024-25 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 6/30/25, and FY2025-26 allocations as of 1/31/26.

FY 2026-27 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS

ARTICLE 4.5 SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	**$5,852,344**	**$3,266,642**
AC Transit	$5,261,982	$1,039,431
LAVTA	$164,045	
Pleasanton	$89,260	
Union City	$337,057	
CCCTA		$1,396,492
ECCTA		$601,207
WCCTA		$229,512

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2026-27
CCCTA	$0
LAVTA	$0
ECCTA	$0
WCCTA	$0

Fund Source	Apportionment Jurisdictions	Claimant	Amount[1]	Program
Total Available BART STA Revenue-Based Funds[2]			**$38,310,070**	
STA Revenue-Based	BART	CCCTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	LAVTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	ECCTA[2]	$0	BART Feeder Bus
STA Revenue-Based	BART	WCCTA[2]	$0	BART Feeder Bus
Total Payment			**$0**	
Remaining BART STA Revenue-Based Funds			**$38,310,070**	
Total Available BART TDA Article 4 Funds[2]			**$329,789**	
TDA Article 4	BART-Alameda	LAVTA	$0	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	$0	BART Feeder Bus
Total Payment			**$0**	
Remaining BART TDA Article 4 Funds			**$329,789**	
Total Available SamTrans STA Revenue-Based Funds			**$9,680,901**	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			**(801,024)**	
Remaining SamTrans STA Revenue-Based Funds			**$8,879,877**	
Total Available Union City TDA Article 4 Funds			**$14,793,969**	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			**(116,699)**	
Remaining Union City TDA Article 4 Funds			**$14,677,270**	

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. Feeder Bus program will be deprecated at the end FY2025-26, please see February 2026 Programming and Allocations Committee staff memo for more information.

FY 2026-27 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)

FY2025-26 LCTOP Revenue Estimate[1]		**FY2026-27 LCTOP Revenue Estimate**[2]	
1. Estimated Statewide Appropriation (Jan, 26)	$150,700,000	5. Estimated Statewide Appropriation (Jan, 26)	$141,696,000
2. MTC Region Revenue-Based Funding	$40,375,981	6. Estimated MTC Region Revenue-Based Funding	$37,963,604
3. MTC Region Population-Based Funding	$14,675,919	7. Estimated MTC Region Population-Based Funding	$13,799,065
4. Total MTC Region Funds	**$55,051,900**	**8. Estimated Total MTC Region Funds**	**$51,762,669**

1. The FY 2025-26 LCTOP revenue generation is based on the $150 million revised estimate included in the FY 2025-26 Governor's Proposed State Budget.

2. The FY 2026-27 LCTOP revenue generation is based on the $141 million estimated in the FY 2026-27 Governor's Proposed State Budget.

FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS

FY2025-26 SGR Revenue-Based Revenue Estimate		FY2026-27 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 25)	$36,960,765	4. Projected Carryover (Jan, 26)	$22
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	$37,690,857
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	$37,690,879

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
Apportionment Jurisdictions	6/30/2025 Balance (w/interest)	FY2024-26 Outstanding Commitments	FY2025-26 Revenue Estimate[1]	6/30/2026 Projected Carryover	FY2026-27 Revenue Estimate[2]	Total Available For Allocation
ACCMA - Corresponding to ACE	2,946	(56,895)	53,949	-	55,015	55,015
Caltrain	95,612	(1,847,511)	1,751,900	1	1,786,506	1,786,507
CCCTA	8,385	(161,976)	153,592	1	156,626	156,627
City of Dixon	82	(1,581)	1,500	1	1,530	1,531
ECCTA	45,609	(119,867)	74,259	-	75,726	75,726
City of Fairfield	1,486	(28,740)	27,254	-	27,792	27,792
GGBHTD	91,744	(1,772,764)	1,681,022	2	1,714,228	1,714,230
LAVTA	4,022	(77,696)	73,674	-	75,129	75,129
Marin Transit	15,680	(302,961)	287,292	11	292,967	292,978
NVTA	1,137	(21,994)	20,857	-	21,269	21,269
City of Petaluma	490	(9,438)	8,949	1	9,126	9,127
City of Rio Vista	27	(504)	477	-	486	486
SamTrans	95,891	(1,852,930)	1,757,040	1	1,791,747	1,791,748
SMART	19,821	(383,004)	363,183	-	370,357	370,357
City of Santa Rosa	1,640	(31,711)	30,072	1	30,666	30,667
Solano County Transit	3,497	(67,552)	64,056	1	65,321	65,322
Sonoma County Transit	2,286	(44,176)	41,890	-	42,717	42,717
City of Union City	1,242	(24,000)	22,758	-	23,208	23,208
Vacaville City Coach	268	(5,145)	4,878	1	4,974	4,975
VTA	290,639	(5,616,044)	5,325,406	1	5,430,600	5,430,601
VTA - Corresponding to ACE	1,699	(32,823)	31,124	-	31,739	31,739
WCCTA	5,314	(102,728)	97,414	-	99,338	99,338
WETA	26,071	(503,784)	477,713	-	487,149	487,149
SUBTOTAL	**715,588**	**(13,065,824)**	**12,350,259**	**22**	**12,594,216**	**12,594,238**
AC Transit	256,397	(4,954,523)	4,698,126	-	4,790,929	4,790,929
BART	401,775	(7,763,744)	7,361,969	-	7,507,391	7,507,391
SFMTA	460,718	(13,011,129)	12,550,411	-	12,798,321	12,798,321
SUBTOTAL	**1,118,889**	**(25,729,396)**	**24,610,506**	**-**	**25,096,641**	**25,096,641**
GRAND TOTAL	**$1,834,477**	**($38,795,220)**	**$36,960,765**	**$22**	**$37,690,857**	**$37,690,879**

1. FY2025-26 State of Good Repair Program revenue generation is based on August 2025 actuals report from the State Controller's Office (SCO).
2. FY2026-27 State of Good Repair Program revenue generation based on January 2026 State Controller's Office (SCO) forecast.

FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS

FY2025-26 SGR Population-Based Revenue Estimate		**FY2026-27 SGR Population-Based Revenue Estimate**	
1. State Estimate (Aug, 25)	$13,374,065	4. Projected Carryover (Feb, 26)	$1,811,643
2. Actual Revenue (Sept, 26)		5. State Estimate (Feb, 26)	$13,638,244
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	**$15,449,887**

SGR PROGRAM POPULATION-BASED APPORTIONMENT

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F=Sum(D:E)*
	6/30/2025	**FY2024-26**	**FY2025-26**	**6/30/2026**	**FY2026-27**	**Total**
Apportionment[3]	**Balance (w/interest)**	**Outstanding Commitments**	**Revenue Estimate[1]**	**Projected Carryover**	**Revenue Estimate[2]**	**Available For Allocation**
Clipper®/Clipper® 2.0/Green Transit Capital Priorities[4]	16,603,360	(27,972,076)	13,180,360	1,811,643	13,638,244	15,449,887
GRAND TOTAL	**$16,603,360**	**($27,972,076)**	**$13,180,360**	**$1,811,643**	**$13,638,244**	**$15,449,887**

1. FY2025-26 State of Good Repair Program revenue generation is based on September 2025 actuals report from the State Controller's Office (SCO).
2. FY2026-27 State of Good Repair Program revenue generation is based on August 2025 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.
4. Specific projects will be identified through the annual State of Good Repair Programming Resolution.

Attachment A
Res No. 4742
Page 19 of 19
2/25/2026

FY 2026-27 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING

FY2025-26 SB 125 Funding		**FY2026-27 SB 125 Funding**	
1. Estimate (Feb, 25)	$374,742,049	1. Estimate (Feb, 26)	$0
2. Actual Revenue		2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)		3. Revenue Adjustment (Lines 2-1)	

SB 125 FUNDING DISTRIBUTION

Column	*A*	*B*	*C*	*D=Sum(A:C)*	*E*	*F*
	6/30/2025	**FY2024-26**	**FY25-26 Distribution**	**6/30/2025**	**FY2026-27**	**Total**
Apportionment Jurisdictions	**Balance (w/interest)**	**Outstanding Commitments**	**Distribution**	**Projected Carryover**	**Distribution[1]**	**Available For Allocation**
SFMTA	-	(117,263,296)	117,263,296	-	-	-
BART	-	(224,390,775)	224,390,775	-	-	-
AC Transit	-	-	-	-	-	-
Caltrain	-	(10,448,973)	10,448,973	-	-	-
GGBHTD	-	(20,810,168)	20,810,168	-	-	-
ACE	-	(1,828,837)	1,828,837	-	-	-
ECCTA	-	-	-	-	-	-
LAVTA	-	-	-	-	-	-
NVTA	-	-	-	-	-	-
SolTrans	-	-	-	-	-	-
WCCTA	-	-	-	-	-	-
MTC (Regional Network Management)	1,786,333	(591,320)	-	1,195,013	-	1,195,013
GRAND TOTAL	**$1,786,333**	**($375,333,369)**	**$374,742,049**	**$1,195,013**	**$0**	**$1,195,013**

1. SB 125 funding to be deprecated at the end of FY2025-26. All operating commitments outlined in MTC Resolution 4619, Revised have been disbursed to operators as of 1/31/2026

BAY AREA TOLL AUTHORITY (BATA) BUDGET

Bay Area Toll Authority
BATA

June 24, 2026 **Agenda Item 4b - 26-0750**

Bay Area Toll Authority Resolution No. 195

Proposed Fiscal Year 2026-27 Operating and Capital Budget

Subject:

Staff request adoption of the Bay Area Toll Authority (BATA) Resolution No. 195, approving the Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft FY 2026-27 Operating and Capital Budget to the Authority as an information item. The proposed budget includes a $9.3 million increase in projected interest revenue, reflecting higher interest rate expectations based on recent economic trends. Toll bridge administration costs are projected to increase by $590 thousand, primarily due to the updated cost-of-living adjustments (COLA), consistent with Metropolitan Transportation Commission (MTC) labor agreements and recent Consumer Price Index (CPI) projections from the U.S. Bureau of Labor Statistics, as well as the reallocation of positions to BATA. In addition, the proposed budget reflects a $397 thousand increase in transfers to MTC for consulting projects, administrative draw adjustment, and a $78 thousand contribution to the Oracle Enterprise Resource Planning (ERP) system. These expense changes, totaling approximately $1.0 million, are partially offset by higher revenue projections, resulting in a net increase in the total operating surplus of approximately $8.3 million.

Background:

BATA is responsible for collecting and administering toll revenues across the seven state-owned bridges in the Bay Area. These funds not only support the day-to-day operation, maintenance, and long-term rehabilitation of the bridges, but also help finance major improvements across the region’s transportation network.

BATA invests toll dollars in a wide range of voter-approved programs, including Regional Measure 1 (RM1), Regional Measure 2 (RM2), and Regional Measure 3 (RM3), which fund highway and transit upgrades, seismic retrofitting of critical infrastructure, congestion-reduction initiatives, and other mobility enhancements that benefit travelers throughout the Bay Area.

In addition, BATA oversees FasTrak®, the region's electronic toll collection system used on toll bridges and Bay Area express lanes. While BATA manages toll revenue and FasTrak® operations, ownership, maintenance and rehabilitation of the state-owned bridges remain under the authority of Caltrans.

The BATA Proposed FY 2026-27 Operating and Capital Budget reflects a strong and growing revenue base, which supports the operation and maintenance of the bridge system, continued investment in preservation and rehabilitation of the bridge system, and funding of other capital programs. The budget also includes planned repayment toward outstanding debt obligations. The BATA proposed operating budget presents a balanced financial plan for the year, with total operating revenues projected at $1.27 billion, including $1.05 billion from bridge toll collections. Planned operating expenditures covering maintenance, administrative functions, debt service, transfers, and one-time costs, total $1.04 billion. This leaves an estimated $225.3 million in operating surplus, which will be held in reserve to support capital investments such as the $4.45 billion Regional Measure 3 program and the $2.3 billion 10-Year Toll Bridge Capital Improvement Plan (CIP).

FY 2025-26 Operational Highlights:

Key achievements and challenges from FY 2025-26 include:

- Implementation of the Board approved 2026 toll increase of 50 cents effective January 1, 2026.
- Continued modest growth in bridge traffic, with year-end estimate at approximately 100% of FY 2025-26 budget while remaining at 84% of pre-pandemic FY 2018-19 levels.
- Started construction to convert the Richmond–San Rafael Toll Plaza to Open Road Tolling (ORT), which will be the first of seven bridges to have toll plazas removed.
- Completed a license plate camera replacement project at all bridges, reducing the number of unreadable images by 23% to reduce toll evasion.

FY 2026-27 Budget:

The following are the key assumptions for the development of the FY 2026-27 budget:

- Traffic growth of 0.5% from current FY 2025-26 budget levels.
- Includes the January 1, 2026 toll increase of 50 cents for two-axle vehicles and per-axle for multi-axle vehicles. The second of the five-year plan of toll increases of 50 cents will be effective on January 1, 2027.
- On January 1, 2027, BATA is also implementing a toll differential for customers using license plate accounts or paying by invoice. The proposed budget does not include any increase in revenue or decrease in expenses associated with this change, pending a better understanding of the behavior/financial results of this change.
- 3.8% cost-of-living adjustment (COLA), consistent with MTC labor agreements and based on current consumer price index (CPI) projections based on figures released by the Bureau of Labor Statistics on May 12, 2026.
- The budget applies a 46% benefit rate to salaries to allocate projected employer-paid employee benefits, including retirement, health insurance, transit subsidies, and other post-employment benefits.
- An 8% vacancy rate assumption is included, which is in alignment with ongoing staffing trends.
- A net interest yield of 3.6%.
- The Authority’s tax-exempt variable rate debt average of 3.15%.

Operating Revenue:

Total bridge toll revenues for the FY 2026-27 budget are projected at $1.05 billion, based on a modest 0.5% traffic increase, maintaining 90.3% paid traffic, and incorporating the January 2026 $0.50 per axle toll increase. By March 2026, toll collections reached $712.0 million, or 72.3% of the FY 2025-26 annual budget, as amended.

Violation revenues are projected at $32.1 million, which exceeds the FY 2025-26 budget by 10.3%. It should be noted, however, that this increase due to increased traffic will be partially offset following the completion of DMV hold catch up activity from COVID-era backlogs.

The FY 2026-27 budget reflects an upward revision in interest revenue assumptions to $108.7 million, driven by stronger interest rate expectations. Reimbursement revenue for FasTrak® processing from other agencies is expected to increase by 18.9% to $19.5 million. At the same time Build America Bond (BAB) subsidies are projected to decrease to $52.5 million from the $61.9 million budgeted in FY 2025-26 following the partial refunding of the 2010 S1 bonds, with refunding savings shown in debt service expense.

Operating Expenses:

Total operating expenses and transfers for the fiscal year are projected at $1.04 billion, reflecting a 10.5% increase over the prior year. This growth is driven by higher toll-system operating costs, increased FasTrak® and customer service expenditures (including one-time Title 21 tag-swap activities), rising debt service obligations, and the reclassification of select Caltrans recurring bridge preservation costs from the rehabilitation program into operating activities.

Toll Bridge operating and maintenance costs rise primarily due to the shift of existing Caltrans work into the operating budget, adding $14.1 million for BASE cameras, bridge inspections, and traffic-operations support. Caltrans A and B maintenance totals $19.7 million, a 7.0% increase from the FY 2025-26 budget reflecting expanded electrical responsibilities and higher materials and contract pricing.

FasTrak® operating and maintenance costs are projected to rise, primarily due to Regional Customer Service Center (RCSC) costs that increase 9.0% to $96.3 million, driven by higher processing volumes, and additional technical support. Merchant and banking fees continue to rise with increased credit-card usage, while DMV and collection fees decline as violation backlogs normalize. FasTrak® costs also budget a one-time allocation of $13.5 million to cover Title 21 tag-swap expenses, ensuring compliance with the statewide retirement of the Title 21 protocol on January 1, 2027.

Staffing costs are projected to increase by 8.9% to $21.5 million. This increase reflects a 3.8% salary adjustment and a net increase of 3.5 full time equivalent (FTE) allocated to BATA, partially offset by vacancy savings. Other operating costs decrease modestly due to consolidation of electronic toll collection marketing contracts and the transfer of the Bay Lights project to the rehabilitation program.

Debt service expenses are projected to increase by 11.2% to $652.8 million, driven by issuance of new money bonds and interest-rate volatility. Transit operating assistance funded through RM2 and RM3 remains a major expenditure, representing 35% and 16% of their respective toll revenues. RM2 transit support increased slightly to $41.2 million, while RM3 transit operating assistance totals $61.3 million. However, this increase is partially offset by lower Express Bus carryover funding from prior year retained revenue compared to FY 2025-26.

Transfers rise modestly due to higher MTC administrative draws tied to revenue growth, while liability-reserve contributions remain at $5.0 million. Transfers to MTC projects decline by $934 thousand due to fewer technology support commitments, partially offset by increased contributions to the Enterprise Resource Planning (ERP) system.

After accounting for all operating costs, transfers, and one-time expenditures, the FY 2026-27 budget projects an operating surplus of approximately $225.3 million. The budget proposes that this funding will be directed to capital programs supporting long-term bridge and transportation investments.

Rehabilitation Program:

The Toll Bridge Rehabilitation Program has been under BATA Oversight since 2007. Each year BATA works closely with Caltrans to develop the budget for the program. Over the past 19 years both Caltrans and BATA have administered nearly $3.0 billion in bridge rehabilitation projects as follows:

Budget vs. Actual (in millions)

	Life-to-date Budget Thru FY 2025-26	Actual Expenses Thru 03/31/26	Remaining Balance
Caltrans	$1,866.1	$1,132.0	$734.1
BATA	$962.6	$6757	$286.9
Total	**$2,828.7**	**$1,807.7**	**$1,021.0**

Looking forward, BATA's FY 2024-33 CIP provides a baseline for the FY 2026-27 budget request. The CIP, first adopted in February 2023 and amended by BATA in January 2025, outlines projects that BATA intends to fund and implement with Caltrans to preserve the bridges and BATA managed tolling infrastructure on a multi-year basis. As projects advance, a more precise schedule and cost estimate are developed, and some variance between the plan and the budget is expected. A new 10-year CIP for FY 2027-2036 will be proposed later this year, using the adopted FY 2026-27 budget as the starting point and incorporating analysis from the first edition of the Toll Bridge Asset Management Plan that was adopted by BATA in January 2026.

The proposed FY 2026-27 BATA Rehabilitation program life-to-date budget totals $2.959 billion. It includes $130.0 million in additional funding for FY 2026-27, a decrease from the FY 2025-26 approved budget of $643.0 million. This difference reflects a concentration of high-cost construction projects Caltrans advertised during the current fiscal year, including the Richmond–San Rafael Bridge Structural Steel Paint (Phase 3) project, the San Mateo–Hayward Bridge Trestles Repair (Phase 2) project, and the San Francisco–Oakland Bay Bridge West Span Paint project. Future annual budgets, such as the proposed budget for FY 2026-27, are not expected to consistently reach the same level as observed in FY 2025-26.

Major components of the FY 2026-27 budget (in millions) are as follows:

	Proposed Budget FY 2026-27
Bridge Preservation	$63.0
Technology & Transport Support Elements	$42.0
Routine Preservation	$25.0
Total	**$130.0**

As in past years, bridge preservation remains the largest component of the FY 2026-27 proposed rehabilitation budget, as Caltrans continues to advance rehabilitation projects through the project development process and prepare projects for construction. Two examples include the structural steel painting projects on the Carquinez and San Mateo-Hayward bridges.

The budget for navigational aid and fender rehabilitation projects continues to be prioritized to ensure existing systems that help reduce risk to toll bridges from vessel allisions remain in good condition. Additional budget needs are anticipated, and Staff may present an amendment once design and studies included in the FY 2026-27 proposed rehabilitation budget for emergency warning systems and support contracts for development of risk reduction plans are completed. This work is prompted by the National Transportation Safety Board Marine Investigation Report MIR-25-10 *Safeguarding Bridges from Vessel Strikes: Need for Vulnerability Assessment and Risk Reduction Strategies* recommendations and industry peer review.

Caltrans and BATA staff collaborate throughout the year to ensure optimal capital outlay and timing of projects. As projects progress towards the construction phase, staff may request budget amendments as needed for awarding those contracts. The complete list of proposed FY 2026-27 Bridge Rehabilitation Program projects can be found in Attachments C-1 and C-2.

Capital Programs:

The budget advances several other strategic capital priorities. A new FasTrak® Capital Systems program has been established with $10.0 million reallocated from BATA Rehabilitation to support digital initiatives, tolling system enhancements, and related staff costs. Analysis of requirements necessary to support a new FasTrak® Back-Office System is underway, and staff may present a budget amendment in the second half of FY 2026-27 with additional details. The details of the proposed FY 2026-27 FasTrak® Capital Systems can be found in Attachment G.

In addition, the budget includes a $3.0 million increase for the Cutting Boulevard Transit Priority Project within the Other Capital Projects program.

Other capital projects are underway in the following programs (in millions).

	FY 2025-26 Budget	Actual*	Balance
AB1171	$570.0	$544.0	$26.0
RM2	$1,589.0	$1,559.0	$30.0
RM3	$4,450.0	$914.0	$3,536.0
Core Capacity Challenge	$250.0	$216.0	$34.0
Other Capital Projects	$10.0	$0.7	$9.3
Total Other Capital Projects	**$6,869.0**	**$3,233.7**	**$3,635.3**

**As of March 2026*

The full lists of projects for these capital programs are included in Attachments B, D, E, and F.

The proposed FY 2026-27 BATA Operating and Capital Budget reflects a balanced and financially sound plan that supports continued operation, maintenance, and long-term investment in the Bay Area's toll bridge system and regional transportation network. Modest updates since the May draft—primarily higher projected interest revenue and targeted expense adjustments—result in an improved overall operating position. With $1.27 billion in revenues and $1.04 billion in expenditures, the budget projects an operating surplus of approximately $225.5 million, which will be reserved for critical capital programs, including bridge preservation, seismic safety, and voter-approved regional improvements. Overall, the budget demonstrates prudent fiscal management, stable revenue growth, and continued commitment to sustaining and enhancing the region's transportation infrastructure

Operating and Capital Reserve:

Staff is not proposing any changes to the designated reserves for Fiscal Year 2026-27. Information on these designated reserves is included in Attachment H.

Recommendations:

Staff recommends adoption of Resolution No. 195, approving the BATA FY 2026-27 Operating and Capital Budget.

Attachments:

- BATA Resolution No. 195
  - Attachment A - Operating Budget FY 2026-27
  - Attachment B - Capital Projects
  - Attachment C-1 - Rehabilitation Program Budget
  - Attachment C-2 - Rehabilitation Program Budget by Program
  - Attachment D - Regional Measure 2 Regional Traffic Relief Program Capital Budget Summary
  - Attachment E - AB 1171 Program Capital Budget Summary
  - Attachment F - Regional Measure 3 Bay Area Traffic Relief Plan Capital Budget Summary
  - Attachment G – FasTrak® Capital Systems
  - Attachment H - Fund Reserve Designations (effective July 1, 2026)

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

ABSTRACT

BATA Resolution No. 195

This resolution approves the Bay Area Toll Authority (BATA) FY 2026-27 Operating and Capital Budget.

Further discussion of the BATA Operating and Capital Budget is contained in the BATA Summary Sheets dated June 24, 2026. Budget schedules are included as Attachments A through H.

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

BAY AREA TOLL AUTHORITY
RESOLUTION NO. 195

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 percent 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 percent 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 2026-27 that includes anticipated revenues and expenses, as set forth in Attachment A to F, 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 budget 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 bond covenants adopted under the Master Indenture and Supplemental Indentures and the Cooperative Agreement between BATA and Caltrans, 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 proposed BATA budget for FY 2026-27 was presented to BATA for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2026-27 BATA operating and capital budget attached hereto as Attachment A to F 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 and capital budget for FY 2026-27, provided that there shall be no increase in the overall BATA operating budget and capital 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 2026-27, 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 2026-27; and, be it further

RESOLVED, that BATA adopts FY 2026-27, capital budget for RM 2, RM 3, Rehab, AB 1171, Core Capacity Challenge, Other Capital Projects, and FasTrak® Capital Systems for the state-owned toll bridges, as listed in Attachments B through G; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budget within the authorized 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 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 2026-27, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective July 1, 2026, as listed in Attachment H; 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 times the annual operations and maintenance budget and a risk reserve of $750 million, 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 2026-27. The liability reserve may be used for all costs of defense including settlements, judgments and attorneys fees. Funds may be obligated by any of the General Counsel, Executive Director, and Chief Financial Officer consistent with their respective duties and existing authorizations as they relate to BATA. Any additional approvals for expenditures shall be reviewed by the BATA Oversight Committee, except that the General Counsel and/or Executive Director are authorized to take such actions as may be necessary to preserve BATA's rights or defend BATA on an urgent basis between meetings of the Committee. If such action is taken, it shall be reported on at the next Committee meeting for which the report can be placed on the agenda in compliance with the Brown Act. No further expenditures are authorized from the Liability Reserve without prior approval of the BATA Oversight Committee. These amendments are reflective of the intent of the original resolution and are retroactive in effect; 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

Sue Noack, 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 24, 2026.

Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

Attachments

BATA Resolution No. 195
FY 2026-27 Operating and Capital Budget

Attachment A: FY 2026-27 Operating Budget

Attachment B: Other Capital Project Budget, which shows the adopted capital budget for the Core Capacity Challenge and Other Capital Projects.

Attachment C: Rehabilitation Program, which shows capital outlay and capital outlay support budget for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2026-27 budget 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 Budget.

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

Attachment G: FasTrak® Capital Systems Budget.

Attachment H: Fund Reserve Designations, effective July 1, 2026.

Resolution No.:	195
Date:	June 24, 2026
W.I.:	1251 - 1258

ATTACHMENT A
BAY AREA TOLL AUTHORITY
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
General Toll Revenue	$ 712,030,375	$ 984,626,902	$ 1,051,108,520	$ 66,481,618	6.8%
Violation & Other Revenue	35,504,017	30,935,235	34,058,982	3,123,747	10.1%
Interest Revenue	100,881,904	103,506,630	108,714,485	5,207,855	5.0%
Reimbursement Revenue	11,296,819	16,400,000	19,500,000	3,100,000	18.9%
Rebate for Build America Bonds	46,269,324	61,937,407	52,488,279	(9,449,128)	-15.3%
Total Operating Revenue	**$ 905,982,439**	**$ 1,197,406,174**	**$ 1,265,870,265**	$ 68,464,091	5.7%
Total Operating Expense	**$ 489,495,669**	**$ 907,749,062**	**$ 995,431,521**	$ 87,682,460	9.7%
Operating Surplus/(Deficit) before Transfer	**$ 416,486,769**	**$ 289,657,112**	**$ 270,438,744**	$ (19,218,368)	-6.6%
Transfers Out and One-Time Expense	**$ 24,857,767**	**$ 34,057,854**	**$ 45,141,863**	$ 11,084,009	32.5%
Total Operating Surplus/(Deficit)	**$ 391,629,002**	**$ 255,599,258**	**$ 225,296,881**	$ -	0.0%
Transfer to Capital Programs	**$ 137,381,041**	**$ 255,599,258**	**$ 225,296,881**	$ (30,302,377)	-11.9%
Transfer to/(from) Reserves	**$ 254,247,961**	**$ -**	**$ -**	$ (30,302,377)	-11.9%

REVENUE DETAIL
FY 2026-27 BUDGET

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
General Toll Revenue	$ 385,523,918	$ 538,671,101	$ 604,758,887	$ 66,087,786	12.3%
RM 2 Toll Revenues	80,340,696	108,228,094	108,314,978	86,884	0.1%
RM 3 Toll Revenues	246,165,761	337,727,706	338,034,654	306,948	0.1%
General Toll Revenue (subtotal)	**$ 712,030,375**	**$ 984,626,902**	**$ 1,051,108,520**	$ 66,481,618	6.8%
Violation	$ 32,828,469	$ 29,088,329	$ 32,071,996	$ 2,983,667	10.3%
Other	2,675,548	1,846,907	1,986,986	140,079	7.6%
Violation and Other Revenue (subtotal)	**$ 35,504,017**	**$ 30,935,235**	**$ 34,058,982**	$ 3,123,747	10.1%
General Interest Earnings	$ 59,181,947	$ 41,195,840	$ 67,719,028	$ 26,523,188	64.4%
RM2 Interest Earnings	4,832,032	4,368,730	4,736,491	367,761	8.4%
RM3 Interest Earnings	36,867,925	57,942,060	36,258,966	(21,683,094)	-37.4%
Interest Revenue (subtotal)	**$ 100,881,904**	**$ 103,506,630**	**$ 108,714,485**	$ 5,207,855	5.0%
GGBHTD FasTrak®	$ 4,144,420	$ 6,100,000	$ 7,700,000	$ 1,600,000	26.2%
ACTC	2,149,481	3,000,000	3,700,000	700,000	23.3%
VTA Express Lane	2,816,894	3,900,000	4,400,000	500,000	12.8%
SM Express Lane	2,186,024	3,400,000	3,700,000	300,000	8.8%
Reimbursement Revenue (subtotal)	**$ 11,296,819**	**$ 16,400,000**	**$ 19,500,000**	$ 3,100,000	18.9%
Rebate for Build America Bonds	$ 46,269,324	$ 61,937,407	$ 52,488,279	$ (9,449,128)	-15.3%
Rebate for Build America Bonds (subtotal)	**$ 46,269,324**	**$ 61,937,407**	**$ 52,488,279**	$ (9,449,128)	-15.3%
Total Current Year Revenue	**$ 905,982,439**	**$ 1,197,406,174**	**$ 1,265,870,265**	$ 68,464,091	5.7%

EXPENSE DETAIL
FY 2026-27 BUDGET

	Actual 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
Category A&B Toll Bridge & Facility Maintenance	$ 10,190,442	$ 18,442,000	$ 19,732,000	$ 1,290,000	7.0%
Other Toll Bridge & Facility Operations & Maintenance	-	-	14,063,000	14,063,000	0.0%
Caltrans Operations and Maintenance (Subtotal)	**$ 10,190,442**	**$ 18,442,000**	**$ 33,795,000**	$ 15,353,000	83.3%
RCSC Operations	$ 42,745,298	$ 88,323,817	$ 96,275,838	$ 7,952,021	9.0%
Banking/Credit Card Fees for ETC	15,802,958	24,843,000	27,215,000	2,372,000	9.5%
ATCAS Maintenance and IT Equipment	837,585	7,678,387	7,808,175	129,788	1.7%
Collections and DMV Expenses	9,481,527	14,838,469	13,048,000	(1,790,469)	-12.1%
FasTrak® Operations and Maintenance (Subtotal)	**$ 68,867,369**	**$ 135,683,673**	**$ 144,347,013**	$ 8,663,341	6.4%
Toll Bridge Operations and Maintenance Total	**$ 79,057,811**	**$ 154,125,673**	**$ 178,142,013**	$ 24,016,341	15.6%
Salaries and Benefits	$ 13,944,567	$ 19,702,765	$ 21,455,126	$ 1,752,361	8.9%
Temporary Assistance	108,192	679,217	773,065	93,848	13.8%
Travel&Training/Printing/Memberships	93,585	406,524	440,206	33,682	8.3%
Other General Operating Expenses	1,611,434	1,822,695	1,917,083	94,388	5.2%
Financing & Banking Fees	6,669,559	11,078,725	11,341,335	262,610	2.4%
Audit/Legal/Other	634,175	2,171,092	1,314,775	(856,317)	-39.4%
Beale St Assessment	1,611,128	2,148,170	2,143,953	(4,217)	-0.2%
Business Insurance	686,883	800,298	846,376	46,078	5.8%
Misc. Toll Administration Operating Expenses	-	1,750,000	1,720,000	(30,000)	-1.7%
Toll Bridge Administration (Subtotal)	**$ 25,359,523**	**$ 40,559,486**	**$ 41,951,919**	$ 1,392,432	3.4%
ETC Marketing	$ 1,542,223	$ 4,214,000	$ 3,400,000	$ (814,000)	-19.3%
Other Operating Contracts	557,461	2,991,207	2,319,000	(672,207)	-22.5%
Consultant Contract/Other (Subtotal)	**$ 2,099,685**	**$ 7,205,207**	**$ 5,719,000**	$ (1,486,207)	-20.6%
Debt Service	**$ 330,294,634**	**$ 587,008,134**	**$ 652,777,145**	$ 65,769,011	11.2%
RM2 Transit Operating	$ 27,451,169	$ 41,126,676	$ 41,159,692	$ 33,016	0.1%
RM2 Marketing	1,994,073	4,590,000	4,590,000	-	0.0%
RM2 Project Monitoring & Audit	32,709	267,500	173,500	(94,000)	-35.1%
Transbay Transit Terminal Maintenance	3,091,523	6,394,535	6,618,343	223,808	3.5%
BART for Inspector General Contract	906,335	2,100,000	2,100,000	-	0.0%
RM2 Expenses (Subtotal)	**$ 33,475,809**	**$ 54,478,711**	**$ 54,641,535**	$ 162,824	0.3%
RM3 Transit Operating	$ 19,208,208	$ 63,395,892	$ 61,291,734	$ (2,104,158)	-3.3%
RM3 Project Monitoring & Audit	-	975,959	908,175	(67,784)	-6.9%
RM3 Expenses (Subtotal)	**$ 19,208,208**	**$ 64,371,851**	**$ 62,199,909**	$ (2,171,942)	-3.4%
Total Operating Expense	**$ 489,495,669**	**$ 907,749,062**	**$ 995,431,521**	$ 87,682,460	9.7%
Transfers and One-Time Expenses					
1% Administration Draw	$ 8,066,367	$ 11,026,375	$ 11,451,660	$ 425,285	3.9%
Additional 1% Administration Draw	8,356,590	11,317,897	11,879,783	561,886	5.0%
Transfer to ABAG SFEP Overhead	290,223	291,522	428,123	136,601	46.9%
Transfer to MTC	1,528,950	2,141,760	1,207,988	(933,772)	-43.6%
Transfer to Liability Reserve	5,000,000	5,000,000	5,000,000	-	0.0%
Transfers Out (Subtotal)	**$ 23,242,130**	**$ 29,777,554**	**$ 29,967,553**	$ 189,999	0.6%
Title 21 - FasTrak® Tags Swap	$ 1,615,637	$ 3,000,000	$ 13,500,000	$ 10,500,000	350.0%
Transfer to MTC for ERP Implementation	-	1,280,300	1,674,310	394,010	30.8%
One-Time Expense (Subtotal)	**$ 1,615,637**	**$ 4,280,300**	**$ 15,174,310**	$ 10,894,010	254.5%
Total Transfers and One-Time Expense	**$ 24,857,767**	**$ 34,057,854**	**$ 45,141,863**	$ 11,084,009	32.5%
Total Expenses	**$ 514,353,436**	**$ 941,806,916**	**$ 1,040,573,385**	$ 98,766,469	10.5%

Resolution No.:	195
Date:	June 24, 2026
W.I.:	6953-6957, 8451-8452

Attachment B

Bay Area Toll Authority

Capital Projects

BATA Transit Program

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Approved	FY 2026-27 Life-To-Date
6953	Core Capacity Challenge Program	**$ 215,917,383**	**$ 250,000,000**	**-**	**$ 250,000,000**

Other Capital Projects[i]

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Approved	FY 2026-27 Life-To-Date
8451	I-580 Richmond Parkway Interchange Operational Improvements	$ 441,001	$ 7,000,000	$ -	$ 7,000,000
8452	Cutting Blvd Transit Priority	266,731	3,000,000	3,000,000	6,000,000
		$ 707,732	**$ 10,000,000**	**$ 3,000,000**	**$ 13,000,000**

i - Other Capital Projects is a capital fund budget funded by Regional Measure 3 and other non-BATA Rehab funds.

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
1	Completed	Caltrans	8030	Completed/Closed Rehab Projects	Support	$ 38,665,694	$ -	$ 38,665,694
					Capital	78,636,635	-	78,636,635
		Var.	N/A		Total	$ 117,302,329	$ -	$ 117,302,329
2	CTR 0001	Caltrans	6825	Construct New Toll Operations Building***	Support	$ 7,562,775	$ -	$ 7,562,775
					Capital	-	-	-
		SFO	00297		Total	$ 7,562,775	$ -	$ 7,562,775
3	CTR 0002	Caltrans	6814	RSR Maintenance Building***	Support	$ 5,733,571	$ -	$ 5,733,571
					Capital	4,480,035	-	4,480,035
		RSR	00394		Total	$ 10,213,606	$ -	$ 10,213,606
4	CTR 0003	Caltrans	6828	Upgrade Existing SCADA System	Support	$ 6,180,409	$ -	$ 6,180,409
					Capital	5,597,591	-	5,597,591
		ALL	01090		Total	$ 11,778,001	$ -	$ 11,778,001
5	CTR 0009	Caltrans	6825	Toll Plaza Median Landscaping***	Support	$ 722,112	$ -	$ 722,112
					Capital	202,181	-	202,181
		SFO	01407		Total	$ 924,293	$ -	$ 924,293
6	CTR 0010	Caltrans	6825	W4 Substation Upgrade, Foghorn Replacement, BASE	Support	$ 2,958,917	$ -	$ 2,958,917
					Capital	11,883,015	-	11,883,015
		SFO	0120T		Total	$ 14,841,932	$ -	$ 14,841,932
7	CTR 0012	Caltrans	6825	Replace Substation Equipment on WS***	Support	$ 957,644	$ -	$ 957,644
					Capital	869,782	-	869,782
		SFO	04082		Total	$ 1,827,425	$ -	$ 1,827,425
8	CTR 0013	Caltrans	6826	Resurface Orthotropic Deck	Support	$ 7,838,078	$ -	$ 7,838,078
				Deck Rehabilitation & 12KV Cable for Entire Bridge***	Capital	27,880,814	-	27,880,814
		SMH	04100		Total	$ 35,718,892	$ -	$ 35,718,892
9	CTR 0014	Caltrans	6828	Northern Bridge Structural Improvements***	Support	$ 72,662	$ -	$ 72,662
					Capital	-	-	-
		Var.	3G460		Total	$ 72,662	$ -	$ 72,662
10	CTR 0015	Caltrans	6826	Replace Elec Cable Hangers & Upgrade 12kV System***	Support	$ 2,869,539	$ -	$ 2,869,539
					Capital	2,777,316	-	2,777,316
		SMH	04224		Total	$ 5,646,855	$ -	$ 5,646,855
11	CTR 0016	Caltrans	6827	Expansion Joint Rehabilitation***	Support	$ 2,091,531	$ -	$ 2,091,531
					Capital	2,700,672	-	2,700,672
		DUM	04225		Total	$ 4,792,203	$ -	$ 4,792,203
12	CTR 0145	Caltrans	6825	SFOBB East Span YBITS 1	Support	$ 1,340,014	$ -	$ 1,340,014
				YBI Resurfacing/BASE	Capital	21,690,860	-	21,690,860
		SFO	0120S	Replace Lighting w/ HPS Lighting System ***	Total	$ 23,030,874	$ -	$ 23,030,874
13	CTR 0018	Caltrans	6813	Replace Pier 3 Fender Structure Support and	Support	$ 4,811,400	$ -	$ 4,811,400
				Timber Fenders at Piers 2, 3, 4***	Capital	17,652,449	-	17,652,449
		CAR	04907		Total	$ 22,463,849	$ -	$ 22,463,849
14	CTR 0027	Caltrans	6825	Replace Lighting w/ HPS Lighting System (WB)***	Support	$ 714,010	$ -	$ 714,010
					Capital	-	-	-
		SFO	1G250		Total	$ 714,010	$ -	$ 714,010
15	CTR 0028	Caltrans	6825	Replace Lighting w/ HPS Lighting System (EB)***	Support	$ 554,232	$ -	$ 554,232
					Capital	-	-	-
		SFO	1G260		Total	$ 554,232	$ -	$ 554,232
16	CTR 0031	Caltrans	6825	SFOBB West Span Pathway	Support	$ 1,579,392	$ -	$ 1,579,392
					Capital	-	-	-
		SFO	1G660		Total	$ 1,579,392	$ -	$ 1,579,392
17	CTR 0032	Caltrans	6825	Eyebar Monitoring System (ES)***	Support	$ 207,931	$ -	$ 207,931
					Capital	3,431,263	-	3,431,263
		SFO	1G720		Total	$ 3,639,194	$ -	$ 3,639,194
18	CTR 0147	Caltrans	6826	Replace Damaged Transformer and Substation***	Support	$ 53,276	$ -	$ 53,276
					Capital	204,900	-	204,900
		SMH	2F000		Total	$ 258,176	$ -	$ 258,176
19	CTR 0035	Caltrans	6828	ATCAS II Oversight***	Support	$ 202,495	$ -	$ 202,495
					Capital	-	-	-
		ALL	2G420		Total	$ 202,495	$ -	$ 202,495

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	Support	$ 678,418,537	$ 82,566,000	$ 760,984,537
	Capital	$ 2,150,277,746	$ 47,387,000	$ 2,197,664,746
	Total	$ 2,828,696,283	$ 129,953,000	$ 2,958,649,283

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
20	CTR 0036	Caltrans	6826	Cracked Girder Repairs***	Support	$ 2,756,322	$ -	$ 2,756,322
					Capital	4,034,364	-	4,034,364
		SMH	2G670		Total	$ 6,790,687	$ -	$ 6,790,687
21	CTR 0043	Caltrans	6828	Replace Foghorns/Radar Beacons PID***	Support	$ 67,738	$ -	$ 67,738
					Capital	-	-	-
		Var.	3G300		Total	$ 67,738	$ -	$ 67,738
22	CTR 0045	Caltrans	6825	Replace Seismic Dampeners (WS)	Support	$ 10,436,000	$ -	$ 10,436,000
					Capital	21,905,000	-	21,905,000
		SFO	3G442		Total	$ 32,341,000	$ -	$ 32,341,000
23	CTR 0048	Caltrans	6825	West Span Super Structural (Floor Systems)	Support	$ 12,128,669	$ -	$ 12,128,669
					Capital	203,403,000	-	203,403,000
		SFO	3G487		Total	$ 215,531,669	$ -	$ 215,531,669
24	CTR 0049	Caltrans	6828	Replace travelers and Rails PIDS***	Support	$ 159,815	$ -	$ 159,815
					Capital	-	-	-
		Var.	3G470		Total	$ 159,815	$ -	$ 159,815
25	CTR 0051	Caltrans	6828	Caltrans PSR Planning	Support	$ 64,164	$ -	$ 64,164
				Paint Bridge Structures PID ***	Capital	-	-	-
		Var.	3G480		Total	$ 64,164	$ -	$ 64,164
26	CTR 0052	Caltrans	6814	Bridge Paint	Support	$ 7,778,247	$ -	$ 7,778,247
				(Lower Deck Only)	Capital	29,299,836	-	29,299,836
		RSR	3G484	Part 1***	Total	$ 37,078,084	$ -	$ 37,078,084
27	CTR 0053	Caltrans	6826	Bridge Paint	Support	$ 8,402,126	$ -	$ 8,402,126
				Part 1 ***	Capital	50,885,407	-	50,885,407
		SMH	3G486		Total	$ 59,287,533	$ -	$ 59,287,533
28	CTR 0055	Caltrans	6814	Structural Steel Painting (Lower Deck and Towers) 2nd Phase	Support	$ 5,372,000	$ -	$ 5,372,000
					Capital	58,974,000	-	58,974,000
		RSR	3G474		Total	$ 64,346,000	$ -	$ 64,346,000
29	CTR 0056	Caltrans	6825	Repair Timber Fender at W5***	Support	$ 335,109	$ -	$ 335,109
					Capital	1,429,316	-	1,429,316
		SFO	4A860		Total	$ 1,764,424	$ -	$ 1,764,424
30	CTR 0057	Caltrans	6825	Toll Plaza Renovation Oversight***	Support	$ 352,488	$ -	$ 352,488
					Capital	-	-	-
		SFO	4G280		Total	$ 352,488	$ -	$ 352,488
31	CTR 0058	Caltrans	6825	Toll Plaza Crash Cushion and Pump Station	Support	$ 396,591	$ -	$ 396,591
				Oversight ***	Capital	-	-	-
		SFO	4G290		Total	$ 396,591	$ -	$ 396,591
32	CTR 0059	Caltrans	8629	OSM Rehab Planning***	Support	$ 158,660	$ -	$ 158,660
					Capital	-	-	-
		ALL	91206		Total	$ 158,660	$ -	$ 158,660
33	CTR 0064	Caltrans	8033	Toll Plaza Rehab Projects***	Support	$ -	$ -	$ -
					Capital	179,979	-	179,979
		ANT	97037		Total	$ 179,979	$ -	$ 179,979
34	CTR 0065	Caltrans	8033	Toll Plaza Rehab Projects***	Support	$ -	$ -	$ -
					Capital	3,386	-	3,386
		SFO	97047		Total	$ 3,386	$ -	$ 3,386
35	CTR 0078	Caltrans	6812	Floor Beam Mitigation Phase 1	Support	$ 2,132,800	$ -	$ 2,132,800
				(Modification of stringer floor beams due to fatigue cracking)	Capital	971,200	-	971,200
		BM	3G462	and Bearing Shear Bolts	Total	$ 3,104,000	$ -	$ 3,104,000
36	CTR 0088	Caltrans	6813	Anchorage Modification, Drainage Improvements,	Support	$ 3,695,965	$ -	$ 3,695,965
				Polyester Concrete Overlay (1958) and Ped	Capital	8,165,909	-	8,165,909
		CAR	3G403	Replace Joint Seals (1958)***	Total	$ 11,861,874	$ -	$ 11,861,874
37	CTR 0097	Caltrans	6828	Replace Fog Horns, Radar Beacons and	Support	$ 2,979,498	$ -	$ 2,979,498
				Related Electrical Systems on Southern Bridges	Capital	4,291,623	-	4,291,623
		Var.	3G305		Total	$ 7,271,121	$ -	$ 7,271,121
38	CTR 0107	Caltrans	6814	Substations Upgrade (4 locations)	Support	$ 9,558,326	$ -	$ 9,558,326
				upgrade from 4,160V to 15kV	Capital	19,550,000	-	19,550,000
		RSR	3G364	replace power cable 12kV	Total	$ 29,108,326	$ -	$ 29,108,326

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
39	CTR 0110	Caltrans	6814	Upgrade radar beacons and connect it with SCADA	Support	$ 2,400,000	$ 1,000,000	$ 3,400,000
				for remote control	Capital	-	-	-
		RSR	3X540		Total	$ 2,400,000	$ 1,000,000	$ 3,400,000
40	CTR 0111	Caltrans	6814	Replace and Upgrade Navigational Lights to LED and	Support	$ 600,000	$ 700,000	$ 1,300,000
				connect it with SCADA for remote monitoring	Capital	-	-	-
		RSR	TBD		Total	$ 600,000	$ 700,000	$ 1,300,000
41	CTR 0119	Caltrans	6825	Fog Horns (West Spans)***	Support	$ 339,821	$ -	$ 339,821
					Capital	-	-	-
		SFO	3G307		Total	$ 339,821	$ -	$ 339,821
42	CTR 0120	Caltrans	6825	Main Cable Wrap Investigations Phase 1	Support	$ 13,023,000	$ -	$ 13,023,000
					Capital	24,000,000	-	24,000,000
		SFO	3G444		Total	$ 37,023,000	$ -	$ 37,023,000
43	CTR 0121	Caltrans	6825	Traveler Replacements and Rail Upgrades	Support	$ 380,000	$ -	$ 380,000
					Capital	-	-	-
		SFO	3G477		Total	$ 380,000	$ -	$ 380,000
44	CTR 0126	Caltrans	6825	W1 to W7 Concrete Column Repair and Seal	Support	$ 300,000	$ -	$ 300,000
					Capital	-	-	-
		SFO	3G448		Total	$ 300,000	$ -	$ 300,000
45	CTR 0129	Caltrans	6825	SFOBB - Replace Joint Seals (Upper & Lower Deck);	Support	$ 3,405,504	$ -	$ 3,405,504
				RSR - Replace Joint Seals (Upper Deck)	Capital	5,368,882	-	5,368,882
		SFO	3G457	and Resurfacing***	Total	$ 8,774,386	$ -	$ 8,774,386
46	CTR 0134	Caltrans	6825	Gateway Park Oversight	Support	$ 1,510,000	$ -	$ 1,510,000
				and Link (4H971) PAED	Capital	-	-	-
		SFO	4H970		Total	$ 1,510,000	$ -	$ 1,510,000
47	CTR 0147_A	Caltrans	6825	SFOBB Maintenance Complex	Support	$ 2,915,337	$ -	$ 2,915,337
				Maintenance Complex***	Capital	41,587,338	-	41,587,338
		SFO	01408		Total	$ 44,502,675	$ -	$ 44,502,675
48	CTR 0148	Caltrans	6825	SFOBB Maintenance Complex	Support	$ -	$ -	$ -
				Maintenance Warehouse	Capital	18,414,937	-	18,414,937
		SFO	01410	Phase 2***	Total	$ 18,414,937	$ -	$ 18,414,937
49	CTR 0151	Caltrans	6825	Replace Grating Shields and Access Ladders***	Support	$ 1,715,469	$ -	$ 1,715,469
					Capital	1,473,044	-	1,473,044
		SFO	3G443		Total	$ 3,188,512	$ -	$ 3,188,512
50	CTR 0152	Caltrans	6825	Toll Plaza Repaving***	Support	$ 825,782	$ -	$ 825,782
					Capital	7,450,000	-	7,450,000
		SFO	0120M		Total	$ 8,275,782	$ -	$ 8,275,782
51	CTR 0153	Caltrans	6825	Toll Plaza Repaving***	Support	$ -	$ -	$ -
					Capital	1,602,286	-	1,602,286
		SFO	1G310		Total	$ 1,602,286	$ -	$ 1,602,286
52	CTR 0154	Caltrans	6825	Various Structural PIDS***	Support	$ 159,900	$ -	$ 159,900
					Capital	-	-	-
		SFO	3G440		Total	$ 159,900	$ -	$ 159,900
53	CTR 0155	Caltrans	6828	Bridge Joint Seals***	Support	$ 57,611	$ -	$ 57,611
					Capital	-	-	-
		Var.	3G450		Total	$ 57,611	$ -	$ 57,611
54	CTR 0156	Caltrans	6828	Bridge Lighting***	Support	$ 99,415	$ -	$ 99,415
					Capital	-	-	-
		Var.	3G390		Total	$ 99,415	$ -	$ 99,415
55	CTR 0157	Caltrans	6828	Bridge Overlays***	Support	$ 134,556	$ -	$ 134,556
					Capital	-	-	-
		Var.	3G400		Total	$ 134,556	$ -	$ 134,556
56	CTR 0158	Caltrans	6825	East Span BASE ***	Support	$ -	$ -	$ -
					Capital	1,930,691	-	1,930,691
		SFO	0120F		Total	$ 1,930,691	$ -	$ 1,930,691
57	CTR 0159	Caltrans	6825	West Span BASE***	Support	$ 938,249	$ -	$ 938,249
					Capital	8,790,393	-	8,790,393
		SFO	2J870		Total	$ 9,728,641	$ -	$ 9,728,641

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
NEW PROJECT	**Toll Bridge Rehabilitation Program Summary**	Support	$ 678,418,537	$ 82,566,000	$ 760,984,537
		Capital	$ 2,150,277,746	$ 47,387,000	$ 2,197,664,746
		Total	$ 2,828,696,283	$ 129,953,000	$ 2,958,649,283

Line No.	Project No.	Agency / Bridge	Project / EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
58	CTR 0160	Caltrans	6825	Refill Seismic Dampeners***	Support	$ 22,052	$ -	$ 22,052
					Capital	252,546	-	252,546
		SFO	4H180		Total	$ 274,597	$ -	$ 274,597
59	CTR 0163	Caltrans	6825	Rebuild Damaged Fender System ***	Support	$ 238,798	$ -	$ 238,798
				W6	Capital	772,842	-	772,842
		SFO	3G447		Total	$ 1,011,640	$ -	$ 1,011,640
60	CTR 0182	Caltrans	6828	PID - Water Line System	Support	$ 193,307	$ -	$ 193,307
				Air Compressor, Airlines	Capital	-	-	-
		Var.	3G478		Total	$ 193,307	$ -	$ 193,307
61	CTR 0201	Caltrans	6814	Replace Expansion Joint at Pier 44E***	Support	$ 68,600	$ -	$ 68,600
					Capital	270,000	-	270,000
		RSR	0J120		Total	$ 338,600	$ -	$ 338,600
62	CTR 0202	Caltrans	6825	Install Air Gap Monitoring System***	Support	$ 95,994	$ -	$ 95,994
					Capital	128,755	-	128,755
		SFO	0J870		Total	$ 224,749	$ -	$ 224,749
63	CTR 0203	Caltrans	6828	Replace Various Navigational and Utility Equipment	Support	$ 127,649	$ -	$ 127,649
				Supplemental PID***	Capital	-	-	-
		Var.	3G360		Total	$ 127,649	$ -	$ 127,649
64	CTR 0204	Caltrans	6828	Replace Fog Horns, Radar Beacons and	Support	$ 4,956,394	$ -	$ 4,956,394
				Related Electrical Systems on Northern Bridges	Capital	6,000,000	-	6,000,000
		Var.	3G301		Total	$ 10,956,394	$ -	$ 10,956,394
65	CTR 0206	Caltrans	6814	RSR Access – PPUL Oversight	Support	$ 4,100,000	$ -	$ 4,100,000
					Capital	-	-	-
		RSR	2J680		Total	$ 4,100,000	$ -	$ 4,100,000
66	CTR 0212	Caltrans	6828	Substation and Power Cable	Support	$ 219,112	$ -	$ 219,112
					Capital	-	-	-
		Var	3G368		Total	$ 219,112	$ -	$ 219,112
67	CTR 0213	Caltrans	6825	CT Oversight of Bridge Yard	Support	$ 276,198	$ -	$ 276,198
				(IERBYS Building Slab) ***	Capital	-	-	-
		SFO	01412		Total	$ 276,198	$ -	$ 276,198
68	CTR 0214	Caltrans	6825	CT Oversight of Bridge Yard	Support	$ 476,178	$ -	$ 476,178
				(IERBYS Building Retrofit)***	Capital	-	-	-
		SFO	01413		Total	$ 476,178	$ -	$ 476,178
69	CTR 0215	Caltrans	6825	Replace transverse expansion joints ***	Support	$ 1,309,010	$ -	$ 1,309,010
				West Span	Capital	1,944,698	-	1,944,698
		SFO	2J190		Total	$ 3,253,708	$ -	$ 3,253,708
70	CTR 0216	Caltrans	6813	Al Zampa (CARQ) Joint Repair ***	Support	$ 146,672	$ -	$ 146,672
					Capital	183,592	-	183,592
		CAR	2J410		Total	$ 330,265	$ -	$ 330,265
71	CTR 0217	Caltrans	6825	I-880 Overhead Signage and Delineation Upgrade	Support	$ 46,649	$ -	$ 46,649
				Oversight***	Capital	-	-	-
		SFO	2J400		Total	$ 46,649	$ -	$ 46,649
72	CTR 0219	Caltrans	6825	Metering Lights Upgrade Oversight	Support	$ 2,100,000	$ -	$ 2,100,000
					Capital	-	-	-
		SFO	0K220		Total	$ 2,100,000	$ -	$ 2,100,000
73	CTR 0222	Caltrans	6825	SFOBB Maintenance Administration	Support	$ -	$ -	$ -
					Capital	1,978,064	-	1,978,064
		SFO	TBD		Total	$ 1,978,064	$ -	$ 1,978,064
74	CTR 0225	Caltrans	6814	RSR Access - Bike Ped Oversight	Support	$ 732,134	$ -	$ 732,134
					Capital	-	-	-
		RSR	4J710		Total	$ 732,134	$ -	$ 732,134
75	CTR 0226	Caltrans	8033	Roof Repairs at Sterling Substation	Support	$ 72,000	$ -	$ 72,000
				Minor Rehab***	Capital	119,999	-	119,999
		SFO	1K450		Total	$ 191,999	$ -	$ 191,999
76	CTR 0227	Caltrans	8033	Roof Repairs at toll admin building (Toll Plaza)	Support	$ 60,000	$ -	$ 60,000
				Minor Rehab***	Capital	99,550	-	99,550
		SMH	1K470		Total	$ 159,550	$ -	$ 159,550

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NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
77	CTR 0228	Caltrans	8033	Bird abatement at Benicia Toll Plaza	Support	$ 150,000	$ -	$ 150,000
				Minor Rehab***	Capital	249,950	-	249,950
		BM	1K460		Total	$ 399,950	$ -	$ 399,950
78	CTR 0229	Caltrans	6825	Install Grease Caps and Repair Pre-stress Tendons	Support	$ 1,188,816	$ -	$ 1,188,816
				East Span	Capital	3,318,043	-	3,318,043
		SFO	0K691	Director's Order ***	Total	$ 4,506,859	$ -	$ 4,506,859
79	CTR 0230	Caltrans	6812	Repair Seismic Joint - Pier 3	Support	$ 148,912	$ -	$ 148,912
				Director's Order ***	Capital	250,846	-	250,846
		BM	3G482		Total	$ 399,758	$ -	$ 399,758
80	CTR 0232	Caltrans	6825	YBI Tunnel Concrete Repair	Support	$ 811,591	$ -	$ 811,591
					Capital	1,463,409	-	1,463,409
		SFO	2K960		Total	$ 2,275,000	$ -	$ 2,275,000
81	CTR 0233	Caltrans	6825	Fender Repair	Support	$ 735,111	$ -	$ 735,111
				Director's Order ***	Capital	4,302,040	-	4,302,040
		SFO	3G445		Total	$ 5,037,151	$ -	$ 5,037,151
82	CTR 0234	Caltrans	6825	Repair SFOBB Seismic Dampers	Support	$ 185,712	$ -	$ 185,712
				Director's Order ***	Capital	279,263	-	279,263
		SFO	2K560		Total	$ 464,976	$ -	$ 464,976
83	CTR 0243	Caltrans	6825	Replace Fender System and Skirt Modifications	Support	$ 17,000,000	$ -	$ 17,000,000
					Capital	12,000,000	-	12,000,000
		SFO	0W140		Total	$ 29,000,000	$ -	$ 29,000,000
84	CTR 0244	Caltrans	6814	TBD Work on RSR lower deck, towers, columns, travelers	Support	$ -	$ -	$ -
					Capital	-	-	-
		RSR	TBD		Total	$ -	$ -	$ -
85	CTR 0245	Caltrans	6828	Install BASE radio links	Support	$ 300,583	$ -	$ 300,583
				Director's Order ***	Capital	483,201	-	483,201
		Var.	0P560		Total	$ 783,784	$ -	$ 783,784
86	CTR 0246	Caltrans	6825	East Span Skyway Polyester Concrete Overlay Repairs	Support	$ 22,760	$ -	$ 22,760
				Director's Order ***	Capital	183,163	-	183,163
		SFO	0Q470		Total	$ 205,922	$ -	$ 205,922
87	CTR 0247	Caltrans	6825	East Span Replace Expansion Joint Panels	Support	$ 97,631	$ -	$ 97,631
				Director's Order ***	Capital	169,396	-	169,396
		SFO	1Q490		Total	$ 267,027	$ -	$ 267,027
88	CTR 0248	Caltrans	6812	Repair Water Line	Support	$ 118,911	$ -	$ 118,911
				Director's Order ***	Capital	81,622	-	81,622
		BM	1Q500		Total	$ 200,533	$ -	$ 200,533
89	CTR 0249	Caltrans	6825	SFOBB Replace Seismic Joint Headers and Strip Seals	Support	$ 195,905	$ -	$ 195,905
				(West Approach & Anchorage)	Capital	163,601	-	163,601
		SFO	1Q360	Director's Order ***	Total	$ 359,506	$ -	$ 359,506
90	CTR 0250	Caltrans	6825	SFOBB YBI tunnel Repair Fire Suppression System	Support	$ 646,850	$ -	$ 646,850
				Director's Order ***	Capital	181,157	-	181,157
		SFO	1Q950		Total	$ 828,007	$ -	$ 828,007
91	CTR 0251	Caltrans	8033	High Mast Arm Light (HMAL) repair and conversion to LED***	Support	$ 3,270	$ -	$ 3,270
					Capital	739,335	-	739,335
		Var	2Q910		Total	$ 742,605	$ -	$ 742,605
92	CTR 0252	Caltrans	8033	Toll Plaza Asphalt Paving and Polyester Overlay***	Support	$ -	$ -	$ -
					Capital	908,118	-	908,118
		CAR	0P680		Total	$ 908,118	$ -	$ 908,118
93	CTR 0253	Caltrans	8033	Toll Admin bldg.: Remove underground diesel storage tank (UST)	Support	$ -	$ -	$ -
				***	Capital	93,558	-	93,558
		SMH	2Q930		Total	$ 93,558	$ -	$ 93,558
94	CTR 0254	Caltrans	8033	Toll Paint Facility and Plaza – Replace Metals Doors	Support	$ -	$ -	$ -
				And Other Upgrades***	Capital	153,690	-	153,690
		Var	2Q920		Total	$ 153,690	$ -	$ 153,690
95	CTR 0258	Caltrans	6811	Replace Fender System	Support	$ 70,000	$ 430,000	$ 500,000
					Capital	-	-	-
		ANT	TBD		Total	$ 70,000	$ 430,000	$ 500,000

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NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
96	CTR 0261	Caltrans	6826	Structural Steel Painting (Towers)	Support	$ 4,920,000	$ -	$ 4,920,000
					Capital	13,618,000	-	13,618,000
		SMH	3G488		Total	$ 18,538,000	$ -	$ 18,538,000
97	CTR 0262	Caltrans	6812	Repair Expansion Joint Assemblies ***	Support	$ 373,755	$ -	$ 373,755
					Capital	743,542	-	743,542
		BM	2Q980		Total	$ 1,117,297	$ -	$ 1,117,297
98	CTR 0263	Caltrans	6826	Concrete Repairs on SMHB Spandrel beam and bent caps	Support	$ 8,964,000	$ -	$ 8,964,000
					Capital	44,872,000	-	44,872,000
		SMH	3G454		Total	$ 53,836,000	$ -	$ 53,836,000
99	CTR 0264	Caltrans	6825	SFOBB East Span Pier Retention-CMGC	Support	$ -	$ -	$ -
					Capital	787,344	-	787,344
		SFO	01358		Total	$ 787,344	$ -	$ 787,344
100	CTR 0265	Caltrans	6825	SFOBB WS Remove Truss Web Scaffolds ***	Support	$ 81,456	$ -	$ 81,456
					Capital	535,773	-	535,773
		SFO	2Q360		Total	$ 617,229	$ -	$ 617,229
101	CTR 0266	Caltrans	6825	Construct Maintenance Building and Parking Lot	Support	$ -	$ -	$ -
				(MC3-Training Center) ***	Capital	9,750,000	-	9,750,000
		SFO	01411		Total	$ 9,750,000	$ -	$ 9,750,000
102	CTR 0267	Caltrans	6814	Reconstruct sliding plate joints	Support	$ 744,282	$ -	$ 744,282
				upper deck - 31 joints***	Capital	5,452,410	-	5,452,410
		RSR	3Q940		Total	$ 6,196,693	$ -	$ 6,196,693
103	CTR 0268	Caltrans	6814	Richmond-San Rafael Bridge Truss Straightening	Support	$ 218,785	$ -	$ 218,785
				Repair vehicle collision damage	Capital	8	-	8
		RSR	4Q340	Director's Order	Total	$ 218,793	$ -	$ 218,793
104	CTR 0271	Caltrans	6825	Structural Steel Paint System, Truss Web North and South,	Support	$ -	$ -	$ -
				spans 1-6	Capital	-	-	-
		SFO	TBD		Total	$ -	$ -	$ -
105	CTR 0272	Caltrans	6812	Replace 480V power cable, utility transformers	Support	$ -	$ -	$ -
				and utility panels (Old Bridge)	Capital	-	-	-
		BM	TBD		Total	$ -	$ -	$ -
106	CTR 0273	Caltrans	6812	Repair 12KV Transfer Scheme and connect it with SCADA	Support	$ -	$ -	$ -
				for remote control and monitoring	Capital	-	-	-
		BM	TBD		Total	$ -	$ -	$ -
107	CTR 0277	Caltrans	6827	Air Compressor, Pier 44- Replace	Support	$ -	$ -	$ -
					Capital	-	-	-
		DUM	TBD		Total	$ -	$ -	$ -
108	CTR 0278	Caltrans	6826	Replace Generators	Support	$ -	$ -	$ -
					Capital	-	-	-
		SMH	TBD		Total	$ -	$ -	$ -
109	CTR 0279	Caltrans	8629	Replace Generators for Dum and RSR	Support	$ -	$ -	$ -
					Capital	-	-	-
		Var.	TBD		Total	$ -	$ -	$ -
110	CTR 0280	Caltrans	6827	Substations Upgrade	Support	$ 800,000	$ -	$ 800,000
					Capital	3,000,000	-	3,000,000
		DUM	TBD		Total	$ 3,800,000	$ -	$ 3,800,000
111	CTR 0281	Caltrans	6826	Replace Power Cable (480V)	Support	$ -	$ -	$ -
					Capital	-	-	-
		SMH	TBD		Total	$ -	$ -	$ -
112	CTR 0282	Caltrans	6828	Existing Water Line System, Air compressor and Air lines	Support	$ -	$ -	$ -
				North Bridges	Capital	-	-	-
		Var.	TBD		Total	$ -	$ -	$ -
113	CTR 0286	Caltrans	6825	Replace Joint Seals (Upper & Lower Deck)	Support	$ 500,000	$ -	$ 500,000
					Capital	-	-	-
		SFO	1Y720		Total	$ 500,000	$ -	$ 500,000
114	CTR 0288	Caltrans	6825	Air Compressors at YBI Substation	Support	$ 125,438	$ -	$ 125,438
				Director's Order ***	Capital	1,129,813	-	1,129,813
		SFO	1AA40		Total	$ 1,255,251	$ -	$ 1,255,251

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NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project / EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
115	CTR 0289	Caltrans	6826	Air Compressors at Bridge and Pier 1- Replace	Support	$ -	$ -	$ -
					Capital	-	-	-
		SMH	TBD		Total	$ -	$ -	$ -
116	CTR 0290	Caltrans	6825	Repair armored joint Assemblies on SFOBB	Support	$ 197,122	$ -	$ 197,122
				Director's Order ***	Capital	734,187	-	734,187
		SFO	1AA60		Total	$ 931,309	$ -	$ 931,309
117	CTR 0291	Caltrans	8629	SMHB Toll Admin Building Repairs and	Support	$ 53,380	$ -	$ 53,380
				Replace HVAC System at RSR Paint facility ***	Capital	31,625	-	31,625
		Var	1AC70		Total	$ 85,006	$ -	$ 85,006
118	CTR 0292	Caltrans	8629	Replace roof at RSR Paint facility ***	Support	$ -	$ -	$ -
					Capital	48,900	-	48,900
		RSR	1AA20		Total	$ 48,900	$ -	$ 48,900
119	CTR 0293	Caltrans	6825	Repair burned rest area facility	Support	$ 52,853	$ -	$ 52,853
				at SFOBB in Oakland	Capital	44,338	-	44,338
		SFO	1AC00	Director's Order ***	Total	$ 97,191	$ -	$ 97,191
120	CTR 0294	Caltrans	6813	Repair burned electrical facilities	Support	$ 243,534	$ -	$ 243,534
				at Carquinez Bridge Toll Plaza in Solano County	Capital	507,857	-	507,857
		CAR	2AC50	Director's Order ***	Total	$ 751,391	$ -	$ 751,391
121	CTR 0295	Caltrans	6825	SFOBB environmental close out	Support	$ 6,300,000	$ -	$ 6,300,000
					Capital	4,200,000	-	4,200,000
		SFO	01359		Total	$ 10,500,000	$ -	$ 10,500,000
122	CTR 0296	Caltrans	6813	Repair burned toll facilities and vista point	Support	$ 708,371	$ -	$ 708,371
				at Carquinez Bridge Toll Plaza in Solano County	Capital	4,318,636	-	4,318,636
		CAR	2AC10	Director's Order ***	Total	$ 5,027,007	$ -	$ 5,027,007
123	CTR 0297	Caltrans	6827	Pier 31 Dumbarton Seismic Joint	Support	$ 175,905	$ -	$ 175,905
				Director's Order ***	Capital	200,289	-	200,289
		DUM	1W080		Total	$ 376,193	$ -	$ 376,193
124	CTR 0298	Caltrans	6826	Replace Booster Pump & Fire Pump Controllers	Support	$ -	$ -	$ -
					Capital	-	-	-
		SMH	TBD		Total	$ -	$ -	$ -
125	CTR 0299	Caltrans	6825	Modify SAS Tower Elevator Landings	Support	$ 51,604	$ -	$ 51,604
				Director's Order ***	Capital	217,988	-	217,988
		SFO	1W350		Total	$ 269,592	$ -	$ 269,592
126	CTR 0300	Caltrans	6814	Repair Car Fire Damage on RSR	Support	$ 80,067	$ -	$ 80,067
				Director's Order ***	Capital	86,966	-	86,966
		RSR	1W340		Total	$ 167,033	$ -	$ 167,033
127	CTR 0301	Caltrans	6825	Repair Overlay and Joint	Support	$ 105,063	$ -	$ 105,063
				Director's Order ***	Capital	383,811	-	383,811
		SFO	1W330		Total	$ 488,874	$ -	$ 488,874
128	CTR 0302	Caltrans	6827	Dumbarton Bridge Operational Improvements	Support	$ -	$ -	$ -
				Oversight	Capital	-	-	-
		DUM	2Q280		Total	$ -	$ -	$ -
129	CTR 0303	Caltrans	6825	SFOBB Repair Expansion Joint on lower deck span W2	Support	$ 90,642	$ -	$ 90,642
				District Director's Order ***	Capital	180,560	-	180,560
		SFO	1W670		Total	$ 271,202	$ -	$ 271,202
130	CTR 0304	Caltrans	6825	SFOBB Rehabilitate Fire Protection System at YBI Tunnel	Support	$ 6,024,150	$ -	$ 6,024,150
				Director's Order	Capital	15,430,000	-	15,430,000
		SFO	1W060		Total	$ 21,454,150	$ -	$ 21,454,150
131	CTR 0305	Caltrans	6825	SFOBB Replace Finger Joint Support Expansion Shoe Plates	Support	$ 190,416	$ -	$ 190,416
				District Director's Order ***	Capital	141,713	-	141,713
		SFO	1W720		Total	$ 332,129	$ -	$ 332,129
132	CTR 0306	Caltrans	6826	SMH Replace Fire Damaged Polyester Concrete Overlay	Support	$ 52,133	$ -	$ 52,133
				District Director's Order ***	Capital	66,405	-	66,405
		SMH	1W970		Total	$ 118,539	$ -	$ 118,539
133	CTR 0307	Caltrans	6814	Richmond-San Rafael Bridge Gusset Plate Strengthening	Support	$ 2,800,000	$ -	$ 2,800,000
					Capital	10,300,000	-	10,300,000
		RSR	2W120		Total	$ 13,100,000	$ -	$ 13,100,000

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		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
NEW PROJECT	**Toll Bridge Rehabilitation Program Summary**	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
		Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
		Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
134	CTR 0308	Caltrans	6825	Repair the fog warning system on the East Span	Support	$ 152,000	$ -	$ 152,000
					Capital	333,000	-	333,000
		SFO	2W690		Total	$ 485,000	$ -	$ 485,000
135	CTR 0309	Caltrans	6826	Trestle Repairs Ph 2	Support	$ 12,400,000	$ -	$ 12,400,000
					Capital	131,000,000	-	131,000,000
		SMH	1Y690		Total	$ 143,400,000	$ -	$ 143,400,000
136	CTR 0310	Caltrans	6825	Main Cable Wrap West Span (Ph 2)	Support	$ -	$ -	$ -
					Capital	-	-	-
		SFO	TBD		Total	$ -	$ -	$ -
137	CTR 0311	Caltrans	6814	Replace Existing Damper	Support	$ 300,000	$ 400,000	$ 700,000
					Capital	-	5,000,000	5,000,000
		RSR	TBD		Total	$ 300,000	$ 5,400,000	$ 5,700,000
138	CTR 0312	Caltrans	6814	Structural Steel Paint, Superstructure and Upper Towers- Rehab	Support	$ -	$ -	$ -
					Capital	-	-	-
		RSR	TBD		Total	$ -	$ -	$ -
139	CTR 0313	Caltrans	6814	I-580 Richmond-San Rafael Bridge Forward CT Oversight	Support	$ 4,396,080	$ 2,000,000	$ 6,396,080
				Open Road Tolling and HOV Lane	Capital	21,500,000	12,000,000	33,500,000
		RSR	0W030		Total	$ 25,896,080	$ 14,000,000	$ 39,896,080
140	CTR 0314	Caltrans	6825	Repair fire damaged polyester concrete overlay and	Support	$ 120,000	$ -	$ 120,000
				joint seal at the westbound upper deck	Capital	200,000	-	200,000
		SFO	3W830	Director's Order	Total	$ 320,000	$ -	$ 320,000
141	CTR 0315	Caltrans	6825	Interim repair of the SFOBB West Span fender system,	Support	$ 1,825,000	$ -	$ 1,825,000
				Piers W3, W4, W5, and W6	Capital	9,940,000	-	9,940,000
		SFO	4W010		Total	$ 11,765,000	$ -	$ 11,765,000
142	CTR 0316	Caltrans	6814	Fire damage repair on Richmond-San Rafael bridge	Support	$ 400,000	$ -	$ 400,000
				Director's Order	Capital	1,019,000	-	1,019,000
		RSR	0Y530		Total	$ 1,419,000	$ -	$ 1,419,000
143	CTR 0317	Caltrans	6828	Caltrans Asset Management	Support	$ 5,869,000	$ 3,781,000	$ 9,650,000
					Capital	-	-	-
		ALL	92602		Total	$ 5,869,000	$ 3,781,000	$ 9,650,000
144	CTR 0318	Caltrans	6825	YBI Electrical Repairs for SFOBB systems	Support	$ 1,220,000	$ -	$ 1,220,000
				Director's Order	Capital	4,680,000	-	4,680,000
		SFO	4W950		Total	$ 5,900,000	$ -	$ 5,900,000
145	CTR 0319	Caltrans	6812	Replace Joint Seals (1962) and Expansion Joints Repair,	Support	$ 2,220,000	$ 1,400,000	$ 3,620,000
				Reconstruct Seismic Joints (New Bridge), Bearing Repair,	Capital	-	9,354,000	9,354,000
		BM	3G452	Approach Bent Cap Repair	Total	$ 2,220,000	$ 10,754,000	$ 12,974,000
146	CTR 0320	Caltrans	6814	Structural Steel Painting (Tower) 3rd Phase	Support	$ 15,000,000	$ -	$ 15,000,000
					Capital	130,466,000	-	130,466,000
		RSR	2Y220		Total	$ 145,466,000	$ -	$ 145,466,000
147	CTR 0321	Caltrans	6813	Seismic Transmission Unit (STU) Replacement	Support	$ 600,000	$ -	$ 600,000
					Capital	600,000	-	600,000
		CAR	1X190		Total	$ 1,200,000	$ -	$ 1,200,000
148	CTR 0322	Caltrans	8033	Modify Existing Garage Fence and Repair Fire Proofing Material	Support	$ 500,000	$ -	$ 500,000
					Capital	-	1,000,000	1,000,000
		BM	TBD		Total	$ 500,000	$ 1,000,000	$ 1,500,000
149	CTR 0323	Caltrans	6825	Armor Joint Reconstruction	Support	$ 5,446,000	$ -	$ 5,446,000
					Capital	19,451,000	-	19,451,000
		SFOBB	1Y720		Total	$ 24,897,000	$ -	$ 24,897,000
150	CTR 0324	Caltrans	6825	Structural Steel Paint (Towers)	Support	$ 3,000,000	$ 3,000,000	$ 6,000,000
					Capital	-	-	-
		SFOBB	3W490		Total	$ 3,000,000	$ 3,000,000	$ 6,000,000
151	CTR 0325	Caltrans	6813	Al Zampa (CARQ) Bridge Deck Rehabilitation	Support	$ 1,400,000	$ 1,000,000	$ 2,400,000
					Capital	4,000,000	(1,000,000)	3,000,000
		CAR	1Y700		Total	$ 5,400,000	$ -	$ 5,400,000
152	CTR 0326	Caltrans	6828	ORT support for Northern bridges (ANT, BM, CARQ) Oversight	Support	$ 1,070,000	$ -	$ 1,070,000
					Capital	-	-	-
		Var.	2W520		Total	$ 1,070,000	$ -	$ 1,070,000

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
153	CTR 0327	Caltrans	6828	ORT support for Southern bridges (SMH, DM) Oversight	Support	$ 860,000	$ -	$ 860,000
					Capital	-	-	-
		Var.	1Y890		Total	$ 860,000	$ -	$ 860,000
154	CTR 0328	Caltrans	6825	ORT support for SFOBB Oversight	Support	$ 600,000	$ -	$ 600,000
					Capital	-	-	-
		SFOBB	0Y450		Total	$ 600,000	$ -	$ 600,000
155	CTR 0329	Caltrans	6813	CARQ Repair fire damaged conduit,	Support	$ -	$ -	$ -
				paint, and deck overlay	Capital	-	-	-
		CAR	2Y130	Director's Order	Total	$ -	$ -	$ -
156	CTR 0330	Caltrans	6828	USGS Monitoring Station	Support	$ 150,000	$ -	$ 150,000
					Capital	150,000	-	150,000
		Var.	TBD		Total	$ 300,000	$ -	$ 300,000
157	CTR 0332	Caltrans	6828	Non-Destructive Testing (NDT) of T-1 Steel Connections	Support	$ 9,900,000	$ -	$ 9,900,000
					Capital	28,800,000	-	28,800,000
		Var.	3Y410		Total	$ 38,700,000	$ -	$ 38,700,000
158	CTR 0333	Caltrans	6825	West Oakland Link	Support	$ -	$ -	$ -
				CT Oversight	Capital	-	-	-
		SFO	4W480		Total	$ -	$ -	$ -
159	CTR 0334	Caltrans	6814	RSR Repair Lower Level Bridge Deck and Barrier	Support	$ 116,000	$ -	$ 116,000
				District Director's Order	Capital	388,000	-	388,000
		RSR	4Y990		Total	$ 504,000	$ -	$ 504,000
160	CTR 0335	Caltrans	6811	Substations Upgrade (2 Locations)	Support	$ 525,000	$ -	$ 525,000
					Capital	-	-	-
		ANT	3X230		Total	$ 525,000	$ -	$ 525,000
161	CTR 0336	Caltrans	6813	Structural Steel Painting	Support	$ 3,950,000	$ 5,500,000	$ 9,450,000
					Capital	50,000	-	50,000
		CAR	3X210		Total	$ 4,000,000	$ 5,500,000	$ 9,500,000
162	CTR 0337	Caltrans	6814	Deck Study (PID)	Support	$ 3,500,000	$ -	$ 3,500,000
					Capital	-	-	-
		RSR	1X980		Total	$ 3,500,000	$ -	$ 3,500,000
~~163~~	CTR 0338	Caltrans	6813	Upgrade radar beacons and connect with SCADA	Support	$ -	$ -	$ -
					Capital	-	-	-
		CAR	TBD		Total	$ -	$ -	$ -
164	CTR 0339	Caltrans	6827	Replace SCADA communication cable with fiber,	Support	$ 200,000	$ 200,000	$ 400,000
				upgrade SCADA (software and hardware)	Capital	-	-	-
		DUM	TBD		Total	$ 200,000	$ 200,000	$ 400,000
165	CTR 0340	Caltrans	6826	Upgrade SCADA (Software and Hardware)	Support	$ 1,100,000	$ -	$ 1,100,000
					Capital	2,000,000	-	2,000,000
		SMH	TBD		Total	$ 3,100,000	$ -	$ 3,100,000
166	CTR 0341	Caltrans	6825	Air Compressors and Air Line at YBI and Sterling - Replace	Support	$ 4,400,000	$ 500,000	$ 4,900,000
					Capital	-	-	-
		SFO	3X240		Total	$ 4,400,000	$ 500,000	$ 4,900,000
167	CTR 0342	Caltrans	6826	Air Compressor Replacement	Support	$ 725,000	$ 50,000	$ 775,000
					Capital	-	2,000,000	2,000,000
		SMH	TBD		Total	$ 725,000	$ 2,050,000	$ 2,775,000
168	CTR 0343	Caltrans	6825	Repair Self Anchor Suspension System SFOBB Elevator System	Support	$ 1,636,000	$ -	$ 1,636,000
				Director's Order	Capital	4,130,000	-	4,130,000
		SFO	2X070		Total	$ 5,766,000	$ -	$ 5,766,000
169	CTR 0344	Caltrans	6814	RSR Repair Bridge Deck (New Added in Aug. RW)	Support	$ 199,000	$ -	$ 199,000
				District Director's Order	Capital	461,000	-	461,000
		RSR	1X720		Total	$ 660,000	$ -	$ 660,000
170	CTR 0345	Caltrans	6825	SFOBB Bridge Joint Repair	Support	$ 230,000	$ -	$ 230,000
				District Director's Order	Capital	461,000	-	461,000
		SFO	2X540		Total	$ 691,000	$ -	$ 691,000
171	CTR 0346	Caltrans	6814	Repair Bridge Deck Section	Support	$ 194,000	$ -	$ 194,000
				District Director's Order	Capital	461,000	-	461,000
		RSR	2X930		Total	$ 655,000	$ -	$ 655,000

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
NEW PROJECT	**Toll Bridge Rehabilitation Program Summary**	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
		Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
		Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
172	CTR 0347	Caltrans	6825	Replace SMART Cushion System	Support	$ 185,000	$ -	$ 185,000
				District Director's Order	Capital	531,000	-	531,000
		SFO	2X920		Total	$ 716,000	$ -	$ 716,000
173	CTR 0348	Caltrans	6813	Replace Crash Barrel Array with SMART Cushion System	Support	$ 135,000	$ -	$ 135,000
				District Director's Order	Capital	275,000	-	275,000
		CAR	2X550		Total	$ 410,000	$ -	$ 410,000
174	CTR 0354	Caltrans	6814	RSR Bridge Replace Stolen/Vandalized Wire	Support	$ 515,000	$ -	$ 515,000
				Director's Order	Capital	1,070,000	-	1,070,000
		RSR	3X150		Total	$ 1,585,000	$ -	$ 1,585,000
175	CTR 0349	Caltrans	6813	Replace and Upgrade Navigational Lights to LED and	Support	$ 500,000	$ 200,000	$ 700,000
				connect it with SCADA for more remote monitoring	Capital	-	-	-
		CAR	TBD		Total	$ 500,000	$ 200,000	$ 700,000
176	CTR 0350	Caltrans	6814	Replace Aircraft Beacon and upgrade to LED, and	Support	$ 200,000	$ 100,000	$ 300,000
				connect to SCADA for monitoring	Capital	-	500,000	500,000
		RSR	TBD		Total	$ 200,000	$ 600,000	$ 800,000
177	CTR 0108	Caltrans	6814	Upgrade fog horns and connect with SCADA for	Support	$ 200,000	$ 100,000	$ 300,000
				remote control	Capital	-	1,000,000	1,000,000
		RSR	TBD		Total	$ 200,000	$ 1,100,000	$ 1,300,000
178	CTR 0351	Caltrans	6827	Preplace and Upgrade Navigational Lights to LED and	Support	$ 20,000	$ 70,000	$ 90,000
				connect it with SCADA for more remote monitoring	Capital	-	200,000	200,000
		DUM	TBD		Total	$ 20,000	$ 270,000	$ 290,000
179	CTR 0099	Caltrans	6827	Upgrade fog horns and connect with SCADA for	Support	$ 20,000	$ 75,000	$ 95,000
				remote control	Capital	-	160,000	160,000
		DUM	TBD		Total	$ 20,000	$ 235,000	$ 255,000
180	CTR 0352	Caltrans	6826	San Mateo/Hayward Bridge (SR 92)	Support	$ 440,000	$ -	$ 440,000
				Sea Level Rise Adaptation Project (PID)	Capital	-	-	-
		SMH	4Y110		Total	$ 440,000	$ -	$ 440,000
181	CTR 0353	Caltrans	6827	Dumbarton Bridge (SR 84) West Approach	Support	$ 420,000	$ -	$ 420,000
				Sea Level Rise Adaptation Project (PID)	Capital	-	-	-
		DUM	1Y110		Total	$ 420,000	$ -	$ 420,000
182	CTR 0355	Caltrans	6814	RSR Bridge Deck Repairs	Support	$ 230,000	$ -	$ 230,000
				District Director's Order	Capital	461,000	-	461,000
		RSR	4X030		Total	$ 691,000	$ -	$ 691,000
183	CTR 0356	Caltrans	6826	Approach Slab Rehabilitation	Support	$ 739,500	$ -	$ 739,500
					Capital	547,500	-	547,500
		SMH	0AA14		Total	$ 1,287,000	$ -	$ 1,287,000
184	CTR 0357	Caltrans	6814	RSR Bridge Upper Deck Part Time Third Lane	Support	$ 1,000,000	$ -	$ 1,000,000
					Capital	-	-	-
		RSR	3X790		Total	$ 1,000,000	$ -	$ 1,000,000
185	CTR 0358	Caltrans	6828	CARQ Bridge and BM Bridge Electrical Upgrades	Support	$ 1,500,000	$ 500,000	$ 2,000,000
					Capital	1,800,000	-	1,800,000
		Var.	3X220		Total	$ 3,300,000	$ 500,000	$ 3,800,000
186	CTR 0359	Caltrans	6813	Repair Carquinez Bridge Toll Plaza Building	Support	$ 825,000	$ -	$ 825,000
				Director's Order	Capital	2,060,000	-	2,060,000
		CAR	3X700		Total	$ 2,885,000	$ -	$ 2,885,000
187	CTR 0360	Caltrans	6825	Repair Dehumidifier System on SFOBB East Span	Support	$ 185,000	$ -	$ 185,000
				District Director's Order	Capital	461,000	-	461,000
		SFOBB	0V040		Total	$ 646,000	$ -	$ 646,000
188	CTR 0361	Caltrans	6826	SMH Bridge Electrical Upgrades	Support	$ 900,000	$ -	$ 900,000
					Capital	3,500,000	-	3,500,000
		SMH	3X190		Total	$ 4,400,000	$ -	$ 4,400,000
189	CTR 0128	Caltrans	6825	Main Cable Wrap Investigations Phase 2	Support	$ -	$ -	$ -
					Capital	-	-	-
		SFOBB	TBD		Total	$ -	$ -	$ -
190	CTR 0115	Caltrans	6814	Fender System	Support	$ -	$ 400,000	$ 400,000
					Capital	-	-	-
		RSR	TBD		Total	$ -	$ 400,000	$ 400,000

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Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
NEW PROJECT	**Toll Bridge Rehabilitation Program Summary**	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
		Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
		Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
191	CTR 0362	Caltrans	6813	Re-tension Cable Band Bolts Investigation	Support	$ -	$ 200,000	$ 200,000
					Capital	-	-	-
		CAR	TBD		Total	$ -	$ 200,000	$ 200,000
192	CTR 0363	Caltrans	6825	Replace Aircraft Beacon and upgrade to LED,	Support	$ -	$ 100,000	$ 100,000
				and connect to SCADA for monitoring	Capital	-	-	-
		SFOBB	TBD		Total	$ -	$ 100,000	$ 100,000
193	CTR 0364	Caltrans	6825	Replace and Upgrade Navigational Lights to LED	Support	$ -	$ 100,000	$ 100,000
				and connect it with SCADA for remote monitoring	Capital	-	-	-
		SFOBB	TBD		Total	$ -	$ 100,000	$ 100,000
194	CTR 0365	Caltrans	6825	Upgrade radar beacons and connect it	Support	$ -	$ 50,000	$ 50,000
				with SCADA for remote control	Capital	-	-	-
		SFOBB	TBD		Total	$ -	$ 50,000	$ 50,000
195	CTR 0366	Caltrans	6825	Upgrade fog horns and connect with SCADA for remote control	Support	$ -	$ 50,000	$ 50,000
					Capital	-	-	-
		SFOBB	TBD		Total	$ -	$ 50,000	$ 50,000
196	CTR 0367	Caltrans	6826	Upgrade fog horns and connect with SCADA for remote control	Support	$ -	$ 50,000	$ 50,000
					Capital	-	-	-
		SMH	TBD		Total	$ -	$ 50,000	$ 50,000
197	CTR 0368	Caltrans	6826	Upgrade radar beacons and connect it with	Support	$ -	$ 20,000	$ 20,000
				SCADA for remote control	Capital	-	-	-
		SMH	TBD		Total	$ -	$ 20,000	$ 20,000
198	CTR 0369	Caltrans	6826	Replace and Upgrade Navigational Lights to LED	Support	$ -	$ 100,000	$ 100,000
				and connect it with SCADA for remote monitoring	Capital	-	-	-
		SMH	TBD		Total	$ -	$ 100,000	$ 100,000
199	CTR 0370	Caltrans	6826	Structural Steel Paint (Inboard Faces of the Box Girder Exterior)	Support	$ -	$ 500,000	$ 500,000
				Rehab Catwalk	Capital	-	-	-
		SMH	TBD		Total	$ -	$ 500,000	$ 500,000
200	CTR 0372	Caltrans	6811	ANT Bridge Closure & PA System	Support	$ -	$ 1,000,000	$ 1,000,000
					Capital	-	-	-
		ANT	0V960		Total	$ -	$ 1,000,000	$ 1,000,000
201	CTR 0373		6812	BM WB Bridge Closure & PA System	Support	$ -	$ 2,000,000	$ 2,000,000
					Capital	-	-	-
		BM	1V060		Total	$ -	$ 2,000,000	$ 2,000,000
202	CTR 0374		6812	BM EB Bridge Closure & PA System	Support	$ -	$ 1,500,000	$ 1,500,000
					Capital	-	-	-
		BM	0V910		Total	$ -	$ 1,500,000	$ 1,500,000
203	CTR 0375		6813	CAR WB Bridge Closure & PA System	Support	$ -	$ 2,000,000	$ 2,000,000
					Capital	-	-	-
		CAR	1V070		Total	$ -	$ 2,000,000	$ 2,000,000
204	CTR 0376		6813	CAR EB Bridge Closure & PA System	Support	$ -	$ 1,500,000	$ 1,500,000
					Capital	-	-	-
		CAR	0V970		Total	$ -	$ 1,500,000	$ 1,500,000
205	CTR 0377		6814	RSR Bridge Closure & PA System	Support	$ -	$ 2,500,000	$ 2,500,000
					Capital	-	-	-
		RSR	0V920		Total	$ -	$ 2,500,000	$ 2,500,000
206	CTR 0378		6825	SFOBB Bridge Closure & PA System	Support	$ -	$ 2,500,000	$ 2,500,000
					Capital	-	-	-
		SFOBB	0V950		Total	$ -	$ 2,500,000	$ 2,500,000
207	CTR 0379		6826	SMH Bridge Closure & PA System	Support	$ -	$ 2,500,000	$ 2,500,000
					Capital	-	-	-
		SMH	0V990		Total	$ -	$ 2,500,000	$ 2,500,000
208	CTR 0060	Caltrans	6828	Caltrans Capital Coordination	Support	$ 14,668,000	$ 1,000,000	$ 15,668,000
					Capital	-	-	-
		Var.	91207		Total	$ 14,668,000	$ 1,000,000	$ 15,668,000
209	CTR 0061	Caltrans	6828	Toll Bridge Inspections	Support	$ 67,960,000	$ -	$ 67,960,000
				(Expenditures through FY 2025-26)	Capital	-	-	-
		ALL	93030		Total	$ 67,960,000	$ -	$ 67,960,000

Attachment C-1
Bay Area Toll Authority
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Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
NEW PROJECT	**Toll Bridge Rehabilitation Program Summary**	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
		Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
		Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
210	CTR 0062	Caltrans	6828	BASE Security	Support	$ 38,370,000	$ -	$ 38,370,000
				(Expenditures through FY 2025-26)	Capital	-	-	-
		ALL	93870		Total	$ 38,370,000	$ -	$ 38,370,000
211	CTR 0235	Caltrans	6828	Structural Steel Paint by State Forces	Support	$ 118,910,000	$ 22,290,000	$ 141,200,000
					Capital	-	-	-
		Var.	92685		Total	$ 118,910,000	$ 22,290,000	$ 141,200,000
212	CTR 0069	Caltrans	6828	Caltrans ETC Traffic Operations Support	Support	$ 9,890,000	$ -	$ 9,890,000
				(Expenditures through FY 2025-26)	Capital	-	-	-
		Var.	97708		Total	$ 9,890,000	$ -	$ 9,890,000
213	CTR 0269	Caltrans	6828	Bridge Facilities Capital Rehab by State forces	Support	$ 270,000	$ -	$ 270,000
					Capital	890,000	-	890,000
		Var.	TBD		Total	$ 1,160,000	$ -	$ 1,160,000
214	CTR 0270	Caltrans	6828	TBD Paint	Support	$ -	$ -	$ -
					Capital	32,687,000	-	32,687,000
		Var.	TBD		Total	$ 32,687,000	$ -	$ 32,687,000
215	CTR 0331	Caltrans	6828	PID - General Maintenance Project	Support	$ 30,000	$ -	$ 30,000
					Capital	-	-	-
		Var.	TBD		Total	$ 30,000	$ -	$ 30,000
216	CTR Res	Caltrans	6829	Caltrans Program Contingency	Support	$ 17,400,734	$ 20,000,000	$ 37,400,734
					Capital	-	-	-
		Var.	CTR Res		Total	$ 17,400,734	$ 20,000,000	$ 37,400,734
217	880/92	Caltrans	8615	Landscaping**	Support	$ 1,160,000	$ -	$ 1,160,000
				***	Capital	1,448,000	-	1,448,000
		880/92	2G361		Total	$ 2,608,000	$ -	$ 2,608,000
218	880/92	Caltrans	8615	Landscaping**	Support	$ 836,000	$ -	$ 836,000
				***	Capital	-	-	-
		880/92	2G362		Total	$ 836,000	$ -	$ 836,000
219	BM	Caltrans	8210	Modification to 1962 Bridge**	Support	$ 6,211	$ -	$ 6,211
				***	Capital	-	-	-
		BM	0060A		Total	$ 6,211	$ -	$ 6,211
220	BM	Caltrans	8210	Replacement Planting**	Support	$ 106,252	$ -	$ 106,252
				***	Capital	418,154	-	418,154
		BM	0060C		Total	$ 524,406	$ -	$ 524,406
221	CAR	Caltrans	8315	Site Mitigation 3**	Support	$ 150,000	$ -	$ 150,000
				***	Capital	-	-	-
		CAR	0130J		Total	$ 150,000	$ -	$ 150,000
222	CAR	Caltrans	8315	Misc Landscaping**	Support	$ 4,177	$ -	$ 4,177
				***	Capital	-	-	-
		CAR	0130K		Total	$ 4,177	$ -	$ 4,177
223	880/92	Caltrans	8615	880/92 Interchange**	Support	$ 200,061	$ -	$ 200,061
				***	Capital	901,502	-	901,502
		880/92	01601		Total	$ 1,101,563	$ -	$ 1,101,563
225	BR 0001	BATA	8531	Benicia ORT***	Support	$ -	$ -	$ -
					Capital	4,153,000	-	4,153,000
		N/A	N/A		Total	$ 4,153,000	$ -	$ 4,153,000
226	BR 0002	BATA	8539	SFOBB Eyebar Review***	Support	$ 2,914,000	$ -	$ 2,914,000
					Capital	-	-	-
		N/A	N/A		Total	$ 2,914,000	$ -	$ 2,914,000
227	BR 0003	BATA	8594	SFOBB West Span Pathway Planning	Support	$ 7,750,000	$ -	$ 7,750,000
				(Bay Skyway Phase 2)	Capital	10,550,000	-	10,550,000
		N/A	N/A		Total	$ 18,300,000	$ -	$ 18,300,000
228	BR 0004	BATA	8909	Gateway Park	Support	$ 1,673,000	$ -	$ 1,673,000
					Capital	17,101,863	-	17,101,863
		N/A	N/A		Total	$ 18,774,863	$ -	$ 18,774,863
229	BR 0005	BATA	8913	SFOBB Administration Building***	Support	$ 5,000,000	$ -	$ 5,000,000
					Capital	20,319,200	-	20,319,200
		N/A	N/A		Total	$ 25,319,200	$ -	$ 25,319,200

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
230	BR 0006	BATA	8918	SFOBB Maintenance Complex	Support	$ -	$ -	$ -
					Capital	531,000	-	531,000
		N/A	N/A		Total	$ 531,000	$ -	$ 531,000
231	BR 0008	BATA	8921	SFOBB FasTrak® Lane Conversion***	Support	$ -	$ -	$ -
					Capital	1,775,000	-	1,775,000
		N/A	N/A		Total	$ 1,775,000	$ -	$ 1,775,000
232	BR 0009	BATA	8922	Metering Lights Upgrade	Support	$ 1,000,000	$ -	$ 1,000,000
					Capital	17,000,000	-	17,000,000
		N/A	N/A		Total	$ 18,000,000	$ -	$ 18,000,000
233	BR 0010	BATA	8920	SFO Plaza and Canopy Improvements***	Support	$ 3,991,000	$ -	$ 3,991,000
					Capital	5,272,000	-	5,272,000
		N/A	N/A		Total	$ 9,263,000	$ -	$ 9,263,000
234	BR 0011	BATA	8923	Bridge Documentation	Support	$ -	$ -	$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	$ 500,000	$ -	$ 500,000
235	BR 0013	BATA	8602	Hybrid/ETC Lane Modifications***	Support	$ -	$ -	$ -
					Capital	874,000	-	874,000
		N/A	N/A		Total	$ 874,000	$ -	$ 874,000
236	BR 0014	BATA	8907	Toll Plaza Maintenance Agreement	Support	$ 875,000	$ -	$ 875,000
					Capital	42,608,000	3,200,000	45,808,000
		N/A	N/A		Total	$ 43,483,000	$ 3,200,000	$ 46,683,000
237	BR 0016	BATA	8631	Callboxes***	Support	$ -	$ -	$ -
					Capital	2,344,000	-	2,344,000
		N/A	N/A		Total	$ 2,344,000	$ -	$ 2,344,000
238	BR 0017	BATA	8900	2003 CSC Procurement	Support	$ 1,679,000	$ -	$ 1,679,000
					Capital	10,679,000	-	10,679,000
		N/A	N/A		Total	$ 12,358,000	$ -	$ 12,358,000
239	BR 0018	BATA	8901	Ongoing Toll Tag Procurement	Support	$ -	$ -	$ -
					Capital	117,899,532	-	117,899,532
		N/A	N/A		Total	$ 117,899,532	$ -	$ 117,899,532
240	BR 0019	BATA	8902	2012 CSC Procurement	Support	$ -	$ -	$ -
					Capital	27,613,984	-	27,613,984
		N/A	N/A		Total	$ 27,613,984	$ -	$ 27,613,984
241	BR 0020	BATA	8903	Future Lane/Host Upgrades and Replacement (ATCAS)	Support	$ -	$ -	$ -
					Capital	43,595,000	1,000,000	44,595,000
		N/A	N/A		Total	$ 43,595,000	$ 1,000,000	$ 44,595,000
242	BR 0021	BATA	8904	FasTrak® Sign and Sign Structure Improvements	Support	$ 1,000,000	$ -	$ 1,000,000
				(Strategic Plan)	Capital	28,510,130	-	28,510,130
		N/A	N/A		Total	$ 29,510,130	$ -	$ 29,510,130
243	BR 0022	BATA	8905	Misc Bridge Improvements	Support	$ 400,000	$ -	$ 400,000
					Capital	46,453,741	-	46,453,741
		N/A	N/A		Total	$ 46,853,741	$ -	$ 46,853,741
244	BR 0023	BATA	8908	BATA Technology Infrastructure	Support	$ -	$ -	$ -
				(HW, SW, NETWORK)	Capital	5,835,000	-	5,835,000
		N/A	N/A		Total	$ 5,835,000	$ -	$ 5,835,000
245	BR 0025	BATA	8912	Tag Inventory Conversion	Support	$ 200,000	$ -	$ 200,000
				(Upgrade Technology)***	Capital	1,736,500	-	1,736,500
		N/A	N/A		Total	$ 1,936,500	$ -	$ 1,936,500
246	BR 0026	BATA	8914	Violation Enforcement System***	Support	$ -	$ -	$ -
					Capital	7,842,000	-	7,842,000
		N/A	N/A		Total	$ 7,842,000	$ -	$ 7,842,000
247	BR 0027	BATA	8916	Bay Crossing Study***	Support	$ 540,000	$ -	$ 540,000
					Capital	-	-	-
		N/A	N/A		Total	$ 540,000	$ -	$ 540,000
248	BR 0028	BATA	8917	BATA Technology Security	Support	$ -	$ -	$ -
					Capital	4,583,333	-	4,583,333
		N/A	N/A		Total	$ 4,583,333	$ -	$ 4,583,333

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
249	BR 0029	BATA	8926	Bridge Modeling and Investigations	Support	$ 2,000,000	$ -	$ 2,000,000
					Capital	3,151,198	-	3,151,198
		N/A	N/A		Total	$ 5,151,198	$ -	$ 5,151,198
250	BR 0030	BATA	8000-16	Program Monitoring	Support	$ -	$ -	$ -
					Capital	50,394,709	-	50,394,709
		N/A	N/A		Total	$ 50,394,709	$ -	$ 50,394,709
251	BR 0031	BATA	8000-05	Capital Program Audits	Support	$ -	$ -	$ -
					Capital	10,000,000	-	10,000,000
		N/A	N/A		Total	$ 10,000,000	$ -	$ 10,000,000
252	BR 0034	BATA	8924	Antioch Bridge	Support	$ -	$ -	$ -
				CCTA 160/4 Interchange	Capital	50,000,000	-	50,000,000
		N/A	N/A		Total	$ 50,000,000	$ -	$ 50,000,000
253	BR 0035	BATA	8930	Richmond-San Rafael Bridge	Support	$ 4,694,000	$ -	$ 4,694,000
				I-580 Access Improvements	Capital	93,409,000	2,100,000	95,509,000
		N/A	N/A		Total	$ 98,103,000	$ 2,100,000	$ 100,203,000
254	BR 0038	BATA	8937	2020 CSC Procurement	Support	$ -	$ -	$ -
					Capital	44,000,000	(10,000,000)	34,000,000
		N/A	N/A		Total	$ 44,000,000	$ (10,000,000)	$ 34,000,000
255	BR 0039	BATA	8933	Plan Bay Area TMS	Support	$ -	$ -	$ -
					Capital	9,000,000	-	9,000,000
		N/A	N/A		Total	$ 9,000,000	$ -	$ 9,000,000
256	BR 0040	BATA	8012	Open Road Tolling (ORT)	Support	$ -	$ -	$ -
					Capital	68,200,603	4,500,000	72,700,603
		N/A	N/A		Total	$ 68,200,603	$ 4,500,000	$ 72,700,603
257	BR 0043	BATA	8936	Backhaul Connection Infrastructure	Support	$ -	$ -	$ -
					Capital	1,000,000	-	1,000,000
		N/A	N/A		Total	$ 1,000,000	$ -	$ 1,000,000
258	BR 0044	BATA	8540	Regional Transportation Sea Level Rise Asset	Support	$ -	$ -	$ -
					Capital	1,500,000	-	1,500,000
		N/A	N/A		Total	$ 1,500,000	$ -	$ 1,500,000
259	BR 0045	BATA	8530	Drainage studies for the Bridges	Support	$ -	$ -	$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	$ 500,000	$ -	$ 500,000
260	BR 0046	BATA	8528	Bay Lights Maintenance	Support	$ -	$ -	$ -
					Capital	3,411,000	313,000	3,724,000
		N/A	N/A		Total	$ 3,411,000	$ 313,000	$ 3,724,000
261	BR 0047	BATA	8938	Misc East Span Project Improvements	Support	$ -	$ -	$ -
					Capital	9,600,854	-	9,600,854
		N/A	N/A		Total	$ 9,600,854	$ -	$ 9,600,854
262	BR 0048	BATA	8939	Asset Management	Support	$ -	$ -	$ -
					Capital	8,932,976	-	8,932,976
		N/A	N/A		Total	$ 8,932,976	$ -	$ 8,932,976
263	BR 0049	BATA	8941	CHP - COZEEP/MAZEEP	Support	$ 200,000	$ -	$ 200,000
					Capital	1,006,000	-	1,006,000
		N/A	N/A		Total	$ 1,206,000	$ -	$ 1,206,000
264	BR 0050	BATA	8940	HOV Lane Enforcement	Support	$ 2,600,000	$ -	$ 2,600,000
				Vehicle Occupancy	Capital	4,000,000	-	4,000,000
		N/A	N/A		Total	$ 6,600,000	$ -	$ 6,600,000
265	BR 0051	BATA	8942	Bridge Yard Capital Improvements	Support	$ -	$ -	$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	$ 500,000	$ -	$ 500,000
266	BR 0052	BATA	8943	West Oakland Link (WOL)	Support	$ -	$ -	$ -
				Phase 2	Capital	3,530,000	-	3,530,000
		N/A	N/A		Total	$ 3,530,000	$ -	$ 3,530,000
267	BR 0053	BATA	8944	Dumbarton Bridge Operational Improvement	Support	$ -	$ -	$ -
					Capital	26,726,000	-	26,726,000
		N/A	N/A		Total	$ 26,726,000	$ -	$ 26,726,000

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency / Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
268	BR 0054	BATA	8945	Next Gen Clipper (C2) System	Support	$ -	$ -	$ -
					Capital	9,600,000	-	9,600,000
		N/A	N/A		Total	$ 9,600,000	$ -	$ 9,600,000
269	BR 0055	BATA	8946	I-680/I-80/SR-12 Interchange Package 2A	Support	$ -	$ -	$ -
					Capital	14,300,000	-	14,300,000
		N/A	N/A		Total	$ 14,300,000	$ -	$ 14,300,000
270	BR 0056	BATA	8947	Resilient SR 37	Support	$ -	$ -	$ -
					Capital	10,000,000	1,000,000	11,000,000
		N/A	N/A		Total	$ 10,000,000	$ 1,000,000	$ 11,000,000
271	BR 0057	BATA	8948	I-580 Richmond-San Rafael Bridge Forward	Support	$ 7,471,920	$ 1,000,000	$ 8,471,920
				Open Road Tolling and HOV Lane	Capital	-	-	-
		N/A	N/A		Total	$ 7,471,920	$ 1,000,000	$ 8,471,920
272	BR 0058	BATA	8949	Regional Transportation Commute Challenge	Support	$ -	$ -	$ -
				Carryover from FY19-20	Capital	2,000,500	-	2,000,500
		N/A	N/A		Total	$ 2,000,500	$ -	$ 2,000,500
273	BR 0059	BATA	8950	West Oakland Link (WOL)	Support	$ 16,210,000	$ -	$ 16,210,000
				Phase 1	Capital	10,006,000	7,400,000	17,406,000
		N/A	N/A		Total	$ 26,216,000	$ 7,400,000	$ 33,616,000
274	BR 0060	BATA	8951	SFOBB ORT Civil Design	Support	$ 3,177,000	$ -	$ 3,177,000
					Capital	3,477,000	660,000	4,137,000
		N/A	N/A		Total	$ 6,654,000	$ 660,000	$ 7,314,000
275	BR 0061	BATA	8954	Bay Bridge Forwards	Support	$ -	$ -	$ -
					Capital	5,000,000	-	5,000,000
		N/A	N/A		Total	$ 5,000,000	$ -	$ 5,000,000
276	BR 0062	BATA	8952	Bay Skyway - CCO to YBI	Support	$ -	$ -	$ -
					Capital	2,700,000	-	2,700,000
		N/A	N/A		Total	$ 2,700,000	$ -	$ 2,700,000
277	BR 0063	BATA	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	Support	$ 1,400,000	$ 200,000	$ 1,600,000
					Capital	5,902,000	-	5,902,000
		N/A	N/A		Total	$ 7,302,000	$ 200,000	$ 7,502,000
278	BR 0064	BATA	8955	Misc Toll Plaza Improvements	Support	$ -	$ -	$ -
					Capital	1,000,000	-	1,000,000
		N/A	N/A		Total	$ 1,000,000	$ -	$ 1,000,000
279	BR 0065	BATA	8956	Seismic and Code Changes	Support	$ -	$ -	$ -
					Capital	1,000,000	-	1,000,000
		N/A	N/A		Total	$ 1,000,000	$ -	$ 1,000,000
280	BR 0067	BATA	8957	Emeryville Crescent Adaptation Plan (SFEP)	Support	$ -	$ -	$ -
					Capital	500,000	-	500,000
		N/A	N/A		Total	$ 500,000	$ -	$ 500,000
281	BR Res	BATA	8928	BATA Program Contingency	Support	$ -	$ -	$ -
				RM1 and Seismic Closeout	Capital	25,742,759	7,000,000	32,742,759
		N/A	N/A		Total	$ 25,742,759	$ 7,000,000	$ 32,742,759

		Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
*Caltrans Capital includes capital outlay construction and right-of-way.	**Toll Bridge Rehabilitation Program Summary**	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
		Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
		Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**
**Previous expenses covered in RM1 Program.	Caltrans Rehabilitation Program Summary	Support	$ 613,643,617	$ 81,366,000	$ 695,009,617
*** Project closed to expenditure reimbursement June 30, 2024 or earlier.		Capital	$ 1,252,410,863	$ 30,214,000	$ 1,282,624,863
		Total	$ 1,866,054,480	$ 111,580,000	$ 1,977,634,480
	BATA Rehabilitation Program Summary	Support	$ 64,774,920	$ 1,200,000	$ 65,974,920
		Capital	$ 897,866,882	$ 17,173,000	$ 915,039,882
		Total	$ 962,641,803	$ 18,373,000	$ 981,014,803

Attachment C-1
Bay Area Toll Authority
Rehabilitation Program Budget Details

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

NEW PROJECT

	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
Toll Bridge Rehabilitation Program Summary	**Support**	**$ 678,418,537**	**$ 82,566,000**	**$ 760,984,537**
	Capital	**$ 2,150,277,746**	**$ 47,387,000**	**$ 2,197,664,746**
	Total	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Line No.	Project No.	Agency Bridge	Project EA	Description	Funding Component	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date

Funding Agreements	Program	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
	Total	**$ 20,328,000**	**$ -**	**$ 20,328,000**
Alameda County Transportation Commission - Measure B	8950	$ 3,000,000	$ -	$ 3,000,000
Active Transportation Program - Cycle 5 (Transfer from MTC)	8953	$ 4,302,000	$ -	$ 4,302,000
Regional Measure 2	8944	$ 4,026,000	$ -	$ 4,026,000
Regional Measure 3	8944	$ 4,000,000	$ -	$ 4,000,000
Regional Measure 3	6814	$ 5,000,000	$ -	$ 5,000,000

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

Resolution No.: 195
Date: June 24, 2026
W.I.: 1255

Line No.	Project No.	Project Title	FY 2025-26 Life-to-Date Amendment No. 1	FY 2026-27 Approved	FY 2026-27 Life-To-Date
1	6811	Antioch Bridge Rehab	595,000	1,430,000	2,025,000
2	6812	Benicia-Martinez Bridge Rehab	7,041,588	14,254,000	21,295,588
3	6813	Carquinez Bridge Rehab	54,829,386	9,400,000	64,229,386
4	6814	Richmond-San Rafel Bridge Rehab	350,675,349	25,700,000	376,375,349
5	6825	San Francisco-Oakland Bay Bridge Rehab	600,217,434	6,300,000	606,517,434
6	6826	San Mateo-Hayward Bridge Rehab	333,546,682	5,220,000	338,766,682
7	6827	Dumbarton Bridge Rehab	9,628,396	705,000	10,333,396
8	6828	All Bridges Rehab	365,961,824	27,571,000	393,532,824
9	6829	Caltrans Reserve	17,400,734	20,000,000	37,400,734
10	8030	Completed/Defunded/Transferred Projects	117,302,329	-	117,302,329
11	8033	Minor Toll Plaza Rehab Projects	3,332,836	1,000,000	4,332,836
12	8210	New Benicia Bridge *	530,617	-	530,617
13	8315	Site Mitigation & Landscaping	154,177	-	154,177
14	8615	I-880/SR-92 Landscaping**	4,545,563	-	4,545,563
15	8629	Minor Bridge Rehab Projects	292,566	-	292,566
		TOTAL CALTRANS REHAB BUDGET	**$ 1,866,054,480**	**$ 111,580,000**	**$ 1,977,634,480**
16	8012	Open Road Tolling (ORT)	68,200,603	4,500,000	72,700,603
17	8528	Bay Lights Maintenance	3,411,000	313,000	3,724,000
18	8530	Drainage Studies for the Bridge	500,000	-	500,000
19	8531	Benicia New Toll Plaza ORT	4,153,000	-	4,153,000
20	8539	SFOBB Eyebar Repair Review	2,914,000	-	2,914,000
21	8540	Regional Transportation Sea Level Rise Asset	1,500,000	-	1,500,000
22	8594	SFOBB West Span Pathway PSR	18,300,000	-	18,300,000
23	8602	Hybrid/ETC Lane Modifications	874,000	-	874,000
24	8631	Procure New Callboxes	2,344,000	-	2,344,000
25	8900	2003 CSC Procurement	12,358,000	-	12,358,000
26	8901	ETC Transponder Procurement	117,899,532	-	117,899,532
27	8902	2012 CSC Procurement	27,613,984	-	27,613,984
28	8903	ATCAS Lane Host Upgrades	43,595,000	1,000,000	44,595,000
29	8904	Fastrak Sign & Sign Structure Improvements	29,510,130	-	29,510,130
30	8905	Misc. Bridge Improvements	46,853,741	-	46,853,741
31	8907	Toll Plaza Capital Improvements	43,483,000	3,200,000	46,683,000
32	8908	Enterprise Computing HW/SW	5,835,000	-	5,835,000
33	8909	Gateway Park Planning	18,774,863	-	18,774,863
34	8912	ETC Transponder Tag Swap	1,936,500	-	1,936,500
35	8913	SFOBB Administration Building	25,319,200	-	25,319,200
36	8914	Violation Enforcement System Upgrade	7,842,000	-	7,842,000
37	8916	Bay Crossing Study	540,000	-	540,000
38	8917	IT Security Procedures & Policies	4,583,333	-	4,583,333
39	8918	Maintenance Complex	531,000	-	531,000
40	8920	Plaza and Canopy Improvements	9,263,000	-	9,263,000
41	8921	SFOBB Lane 17 & 18 Lane Reconfiguration	1,775,000	-	1,775,000
42	8922	Metering Lights Replacement	18,000,000	-	18,000,000
43	8923	Bridge Records Recordation and Storage	500,000	-	500,000
44	8924	Antioch Bridge Approach	50,000,000	-	50,000,000
45	8926	Bridge Modeling & Investigations	5,151,198	-	5,151,198
46	8928	BATA Program Contingency	25,742,759	7,000,000	32,742,759
47	8930	Richmond-San Rafel Bridge Rehab	98,103,000	2,100,000	100,203,000
48	8933	Plan Bay Area TMS	9,000,000	-	9,000,000
49	8936	Backhaul Connection Infrastructure	1,000,000	-	1,000,000
50	8937	Future CSC Procurement	44,000,000	(10,000,000)	34,000,000
51	8938	Misc. East Span Project Improvements	9,600,854	-	9,600,854
52	8939	Asset Management	8,932,976	-	8,932,976
53	8940	HOV Lane Enforcement	6,600,000	-	6,600,000
54	8941	CHP - COZEEP/MAZEEP	1,206,000	-	1,206,000
55	8942	Bridge Yard Capital Improvements	500,000	-	500,000
56	8943	Bike/Ped Access to East Span of SFOBB	3,530,000	-	3,530,000
57	8944	Dumbarton Approach and Transit Strategies	26,726,000	-	26,726,000
58	8945	Next Gen Clipper (C2) System	9,600,000	-	9,600,000
59	8946	I-680/I-80/ISR-12 Interchange	14,300,000	-	14,300,000
60	8947	Resilient SR 37	10,000,000	1,000,000	11,000,000
61	8948	I-580 Richmond-San Rafael Bridge Forward Open Road Tolling and HOV Lane	7,471,920	1,000,000	8,471,920
62	8949	Regional Transportation Commute Challenge	2,000,500	-	2,000,500
63	8950	Link: Bike/Ped Access to East Span of SFOBB Design	26,216,000	7,400,000	33,616,000
64	8951	SFOBB ORT Civil Design	6,654,000	660,000	7,314,000
65	8954	Bay Bridge Forwards	5,000,000	-	5,000,000
66	8952	Bay Skyway - CCO to YBI	2,700,000	-	2,700,000
67	8953	Richmond-San Rafael Bridge Shared Use Path Gap Closure	7,302,000	200,000	7,502,000
68	8000-05	Capital Program Audit	10,000,000	-	10,000,000
69	8000-16	SRA/RM1 Program Monitoring	50,394,709	-	50,394,709
70	8955	Misc Toll Plaza Improvements	1,000,000	-	1,000,000
71	8956	Seismic and Code Changes	1,000,000	-	1,000,000
72	8957	Emeryville Crescent Adaptation Plan (SFEP)	500,000	-	500,000
		TOTAL BATA REHAB BUDGET	**$ 962,641,803**	**$ 18,373,000**	**$ 981,014,803**
		TOTAL REHAB BUDGET	**$ 2,828,696,283**	**$ 129,953,000**	**$ 2,958,649,283**

Resolution No.:	195
Date:	June 24, 2026
W.I.:	8801-8840

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 March 31, 2026	Toll Funding
1	BART/Muni Connection at Embarcadero and Civic Center Stations	BART	$ 717,000	$ 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	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	99,744,000	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	2,500,000	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	95,796,000	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	34,982,000	35,000,000
19	Real Time Transit	Metropolitan Transportation Commission	19,971,000	20,000,000
20	Safe Routes to Transit	East Bay Bicycle Coalition / Transform	22,403,000	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)	41,418,000	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	183,296,000	186,000,000
32	I-580 (Tri Valley) Rapid Transit Corridor Improvements	Alameda County Transportation Commission (ACTC)	59,737,000	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	4,863,000	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	1,949,000	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	**$ 1,558,699,000**	**$ 1,589,000,000**

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

BAY AREA TOLL AUTHORITY

Resolution No.: 195
Date: June 24, 2026
W.I.: 8130-8831

Attachment E
Bay Area Toll Authority
AB1171 Capital Program Budget Summary

Project No.	Project Title	Project Sponsor(s)	Actuals thru March 31, 2026	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 Transporation Authority, Capitol Corridor JPA, Alameda County Transportation Commission (ACTC)	70,023,000	95,000,000
5	I-80/I-680 Interchange	STA, MTC	2,800,000	100,000,000
6	Fairfield/Vacaville Train Station	STA, MTC	9,000,000	9,000,000
7	BART to Warm Springs	BART, MTC	99,928,000	5,000,000
8	Regional Express Lanes Network	MTC	10,150,000	2,800,000
9	VTA Mission/Warren/Truck Rail Facility	VTA	5,811,000	6,500,000
10	Other Corridor Improvements	MTC	5,000,000	10,200,000
	TOTAL		**$ 543,715,000**	**$ 570,000,000**

Resolution No.:	195
Date:	June 24, 2026
W.I.:	8741-8775

BAY AREA TOLL AUTHORITY

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

Project Number	Project Title	Actuals thru March 31, 2026	Toll Funding
1	BART Expansion Cars	$ 372,217,000	$ 500,000,000
2	Bay Area Corridor Express Lanes	91,573,000	300,000,000
3	Goods Movement and Mitigation	9,870,000	160,000,000
4	San Francisco Bay Trail/Safe Routes to Transit	-	150,000,000
5	Ferry Enhancement Program	4,081,000	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	176,000	325,000,000
10	MUNI Fleet Expansion and Facilities	27,075,000	140,000,000
11	Core Capacity Transit Improvements	-	140,000,000
12	Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements	2,982,000	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	112,523,000	130,000,000
16	San Jose Diridon Station	28,725,000	100,000,000
17	Dumbarton Corridor Improvements	9,000	130,000,000
18	Highway 101/State Route 92 Interchange	1,046,000	50,000,000
19	Contra Costa Interstate 680/State Route 4 Interchange Improvements	12,945,000	210,000,000
20	Highway 101-Marin/Sonoma Narrows	59,267,000	120,000,000
21	Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project	5,466,000	150,000,000
22	Interstate 80 Westbound Truck Scales	22,748,000	105,000,000
23	State Route 37 Improvements	13,949,000	100,000,000
24	San Rafael Transit Center	-	30,000,000
25	Richmond-San Rafael Bridge Access Improvements	4,633,000	210,000,000
26	North Bay Transit Access Improvements	31,236,000	100,000,000
27	State Route 29	19,565,000	20,000,000
28	Next-Generation Clipper Transit Fare Payment System	-	50,000,000
29	Interstate 680/Interstate 880/Route 262 Freeway Connector	2,325,000	15,000,000
30	Interstate 680/State Route 84 Interchange Reconstruction Project	76,126,000	85,000,000
31	Interstate 80 Transit Improvements	1,676,000	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	13,369,000	15,000,000
35	Interstate 680 Transit Improvements	120,000	10,000,000
	TOTAL	**$ 913,702,000**	**$ 4,450,000,000**

Resolution No.:	195
Date:	June 24, 2026
W.I.:	8040-8042

Attachment G

Bay Area Toll Authority

FasTrak® Capital Systems (New) [i]

Program #		Actuals thru March 31, 2026	FY 2025-26 Approved	FY 2026-27 Approved	FY 2026-27 Life-To-Date
8041	Back Office System Operations	$ -	$ -	$ 5,000,000	$ 5,000,000
8042	FasTrak® Website - Capitalized	-	-	5,000,000	5,000,000
	TOTAL	**$ -**	**$ -**	**$ 10,000,000**	**$ 10,000,000**

i - FasTrak® Capital Systems is a new capital fund budget funded by BATA Rehab funds.

Resolution No.:	195
Date:	June 24, 2026
W.I.:	1251-1258

Attachment H
Fund Reserve Designations
(effective July 1, 2026)

The Authority designates and reserves an amount not less than $1 billion to be maintained for authorized purposes, including but not limited to:

- Risk Reserve	$ 750 million
- 2 years Operations & Maintenance*	$ 356 million
- Emergency reserve (Co-op)	$ 50 million

No funds shall be withdrawn from the reserve without specific authorization of the Authority.

___

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

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY (BAIFA) BUDGET

Bay Area Infrastructure Financing Authority

BAIFA

June 24, 2026 **Agenda Item 4a - 26-0745**

Bay Area Infrastructure Financing Authority (BAIFA) Resolution No. 57 - Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget

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Subject:

Staff requests adoption of BAIFA Resolution No. 57, approving the FY 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft FY 2026-27 Operating and Capital Budget to the Authority as an information item. The proposed operating budget reflects updated assumptions, including an additional $875 thousand in projected interest revenue driven by higher interest rate expectations based on recent economic trends.

Expenditure adjustments include a $536 thousand increase in staffing costs due to a revised cost-of-living adjustment (COLA), consistent with Metropolitan Transportation Commission (MTC) labor agreements and recent Consumer Price Index (CPI) projections from the U.S. Bureau of Labor Statistic, and a reallocation of positions to BAIFA. The proposed budget also reflects an additional $12 thousand contribution to the Oracle Enterprise Resource Planning (ERP) system, as well as a $51 thousand increase in the funding to capital and rehabilitation programs. Updated cost assumptions also affect both operating expenses and offsetting reimbursement revenue from the San Mateo 101 Express Lane operations, each increasing by $57 thousand. The combined increase in operating expenses and transfers is $657 thousand. The combined effect of these changes is an increase to the projected operating surplus of $275 thousand.

Additionally, the proposed rehabilitation program budget includes a $45 thousand transfer to Metropolitan Transportation Commission (MTC) projects for consulting services.

Background:

The Bay Area Infrastructure Financing Authority (BAIFA) operates a 118-lane mile express lane network in the Bay Area. BAIFA is a joint powers authority between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA). BAIFA manages the Metropolitan Transportation Commission's express lanes (EL) on the Interstate 680 (I-680 EL) in Contra Costa County that spans 36 lane miles, on the Interstate 880 (I-880 EL) in Alameda County that spans 46 lane miles, and 36 lane miles that recently opened on Interstate 80 (I-80 EL) in Solano County and which began tolling operations in December 2025. Toll revenue is collected using FasTrak®, which is the electronic toll payment system used at the Bay Area's eight toll bridges and on the express lanes. BAIFA also operates and maintains the San Mateo 101 Express Lanes (SM 101 EL) under a cooperative agreement with the San Mateo County Express Lanes Joint Powers Authority (SMCELJPA), with expenses reimbursed by the SMCELJPA. While BAIFA has other responsibilities with respect to infrastructure financing, those have no impact on the agency's operating or capital budgets.

BAIFA's FY 2026–27 Operating and Capital Budget reflects a strong and stable financial position, supported by a full year of expanded express lane revenue generation, disciplined cost management, and significant reserves. Total operating revenue is projected at $118.7 million, inclusive of violation revenues, reimbursement revenues, interest, and other income. San Mateo 101 reimbursement revenue is projected to increase to $7.3 million. This portion of the budget is self-balancing, as BAIFA is fully reimbursed for its operational expenditures related to the SM 101 EL.

Operating expenses are projected at $52.9 million, a 10% increase, primarily driven by the first full year of I-80 EL operations.

Overall, BAIFA anticipates an operating surplus of $65.8 million, enabling $44.5 million in transfers to MTC projects and for capital and rehabilitation needs while still yielding a $21.3 million net surplus. This budget positions BAIFA to maintain a high-performing express lane network while advancing long-term capital and reinvestment priorities.

Operating Budget

The BAIFA proposed FY 2026-27 operating budget is summarized below (in thousands):

	FY 2025-26 Approved	FY 2026-27 Proposed	% Change
Toll Revenue	$93,162	$90,921	(2.4%)
Violations	$7,922	$9,950	25.6%
SM-101 Reimbursement	$6,579	$7,305	11.0%
Interest / Other	$9,055	$10,530	16.3%
Total Operating Revenue	**$116,718**	**$118,706**	**1.7%**
FasTrak O&M	$14,183	$12,048	(15.1%)
Express Lanes O&M	$18,865	$22,945	21.6%
Administration	$8,496	$10,632	25.1%
SM-101 Tolling Operations	$6,579	$7,305	11.0%
Total Operating Expense	**$48,123**	**$52,930**	**10.0%**
Operating Surplus	**$68,595**	**$65,776**	**(4.1%)**
Transfer In/(Out)-MTC	($339)	($351)	
Transfer In/(Out)-Capital Programs	($51,560)	($44,107)	
Net Operating Surplus/(Deficit)	**$16,696**	**$21,318**	

Total toll revenue is projected at $90.9 million, a 2.4% decrease compared to FY 2025-26. Performance on the I-680 and I-880 corridors remains steady and FY 2026-27 will include the first full year of tolling on the I-80 EL, including weekends. The proposed budget applies a 2.5% annual growth rate for I-680 EL and I-880 EL based on current trends and the 10-year financial plan. The overall decline in total projected toll revenue reflects the use of a more conservative estimate of revenue performance for the I-80 EL in FY 2026-27 than the FY 2025-26 budget. The current fiscal year's revenue assumptions for the newly opened I-80 EL did not benefit from actual usage data. The proposed FY 2026-27 budget uses observed weekday traffic volumes with adjustments for weekend activity as of March 2026 as its basis.

The projection of violation revenue for FY 2026-27 is based on the current year's actual trend, which is on pace to exceed the original budget. The proposed budget incorporates growth from

1-80 EL full year operations while at the same time moderating this growth trend for the I-680 and I-880 ELs from prior-year levels as COVID-era backlogs taper off in line with the Bay Area Toll Authority's (BATA) systemwide assumptions. The result is projected FY 2026-27 violation revenue that reflects a $2.0 million increase over the FY 2025-26 budget.

Operating expenses total $52.9 million, which is a 10% increase compared to FY 2025-26, primarily driven by the first full year of I-80 EL operations. This growth reflects expanded express lane operations and maintenance requirements, including roadway and toll-system maintenance, an updated California Highway Patrol (CHP) enforcement agreement, Regional Operations Center (ROC) transition costs, and new backhaul contingency funding.

FasTrak® customer service expenses decline significantly due to a refinement in estimation methodology to better align budgets with historical expenses, while banking, collection, and DMV fees also decrease as one-time backlog related volumes from the pandemic era normalize.

Administrative expense projections increase in FY 2026-27 due to rising professional services expenditures reflecting expanded advisor support on the I-680 EL driven by increased field monitoring of multiple capital projects by others, and on the I-80 EL, as support costs shift from capital to operating.

Projected staffing costs are $4.2 million, reflecting a $920 thousand increase. Salaries incorporate a 3.8% cost-of-living adjustment (COLA) based on current consumer price index (CPI) forecasts and a net increase of 2.8 full-time equivalent (FTE) staff allocated to BAIFA. The actual COLA (3.8%) is pursuant to the Metropolitan Transportation Commission Memorandums of Understanding (MOU). The FY 2026–27 Indirect Cost Allocation Plan (ICAP) reflects a lower indirect cost rate, resulting in a projected reduction in overhead of approximately $673 thousand compared to the prior year. Based on these projections, BAIFA is expected to achieve a strong operating surplus of $65.8 million in FY 2026–27, highlighting the agency's solid financial position and continued progress in managing costs efficiently.

BAIFA also continues its funding to MTC projects totaling $351 thousand, including $270 thousand for ERP system costs. After planned transfers of $44.1 million to BAIFA capital and rehabilitation programs, the budget retains a $21.3 million net surplus, reinforcing BAIFA's ability to reinvest in system reliability, regional mobility, and long-term asset stewardship.

Attachment A presents the operating budget details. Staff is updating the BAIFA Express Lanes Ten-Year Financial Plan adopted in March 2024 and intends to present that update in the fall.

Reserves

Resolution No. 53, adopting the reserves policy for BAIFA, provides for BAIFA to set aside funds for Capital Repair & Replacement (R&R) reserve, Operations & Maintenance (O&M) reserve, and Emergency reserve. BAIFA's reserve position remains strong and fully compliant with policy. With a new FY 2026-27 transfer of $30.0 million from operating surplus and fund balance, the R&R reserve increases to $120.0 million, advancing toward the $135.0 million target. Both the O&M reserve at $30.0 million and the Emergency reserve at $25.0 million remain fully funded. The reserve provides flexibility to manage operational risks, absorb revenue variability, and support future capital and rehabilitation needs, positioning BAIFA for sustained operational reliability and disciplined long-term investment in the express lane network. Attachment D describes the fund reserve designations for FY 2026-27.

Capital and Rehabilitation Programs

BAIFA continues to advance critical capital investments and rehabilitation programs that sustain system performance, safety, and long-term express lane reliability. BAIFA maintains a portfolio of sixteen capital projects with a life-to-date budget of approximately $515.7 million. The FY 2026-27 budget for the capital development program includes $30.0 million in funding, driven largely by BAIFA's significant contribution toward the I-680 Northbound Express Lane completion project. These capital expenses are funded from the estimated operating surplus, ensuring that the projects are financially sustainable. A complete list of the BAIFA capital program is in Attachment B.

The BAIFA Rehabilitation Program is dedicated to the long-term maintenance and repair of the toll system for both existing and upcoming express lanes. This program ensures the continued efficiency and reliability of the toll infrastructure, which is vital for BAIFA's EL network. The FY 2026-27 life-to-date budget will be $132.4 million after providing $14.1 million for rehabilitation activities, including toll system refreshes, spare parts, and associated staff support, ensuring the express lane network remains modern and resilient and allocating a transfer to MTC projects to cover specialized consulting services. The toll system refresh is a multi-year project identified in BAIFA's financial plan that replaces the existing toll system as it begins to reach its end of useful life. Staff will present an overview of the project in the fall. A complete list, Attachment C, of projects in the Rehabilitation Program is included in the budget schedule.

The proposed FY 2026–27 BAIFA Operating and Capital Budget reflects a stable and well-managed financial plan that supports continued expansion and reliable operation of the Bay Area's express lane network. Updated assumptions since the May draft modestly improve the overall outlook, with higher interest revenue and targeted expenditure adjustments resulting in a net increase to the operating surplus.

With total operating revenues of $118.7 million and operating expenses of $52.9 million, the budget generates a strong operating surplus of $65.8 million. After planned transfers to capital and rehabilitation programs, BAIFA is projected to retain a net surplus of $21.3 million while maintaining fully funded reserves in compliance with policy.

Overall, the budget demonstrates prudent fiscal stewardship, supports system operations and enforcement, advances critical capital and rehabilitation investments, and positions BAIFA to sustain long-term system performance, reliability, and regional mobility.

Recommendation

Staff recommends adoption of Bay Area Infrastructure Financing Authority (BAIFA) Resolution No. 57, approving the BAIFA FY 2026-27 Operating and Capital Budget.

Attachments:

- BAIFA Resolution No. 57.
    - Attachment A: FY 2026-27 Operating Budget
    - Attachment B: FY 2026-27 Capital Budget
    - Attachment C: FY 2026-27 Rehabilitation Budget
    - Attachment D: Fund Reserve Designations
    - Attachment E: Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 6840, 6861

ABSTRACT

BAIFA Resolution No. 57

This resolution approves the Bay Area Infrastructure Financing Authority (BAIFA) FY 2026-27 Operating and Capital Budget.

Further discussion of the BAIFA Operating and Capital Budget is contained in BAIFA's Summary Sheet dated June 24, 2026.

Date: June 24, 2026
W.I.: 6840, 6861

Re: Bay Area Infrastructure Financing Authority FY 2026-27 Operating and Capital Budget

BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
RESOLUTION NO. 57

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, in accordance with the approved Resolution No. 53 adopting the BAIFA reserves policy, BAIFA is required to maintain certain reserves including operations & maintenance reserve maintained at twelve (12) months of fixed budgeted Operations and Maintenance (O&M) expenses for the fiscal year, emergency reserve that will be no less than $25 million, and capital repair & replacement reserve that will be equal to the maximum total of three (3) consecutive years of anticipated R&R costs, as identified in the BAIFA adopted Express Lanes 10-Year Financial Plan; and

WHEREAS, pursuant to the BAIFA and San Mateo County Express Lanes Joint Powers Authority (SMCELJPA) cooperative agreement for the operations and maintenance for the San Mateo County US 101 express lane project, BAIFA shall perform toll operations and maintenance work and SMCELJPA agrees to reimburse BAIFA for operational expenses identified in the agreement's scope of work; and

WHEREAS, BAIFA staff has prepared a budget setting forth the anticipated revenues and expenditures of BAIFA for FY 2026-27; now, therefore, be it

RESOLVED, that BAIFA's Operating and Capital Budget for FY 2026-27, 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 budget for FY 2026-27, 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 2026-27; 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 2026-27; and be it further

RESOLVED, that the Chief Financial Officer is authorized to establish and restrict an operations and maintenance reserve equivalent to twelve (12) months of fixed budgeted operations and maintenance expenses of all express lanes, an emergency reserve of no less than $25 million, and a capital repair and replacement reserve up to a maximum total of three (3) consecutive years of anticipated repair and replacement costs, as listed in Attachment D, and to fund the reserve with transfers approved in the annual adopted budget; 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 operations and maintenance, emergency 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

Susan A Noack

Sue Noack, 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 24, 2026.

Date: June 24, 2026
W.I.: 6840, 6861

Attachments A, B, C and D
BAIFA Resolution No. 57

Bay Area Infrastructure Financing Authority (BAIFA)
FY 2026-27 Operating and Capital Budget

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
FY 2026-27 OPERATING BUDGET

Resolution No.: 57
Date: June 24, 2026
W.I.: 6861, 6863, 6864

EXPRESS LANES REVENUE-EXPENSE SUMMARY

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	**$ 77,180,177**	**$ 116,717,949**	**$ 118,705,659**	$ 1,987,710	1.7%
Total Operating Expense	**$ 21,335,821**	**$ 48,122,528**	**$ 52,929,677**	$ 4,807,149	10.0%
Operating Surplus/(Deficit) before Transfer	**$ 55,844,356**	**$ 68,595,421**	**$ 65,775,982**	$ (2,819,439)	-4.1%
Transfer In/(Out) MTC	**$ (36,577)**	**$ (339,055)**	**$ (351,050)**	$ 11,995	-3.5%
Total Operating Surplus/(Deficit)	**$ 55,807,778**	**$ 68,256,366**	**$ 65,424,932**	$ (2,831,434)	-4.1%
Transfer In/(Out) Capital Programs	**$ (38,670,000)**	**$ (51,560,000)**	**$ (44,106,567)**		
Net Surplus/(Deficit) After Capital Transfers	**$ 17,137,778**	**$ 16,696,366**	**$ 21,318,365**		
Transfer In/(Out) Operating Reserve	**$ (17,137,778)**	**$ (16,696,366)**	**$ (21,318,365)**		
Net Operating Surplus/(Deficit)	**$ -**	**$ -**	**$ -**		

USE OF OPERATING RESERVE

Beginning Operating Fund Balance	**$ 66,444,087**	**$ 66,444,087**	**$ 45,740,453**
Transfer In/(Out) Operating Surplus/(Deficit)	$ 17,137,778	$ 16,696,366	$ 21,318,365
Transfer In/(Out) Operations & Maintenance Reserve	-	(7,400,000)	-
Transfer In/(Out) Emergency Reserve	-	-	-
Transfer In/(Out) Capital Reserve	(28,050,000)	(30,000,000)	(30,000,000)
Total Transfer In/(Out) Operating Reserve	**$ (10,912,222)**	**$ (20,703,634)**	**$ (8,681,635)**
Ending Operating Fund Balance	**$ 55,531,865**	**$ 45,740,453**	**$ 37,058,818**

REVENUE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
EL Toll Revenue	$ 57,800,391	$ 93,161,879	$ 90,920,859	$ (2,241,020)	-2.4%
General Toll Revenue (subtotal)	**$ 57,800,391**	**$ 93,161,879**	**$ 90,920,859**	$ (2,241,020)	-2.4%
Violations Revenue	$ 7,250,573	$ 7,921,805	$ 9,950,246	$ 2,028,441	25.6%
Violation Revenue (subtotal)	**$ 7,250,573**	**$ 7,921,805**	**$ 9,950,246**	$ 2,028,441	25.6%
SM-101 Reimbursement	**$ 2,613,385**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%
Interest and Other Revenue	**$ 9,515,827**	**$ 9,054,995**	**$ 10,529,765**	$ 1,474,770	16.3%
Total Operating Revenue	**$ 77,180,177**	**$ 116,717,949**	**$ 118,705,659**	$ 1,987,710	1.7%

EXPENSE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
RCSC Operations	$ 2,974,106	$ 9,405,857	$ 7,654,000	$ (1,751,857)	-18.6%
Banking/Credit Card Fees	1,299,662	2,927,000	2,823,000	(104,000)	-3.6%
Collections/DMV Expenses	865,458	1,850,000	1,571,000	(279,000)	-15.1%
FasTrak® Operations and Maintenance (Subtotal)	**$ 5,139,227**	**$ 14,182,857**	**$ 12,048,000**	$ (2,134,857)	-15.1%

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Center	$ 705,034	$ 1,456,912	$ 2,083,000	$ 626,088	43.0%
California Highway Patrol Enforcement	1,351,165	4,805,194	6,184,000	1,378,806	28.7%
Roadway Maintenance	1,319,653	3,890,556	3,535,000	(355,556)	-9.1%
Caltrans Expenditure	65,286	700,000	700,000	-	0.0%
Toll System Operations & Maintenance	3,905,166	7,661,511	9,808,131	2,146,620	28.0%
Backhaul Operations and Maintenance	107,242	350,443	634,618	284,175	81.1%
Express Lanes Operations and Maintenance (Subtotal)	**$ 7,453,546**	**$ 18,864,616**	**$ 22,944,749**	$ 4,080,133	21.6%
Operations and Maintenance Total	**$ 12,592,773**	**$ 33,047,473**	**$ 34,992,749**	$ 1,945,276	5.9%
Salaries and Benefits	$ 2,054,554	$ 3,328,673	$ 4,248,495	$ 919,822	27.6%
Professional/Consultant Service	273,982	1,515,674	2,949,835	1,434,161	94.6%
Overhead	1,464,281	2,028,160	1,354,708	(673,452)	-33.2%
Audit/Accounting	78,442	120,000	144,000	24,000	20.0%
Insurance	39,240	47,728	49,357	1,629	3.4%
Other	287,461	1,455,550	1,885,744	430,194	29.6%
Express Lanes Administration (Subtotal)	**$ 4,197,959**	**$ 8,495,785**	**$ 10,632,139**	$ 2,136,354	25.1%
San Mateo 101 Tolling Operations Services	**$ 4,545,090**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%
Total Operating Expense	**$ 21,335,821**	**$ 48,122,528**	**$ 52,929,677**	$ 4,807,149	10.0%

TRANSFER DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out)					
Transfer In/(Out) MTC	**$ (36,577)**	**$ (339,055)**	**$ (351,050)**	$ (11,995)	3.5%
Transfer In/(Out) Capital & Rehab Program	**$ (38,670,000)**	**$ (51,560,000)**	**$ (44,106,567)**	$ 7,453,433	-14.5%
Transfer In/(Out) O&M & Capital Reserve	**$ (28,050,000)**	**$ (37,400,000)**	**$ (30,000,000)**	$ 7,400,000	-19.8%
Transfers In/(Out) Operating Reserve	**$ 8,980,517**	**$ 20,703,634**	**$ 8,681,635**	$ (12,021,999)	-58.1%

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
FY 2026-27 OPERATING BUDGET

Resolution No.: 57
Date: June 24, 2026
W.I.: 6861

680 EXPRESS LANES REVENUE-EXPENSE

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	**$ 19,919,363**	**$ 21,263,038**	**$ 23,852,860**	$ 2,589,822	12.2%
Total Operating Expense	**$ 6,426,972**	**$ 12,223,185**	**$ 12,944,447**	$ 721,262	5.9%
Operating Surplus/(Deficit) before Transfer	**$ 13,492,391**	**$ 9,039,853**	**$ 10,908,413**	$ 1,868,560	20.7%
Transfer In/(Out) MTC	**$ (18,289)**	**$ (139,941)**	**$ (117,017)**	$ 22,924	-16.4%
Total Operating Surplus/(Deficit)	**$ 13,474,103**	**$ 8,899,912**	**$ 10,791,396**	$ 1,891,484	21.3%
Transfer In/(Out) Capital Programs	**$ (28,734,000)**	**$ (38,312,000)**	**$ (38,960,381)**		
Net Surplus/(Deficit) After Capital Transfers	**$ (15,259,897)**	**$ (29,412,088)**	**$ (28,168,985)**		
Transfer In/(Out) Operating Reserve	**$ 15,259,897**	**$ 29,412,088**	**$ 28,168,985**		
Net Operating Surplus/(Deficit)	**$ -**	**$ -**	**$ -**		

USE OF OPERATING RESERVE

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved
Transfer In/(Out) Operating Surplus/(Deficit)	$ (15,259,897)	$ (29,412,088)	$ (28,168,985)
Transfer In/(Out) Operations & Maintenance Reserve	-	(3,700,000)	-
Transfer In/(Out) Emergency Reserve	-	-	-
Transfer In/(Out) Capital Reserve	(7,725,000)	(6,600,000)	(5,700,000)
Total Transfer In/(Out) Operating Reserve	**$ (22,984,897)**	**$ (39,712,088)**	**$ (33,868,985)**

REVENUE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
CC-680 Toll Revenue	$ 15,018,890	$ 16,508,597	$ 18,717,904	$ 2,209,307	13.4%
General Toll Revenue (subtotal)	**$ 15,018,890**	**$ 16,508,597**	**$ 18,717,904**	$ 2,209,307	13.4%
Violations Revenue	$ 2,685,188	$ 2,598,542	$ 2,703,271	$ 104,729	4.0%
Violation Revenue (subtotal)	**$ 2,685,188**	**$ 2,598,542**	**$ 2,703,271**	$ 104,729	4.0%
Interest and Other Revenue	**$ 2,215,285**	**$ 2,155,899**	**$ 2,431,685**	$ 275,786	12.8%
Total Operating Revenue	**$ 19,919,363**	**$ 21,263,038**	**$ 23,852,860**	$ 2,589,822	12.2%

EXPENSE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
RCSC Operations	$ 993,841	$ 1,956,907	$ 1,831,000	$ (125,907)	-6.4%
Banking/Credit Card Fees	411,226	606,000	655,000	49,000	8.1%
Collections/DMV Expenses	256,897	488,000	345,000	(143,000)	-29.3%
FasTrak® Operations and Maintenance (Subtotal)	**$ 1,661,963**	**$ 3,050,907**	**$ 2,831,000**	$ (219,907)	-7.2%
Operating Center	$ 374,399	$ 597,695	$ 773,000	$ 175,305	29.3%
California Highway Patrol Enforcement	528,375	1,002,321	1,017,000	14,679	1.5%
Roadway Maintenance	468,231	1,212,778	1,125,000	(87,778)	-7.2%
Caltrans Expenditure	29,373	200,000	200,000	-	0.0%
Toll System Operations & Maintenance	1,677,378	2,832,886	3,008,944	176,058	6.2%
Backhaul Operations and Maintenance	45,721	106,635	185,144	78,509	73.6%
Express Lanes Operations and Maintenance (Subtotal)	**$ 3,123,476**	**$ 5,952,315**	**$ 6,309,088**	$ 356,773	6.0%

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operations and Maintenance Total	**$ 4,785,440**	**$ 9,003,222**	**$ 9,140,088**	$ 136,866	1.5%
Salaries and Benefits	$ 777,630	$ 1,264,516	$ 1,457,635	$ 193,119	15.3%
Professional/Consultant Service	104,731	535,183	1,154,341	619,158	115.7%
Overhead	554,217	770,469	464,942	(305,527)	-39.7%
Audit/Accounting	36,068	55,000	57,000	2,000	3.6%
Insurance	19,620	14,448	14,940	492	3.4%
Other	149,266	580,346	655,501	75,155	12.9%
Express Lanes Administration (Subtotal)	**$ 1,641,532**	**$ 3,219,963**	**$ 3,804,359**	$ 584,397	18.1%
Total Operating Expense	**$ 6,426,972**	**$ 12,223,185**	**$ 12,944,447**	$ 721,262	5.9%

TRANSFER DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out)					
Transfer In/(Out) MTC	**$ (18,289)**	**$ (139,941)**	**$ (117,017)**	$ 22,924	-16.4%
Transfer In/(Out) Capital & Rehab Program	**$ (28,734,000)**	**$ (38,312,000)**	**$ (38,960,381)**	$ (648,381)	1.7%
Transfer In/(Out) O&M & Capital Reserve	**$ (7,725,000)**	**$ (10,300,000)**	**$ (5,700,000)**	$ 4,600,000	-44.7%
Transfers In/(Out) Operating Reserve	**$ 22,984,897**	**$ 39,712,087**	**$ 33,868,985**	$ (5,843,103)	-14.7%

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
FY 2026-27 OPERATING BUDGET

Resolution No.: 57
Date: June 24, 2026
W.I.: 6864

880 EXPRESS LANES REVENUE-EXPENSE

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	**$ 51,895,355**	**$ 69,048,815**	**$ 67,955,198**	$ (1,093,617)	-1.6%
Total Operating Expense	**$ 8,202,131**	**$ 16,457,421**	**$ 16,139,309**	$ (318,112)	-1.9%
Operating Surplus/(Deficit) before Transfer	**$ 43,693,223**	**$ 52,591,395**	**$ 51,815,889**	$ (775,506)	-1.5%
Transfer In/(Out) MTC	**$ (18,289)**	**$ (130,314)**	**$ (117,017)**	$ 13,297	-10.2%
Total Operating Surplus/(Deficit)	**$ 43,674,935**	**$ 52,461,081**	**$ 51,698,872**	$ (762,209)	-1.5%
Transfer In/(Out) Capital Programs	**$ (9,402,750)**	**$ (12,537,000)**	**$ (2,686,593)**		
Net Surplus/(Deficit) After Capital Transfers	**$ 34,272,185**	**$ 39,924,081**	**$ 49,012,279**		
Transfer In/(Out) Operating Reserve	**$ (34,272,185)**	**$ (39,924,081)**	**$ (49,012,279)**		
Net Operating Surplus/(Deficit)	**$ -**	**$ -**	**$ -**		

USE OF OPERATING RESERVE

Transfer In/(Out) Operating Surplus/(Deficit)	$ 34,272,185	$ 39,924,081	$ 49,012,279
Transfer In/(Out) Operations & Maintenance Reserve	-	(3,700,000)	-
Transfer In/(Out) Emergency Reserve	-	-	-
Transfer In/(Out) Capital Reserve	(20,325,000)	(23,400,000)	(17,300,000)
Total Transfer In/(Out) Operating Reserve	**$ 13,947,185**	**$ 12,824,081**	**$ 31,712,279**

REVENUE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
AL-880 Toll Revenue	$ 40,029,428	$ 57,101,599	$ 56,879,387	$ (222,212)	-0.4%
General Toll Revenue (subtotal)	**$ 40,029,428**	**$ 57,101,599**	**$ 56,879,387**	$ (222,212)	-0.4%
Violations Revenue	$ 4,565,385	$ 5,048,120	$ 4,711,306	$ (336,814)	-6.7%
Violation Revenue (subtotal)	**$ 4,565,385**	**$ 5,048,120**	**$ 4,711,306**	$ (336,814)	-6.7%
Interest and Other Revenue	**$ 7,300,542**	**$ 6,899,096**	**$ 6,364,505**	$ (534,591)	-7.7%
Total Operating Revenue	**$ 51,895,355**	**$ 69,048,815**	**$ 67,955,198**	$ (1,093,617)	-1.6%

EXPENSE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
RCSC Operations	$ 1,763,171	$ 3,848,950	$ 3,263,000	$ (585,950)	-15.2%
Banking/Credit Card Fees	813,158	1,312,000	1,261,000	(51,000)	-3.9%
Collections/DMV Expenses	608,467	1,182,000	780,000	(402,000)	-34.0%
FasTrak® Operations and Maintenance (Subtotal)	**$ 3,184,796**	**$ 6,342,950**	**$ 5,304,000**	$ (1,038,950)	-16.4%
Operating Center	$ 252,884	$ 482,000	$ 625,000	$ 143,000	29.7%
California Highway Patrol Enforcement	651,013	1,772,873	2,143,000	370,127	20.9%
Roadway Maintenance	638,941	1,277,778	1,225,000	(52,778)	-4.1%
Caltrans Expenditure	29,373	200,000	200,000	-	0.0%
Toll System Operations & Maintenance	1,706,457	2,896,252	3,012,127	115,875	4.0%
Backhaul Operations and Maintenance	53,336	147,839	225,721	77,882	52.7%
Express Lanes Operations and Maintenance (Subtotal)	**$ 3,332,004**	**$ 6,776,742**	**$ 7,430,848**	$ 654,106	9.7%
Operations and Maintenance Total	**$ 6,516,800**	**$ 13,119,692**	**$ 12,734,848**	$ (384,844)	-2.9%

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Salaries and Benefits	$ 803,628	$ 1,303,960	$ 1,445,673	$ 141,713	10.9%
Professional/Consultant Service	122,174	573,032	755,565	182,533	31.9%
Overhead	572,746	794,503	461,085	(333,418)	-42.0%
Audit/Accounting	42,374	65,000	67,000	2,000	3.1%
Insurance	19,620	16,830	17,406	576	3.4%
Other	124,790	584,404	657,731	73,327	12.5%
Express Lanes Administration (Subtotal)	**$ 1,685,332**	**$ 3,337,729**	**$ 3,404,460**	$ 66,732	2.0%
Total Operating Expense	**$ 8,202,131**	**$ 16,457,421**	**$ 16,139,309**	$ (318,112)	-1.9%

TRANSFER DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out)					
Transfer In/(Out) MTC	**$ (18,289)**	**$ (130,314)**	**$ (117,017)**	$ 13,297	-10.2%
Transfer In/(Out) Capital & Rehab Program	**$ (9,402,750)**	**$ (12,537,000)**	**$ (2,686,593)**	$ 9,850,407	-78.6%
Transfer In/(Out) O&M & Capital Reserve	**$ (20,325,000)**	**$ (27,100,000)**	**$ (17,300,000)**	$ 9,800,000	-36.2%
Transfer In/(Out) Operating Reserve	**$ (13,947,185)**	**$ (12,824,081)**	**$ (31,712,280)**	$ (18,888,199)	147.3%

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
FY 2026-27 OPERATING BUDGET

Resolution No.: 57
Date: June 24, 2026
W.I.: 6865

80 EXPRESS LANES REVENUE-EXPENSE

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	**$ 2,752,074**	**$ 19,826,826**	**$ 19,592,812**	$ (234,014)	-1.2%
Total Operating Expense	**$ 2,161,629**	**$ 12,862,653**	**$ 16,541,132**	$ 3,678,479	28.6%
Operating Surplus/(Deficit) before Transfer	**$ 590,445**	**$ 6,964,173**	**$ 3,051,680**	$ (3,912,494)	-56.2%
Transfer In/(Out) MTC	**$ -**	**$ (68,800)**	**$ (117,017)**	$ (48,217)	70.1%
Total Operating Surplus/(Deficit)	**$ 590,445**	**$ 6,895,373**	**$ 2,934,663**	$ (3,960,710)	-57.4%
Transfer In/(Out) Capital Programs	**$ (533,250)**	**$ (711,000)**	**$ (2,459,593)**	$ (1,748,593)	0.0%
Net Surplus/(Deficit) After Capital Transfers	**$ 57,195**	**$ 6,184,373**	**$ 475,070**		
Transfer In/(Out) Operating Reserve	**$ (57,195)**	**$ (6,184,373)**	**$ (475,070)**		
Net Operating Surplus/(Deficit)	**$ -**	**$ -**	**$ -**		

USE OF OPERATING RESERVE

Transfer In/(Out) Operating Surplus/(Deficit)	$ 57,195	$ 6,184,373	$ 475,070
Transfer In/(Out) Operations & Maintenance Reserve	-	-	-
Transfer In/(Out) Emergency Reserve	-	-	-
Transfer In/(Out) Capital Reserve	-	-	(7,000,000)
Total Transfer In/(Out) Unrestricted Reserve	**$ 57,195**	**$ 6,184,373**	**$ (6,524,930)**

REVENUE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
SOL-80 Toll Revenue	$ 2,752,074	$ 19,551,683	$ 15,323,568	$ (4,228,115)	-21.6%
General Toll Revenue (subtotal)	**$ 2,752,074**	**$ 19,551,683**	**$ 15,323,568**	$ (4,228,115)	-21.6%
Violations Revenue	$ -	$ 275,143	$ 2,535,669	$ 2,260,526	821.6%
Violation Revenue (subtotal)	**$ -**	**$ 275,143**	**$ 2,535,669**	$ 2,260,526	821.6%
Interest and Other Revenue	**$ -**	**$ -**	**$ 1,733,575**	$ 1,733,575	0.0%
Total Operating Revenue	**$ 2,752,074**	**$ 19,826,826**	**$ 19,592,812**	$ (234,014)	-1.2%

EXPENSE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
RCSC Operations	$ 217,094	$ 3,600,000	$ 2,560,000	$ (1,040,000)	-28.9%
Banking/Credit Card Fees	75,279	1,009,000	907,000	(102,000)	-10.1%
Collections/DMV Expenses	94	180,000	446,000	266,000	147.8%
FasTrak® Operations and Maintenance (Subtotal)	**$ 292,467**	**$ 4,789,000**	**$ 3,913,000**	$ (876,000)	-18.3%
Operating Center	$ 77,751	$ 377,217	$ 685,000	$ 307,783	81.6%
California Highway Patrol Enforcement	171,778	2,030,000	3,024,000	994,000	49.0%
Roadway Maintenance	212,481	1,400,000	1,185,000	(215,000)	-15.4%
Caltrans Expenditure	6,540	300,000	300,000	-	0.0%
Toll System Operations & Maintenance	521,331	1,932,373	3,787,060	1,854,687	96.0%
Backhaul Operations and Maintenance	8,185	95,969	223,753	127,784	133.2%
Express Lanes Operations and Maintenance (Subtotal)	**$ 998,066**	**$ 6,135,559**	**$ 9,204,813**	$ 3,069,254	50.0%
Operations and Maintenance Total	**$ 1,290,533**	**$ 10,924,559**	**$ 13,117,813**	$ 2,193,254	20.1%

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Salaries and Benefits	$ 473,296	$ 760,197	$ 1,345,187	$ 584,990	77.0%
Professional/Consultant Service	47,078	407,459	1,039,929	632,470	155.2%
Overhead	337,318	463,188	428,681	(34,507)	-7.4%
Audit/Accounting	-	-	20,000	20,000	0.0%
Insurance	-	16,450	17,011	561	3.4%
Other	13,405	290,800	572,512	281,712	96.9%
Express Lanes Administration (Subtotal)	**$ 871,096**	**$ 1,938,094**	**$ 3,423,319**	$ 1,485,225	76.6%
Total Operating Expense	**$ 2,161,629**	**$ 12,862,653**	**$ 16,541,132**	$ 3,678,479	28.6%

TRANSFER DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out)					
Transfer In/(Out) MTC	**$ -**	**$ (68,800)**	**$ (117,017)**	$ (48,217)	70.1%
Transfer In/(Out) Capital & Rehab Program	**$ (533,250)**	**$ (711,000)**	**$ (2,459,593)**	$ (1,748,593)	245.9%
Transfer In/(Out) O&M & Capital Reserve	**$ -**	**$ -**	**$ (7,000,000)**	$ (7,000,000)	0.0%
Transfer In/(Out) Operating Reserve	**$ (57,195)**	**$ (6,184,373)**	**$ 6,524,930**	$ 12,709,303	-205.5%

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

ATTACHMENT A
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY
FY 2026-27 OPERATING BUDGET

Resolution No.: 57
Date: June 24, 2026
W.I.: 6863

SM101 OPERATING REVENUE-EXPENSE SUMMARY

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	**$ 2,613,385**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%
Total Operating Expense	**$ 4,545,090**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%
Operating Surplus/(Deficit) before Transfer	**$ (1,931,705)**	**$ -**	**$ -**	$ -	0.0%

REVENUE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Revenue					
General Revenue (subtotal)	**$ 2,613,385**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%
SM-101 Reimbursement	$ 2,613,385	$ 6,579,270	$ 7,304,789.41	$ 725,519	11.0%
Total Operating Revenue	**$ 2,613,385**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%

EXPENSE DETAIL
FY 2026-27 OPERATING BUDGET

	Actual 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Operating Expense					
Express Lane Operations Center	$ 230,894	$ 440,087	$ 571,000	$ 130,913	29.7%
Roadway Maintenance	355,322	1,102,778	1,100,000	(2,778)	-0.3%
Toll System Operations & Maintenance	3,115,338	3,212,144	3,689,610	477,466	14.9%
Backhaul Operations and Maintenance	63,564	188,296	318,408	130,112	69.1%
Express Lanes Operations and Maintenance (Subtotal)	**$ 3,765,118**	**$ 4,943,305**	**$ 5,679,018**	$ 735,713	14.9%
Salaries and Benefits	$ 283,121	$ 458,493	$ 567,783	$ 109,290	23.8%
Professional/Consultant Service	295,070	498,113	480,000	(18,113)	-3.6%
Overhead	201,780	279,360	177,989	(101,371)	-36.3%
Other	-	400,000	400,000	-	0.0%
				-	
Express Lanes Administration (Subtotal)	**$ 779,972**	**$ 1,635,966**	**$ 1,625,772**	$ (10,194)	-0.6%
Total Operating Expense	**$ 4,545,090**	**$ 6,579,270**	**$ 7,304,789**	$ 725,519	11.0%

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Resolution No.: 57
Date: June 24, 2026
W.I.: W.I.: 6840-6856

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

Project Title	FY 2025-26 Life-To-Date	FY 2026-27 Approved	FY 2026-27 Life-To-Date	BATA EL (iii) Life-To-Date	BAIFA EL Life-To-Date
BAIFA Express Lanes					
Program Costs: Planning, Coordination & Management	$ 34,045,714	$ 1,542,000	$ 35,587,714	$ 20,254,980	$ 15,332,734
Centralized Toll System	30,206,578	-	30,206,578	20,980,474	9,226,104
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
CC-680 Northbound Completion	44,500	25,285,000	25,329,500	-	25,329,500
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	9,045,000	2,132,730	11,177,730	-	11,177,730
CC-680 Southbound Gap to I-580	2,325,034	-	2,325,034	-	2,325,034
SOL-80 Toll System Conversion (iv)	31,276,000	-	31,276,000	-	31,276,000
EL Enforcement Pilot	-	1,000,000	1,000,000	-	1,000,000
BAIFA Express Lanes Total	**$ 390,711,920**	**$ 29,959,730**	**$ 420,671,650**	**$ 231,912,552**	**$ 188,759,098**
Other Express Lanes					
San Mateo 101	95,000,000	-	95,000,000	-	95,000,000
Total Express Lanes Capital Budget	**$ 485,711,920**	**$ 29,959,730**	**$ 515,671,650**	**$ 231,912,552**	**$ 283,759,098**

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

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Resolution No.: 57
Date: June 24, 2026
W.I.: 6870-6874

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

Revised Project Title*	FY 2025-26 Life-To-Date	FY 2026-27 Approved	FY 2026-27 Life-To-Date
680 Rehab	$ 60,374,600	$ 11,909,789	$ 72,284,389
880 Rehab	13,418,600	921,000	14,339,600
80 Rehab	611,000	694,000	1,305,000
Future EL Rehab	-	-	-
Centralized Rehab Project Costs	43,865,000	622,048	44,487,048
	$ 118,269,200	**$ 14,146,837**	**$ 132,416,037**

BAIFA
BAY AREA INFRASTRUCTURE FINANCING AUTHORITY

Resolution No.: 57
Date: June 24, 2026
W.I.: 6861, 6863, 6864, 6840-6856, 6870-6874

Attachment D
Fund Reserve Designations
(effective July 1, 2026)

Pursuant to Resolution No. 53 approved in 2024, the Authority designates appropriate levels of financial reserves, including but not limited to:

- Operations & Maintenance (O & M)*	$ 30 million
- Emergency reserve	$ 25 million
- Capital Repair & Replacement (R & R) Reserve**	$ 120 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.

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* twelve (12) months of fixed budgeted O & M expenses for such fiscal year
** maximum of three (3) consecutive years of anticipated R & R costs, estimated at $135 million

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS (SAFE) BUDGET

June 24, 2026 **Agenda Item 4a - 26-0755**

Metropolitan Transportation Commission –

Service Authority for Freeways and Expressways (SAFE) Resolution No. 74

Proposed Fiscal Year 2026-27 Operating and Capital Budget

Subject:

Staff requests adoption of the Service Authority for Freeways and Expressways Resolution No. 74, approving the Metropolitan Transportation Commission (MTC) - Service Authority for Freeways and Expressways (SAFE) Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft MTC-SAFE FY 2026-27 Operating and Capital Budget to the Authority. The proposed budget includes an additional $44 thousand in projected interest revenue due to updated interest rate assumptions based on recent economic trends. This increase in revenue is partially offset by higher operating costs due to a 3.8% Cost-of-Living Adjustment (COLA), consistent with MTC labor agreements. The updated COLA, based on recent Consumer Price Index projections from the Bureau of Labor Statistics, increases operating expenses by $12 thousand. Overall, these changes reduce the projected operating deficit by $32 thousand.

Background:

MTC-SAFE is one of 21 similar programs throughout California. It supports the core mission of providing motorist assistance, incident management, and emergency response across the region. The program's purpose is to reduce congestion, enhance public safety, and improve air quality through faster freeway incident clearance. SAFE continues to fund operations for approximately 200 Freeway Assist Program call boxes and 24 Freeway Service Patrol beats. SAFE also manages a capital program with five active projects.

The FY 2026-27 operating budget reflects $20.5 million in projected revenues and $20.9 million in operating expenses. This results in a total operating budget deficit of $373 thousand which is lower than the projected $1.4 million deficit in the FY 2025-26 budget, largely due to the absence of one-time capital funding transfers of $0.8 million included in the FY 2025–26 budget. No new capital funding is requested for FY 2026-27.

The projected shortfall will be addressed through a draw from operating reserves. Current SAFE reserves remain sufficient to support operations for several years, reflecting continued prudent fiscal management.

Operating Revenue

Department of Motor Vehicle (DMV) registration fees continue to provide a stable funding source for SAFE Freeway Assist Program operations. SAFE Freeway Service Patrol is funded by grants from the State Local Assistance Program and Senate Bill 1 (SB1) which reimburses 80% of eligible towing costs, requiring ongoing reserve transfers to maintain program balance.

FY 2026-27 total projected revenue compared to FY 2025-26 is detailed below (in millions):

	FY 2025-26 ($ millions)	**FY 2026-27** ($ millions)
Freeway Assist Program - DMV Registration Fees	$6.7	$6.8
Freeway Service Patrol – State Local Assistance Program	$7.2	$7.0
Freeway Service Patrol - SB 1	$5.9	$6.2
Interest	$0.6	$0.5
Total	**$20.4**	**$20.5**

Total projected revenues for FY 2026–27 of $20.5 million reflect a nominal increase of 0.4% over the FY 2025-26 budget. It includes $6.8 million in projected DMV fees and is slightly higher than the FY 2025-26 budget. Freeway Service Patrol state grant revenues of $13.2 million increase by 0.8%, with funding split between State Local Assistance Program (53%) and SB1 (47%).

Operating Expense

FY 2026-27 proposed operating expenses total $20.9 million, representing a 0.7% decrease compared to FY 2025-26, primarily due to lower Freeway Assist Program costs. Freeway Assist Program expenditures are projected to decline by 8.0% to $3.0 million, reflecting ongoing cost reductions. These savings are partially offset by marginal increases to Freeway Service Patrol expenditures, which for FY 2026-27 are projected to reach $17.9 million.

Total projected staffing costs are $2.1 million, consistent with FY 2025-26 levels. Salaries include a 3.8% Cost-of-Living Adjustment (COLA) in accordance with Metropolitan Transportation Commission Memorandums of Understanding. Indirect costs are projected to decline due to a lower Indirect Cost Allocation Plan rate. Core staffing levels remain unchanged to ensure continuity of program operations.

Highlights of operating expenses changes include:

• General Operations - Increases in legislative advocacy costs as well as minor administrative cost increases	+ $ 33,000
• Freeway Assist Program Contracts & Consultants- Savings by using agency tools for the Emergency Operations Center platform and lower incident management costs	- $288,000
• Freeway Service Patrol Contracts & Consultants - Increased towing expenses reflecting annual escalation costs offset by decreases in system costs	+ $121,000

Overall operating expenses remain aligned with program needs and continue to support SAFE's mission of assisting motorists and reducing congestion across the region.

Capital Projects

No new funding is requested for SAFE capital in FY 2026-27. The capital program budget remains $9.9 million life-to-date, with $4.9 million available for future capital expenses.

Reserves

SAFE has projected a FY 2025-26 year-end reserve balance of $19.1 million after covering operating and capital obligations. The FY 2026-27 budget anticipates a year-end reserve balance of $18.8 million. This includes $10.3 million (six months of operating revenue) restricted as operating reserve, $500 thousand reserved for encumbrances, and $5.0 million designated for capital projects. The unrestricted reserve balance that can be used to cover future operational requirements is $3.0 million. This level of SAFE reserve provides meaningful financial flexibility to manage emerging risks, most notably diesel fuel price volatility. Rising fuel costs present the most significant fiscal risk for FY 2026–27, as sustained increases could drive higher towing rates and may necessitate a mid-year budget amendment if cost pressures persist.

Recommendations:

Staff recommends adoption of SAFE Resolution No. 74, approving the MTC-SAFE FY 2026-27 Operating and Capital Budget.

Attachments:

- SAFE Resolution No. 74
    - Attachment A: SAFE Proposed FY 2026-27 Operating Budget
    - Attachment B: SAFE Proposed FY 2026-27 Capital Budget
- Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 6031, 6032

ABSTRACT

SAFE Resolution No. 74

This resolution approves the Metropolitan Transportation Commission (MTC)-Service Authority for Freeways and Expressways (SAFE) Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Further discussion of the SAFE Budget is contained in the SAFE Summary Sheet dated June 24, 2026.

Date: June 24, 2026
W.I.: 6031, 6032

RE: Metropolitan Transportation Commission Service Authority for Freeways and Expressways' Operating and Capital Budget for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

SAFE RESOLUTION NO. 74

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 2026-27; and

WHEREAS, the proposed SAFE budget for FY 2026-27 was presented to the MTC SAFE Authority for approval; now, therefore, be it

RESOLVED, the SAFE operating and capital budget for FY 2026-27, prepared in accordance with generally accepted accounting principles, attached hereto as Attachment A and B 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 2026-27, 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 2026-27, 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 FY 2026-27; 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 2026-27; 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

Susan A Noack

Sue Noack, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
Service Authority for Freeways and Expressways
at a regular meeting of the Authority held in
San Francisco, California and at other remote
locations, on June 24, 2026.

Date: June 24, 2026
W.I.: 6031, 6032

Attachment A and B
SAFE Resolution No. 74

FY 2026-27 SAFE Budget

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS
FY 2026-27 OPERATING BUDGET
ATTACHMENT A

RESOLUTION: 74
DATE: June 24, 2026
WORK ITEM: 6031, 6032

REVENUE AND EXPENSE SUMMARY

OPERATING REVENUE/EXPENSE	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Freeway Assist Program	$ 5,398,569	$ 7,319,900	$ 7,303,712	$ (16,188)	-0.2%
Freeway Service Patrol	7,319,545	13,100,000	13,200,000	100,000	0.8%
Subtotal Operating Revenue	**$ 12,718,114**	**$ 20,419,900**	**$ 20,503,712**	**$ 83,812**	0.4%
Freeway Assist Program	$ 1,876,823	$ 3,231,017	$ 2,970,941	$ (260,076)	-8.0%
Freeway Service Patrol	10,024,984	17,785,463	17,906,205	120,743	0.7%
Subtotal Operating Expense	**$ 11,901,808**	**$ 21,016,480**	**$ 20,877,147**	**$ (139,333)**	-0.7%
Operating Surplus/(Deficit) before Transfer	**$ 816,306**	**$ (596,580)**	**$ (373,435)**	**$ 223,145**	-37.4%
Transfers Out	$ 800,000	$ 800,000	$ -	$ (800,000)	-100.0%
Total Operating Surplus/(Deficit)	**$ 16,306**	**$ (1,396,580)**	**$ (373,435)**	**$ 1,023,145**	-73.3%
Transfer In from Reserve	$ -	$ 1,396,580	$ 373,435	$ (1,023,145)	-73.3%
Beginning Operating Fund Balance	**$ 10,552,433**	**$ 10,552,433**	**$ 9,155,853**		
Ending Operating Fund Balance	**$ 10,552,433**	**$ 9,155,853**	**$ 8,782,418**		

REVENUE DETAIL

FREEWAY ASSIST PROGRAM REVENUE	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
DMV (Annual Vehicle Registration Fees)	$ 4,876,390	$ 6,730,000	$ 6,792,000	$ 62,000	0.9%
Interest	522,179	589,900	511,712	(78,188)	-13.3%
Freeway Assist Program Subtotal	**$ 5,398,569**	**$ 7,319,900**	**$ 7,303,712**	**$ (16,188)**	-0.2%
FREEWAY SERVICE PATROL REVENUE					
State Local Assistance Program (LAP)	$ 3,551,696	$ 7,200,000	$ 7,000,000	$ (200,000)	-2.8%
Road Repair & Accountability Act (SB 1)	3,766,914	5,900,000	6,200,000	$300,000	5.1%
Miscellaneous	935	-	-	-	0.0%
Freeway Service Patrol Subtotal	**$ 7,319,545**	**$ 13,100,000**	**$ 13,200,000**	**$ 100,000**	0.8%
Total Operating Revenue	**$ 12,718,114**	**$ 20,419,900**	**$ 20,503,712**	**$ 83,812**	0.4%

EXPENSE DETAIL

I. SALARIES AND BENEFITS EXPENSE

FREEWAY ASSIST PROGRAM	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Salaries and Benefits	$ 420,332	$ 718,838	$ 757,953	$ 39,115	5.4%
Freeway Assist overhead	387,462	580,821	536,451	(44,370)	-7.6%
Freeway Assist Program Subtotal	**$ 807,794**	**$ 1,299,660**	**$ 1,294,404**	**$ (5,256)**	-0.4%
FREEWAY SERVICE PATROL					
Salaries and Benefits	$ 294,824	$ 436,286	$ 461,688	$ 25,402	5.8%
Freeway Service Patrol Overhead	271,769	352,519	326,766	(25,753)	-7.3%
Freeway Service Patrol Subtotal	**$ 566,592**	**$ 788,806**	**$ 788,454**	**$ (351)**	0.0%
Total Salaries and Benefits	**$ 1,374,387**	**$ 2,088,466**	**$ 2,082,859**	**$ (5,607)**	-0.3%

II. GENERAL OPERATIONS EXPENSE

FREEWAY ASSIST PROGRAM	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
General Operations	$ 165	$ 11,000	$ 11,000	$ -	0.0%
Travel/Training	6,571	16,000	16,000	-	0.0%
Data Security Improvements/HW Transition	-	50,000	50,000	-	0.0%
Legislative advocacy	36,692	63,000	93,086	30,086	47.8%
Professional Memberships	5,705	10,900	11,300	400	3.7%
Insurance	83,060	103,357	103,551	194	0.2%
Audit/Accounting	47,092	72,000	74,500	2,500	3.5%
Freeway Assist Program Subtotal	**$ 179,284**	**$ 326,257**	**$ 359,437**	**$ 33,180**	10.2%
FREEWAY SERVICE PATROL					
Travel/Training	$ 995	$ 12,300	$ 12,000	$ (300)	-2.4%
Insurance	83,060	103,357	103,551	194	0.2%
Freeway Service Patrol Subtotal	**$ 84,055**	**$ 115,657**	**$ 115,551**	**$ (106)**	-0.1%
Total General Operations	**$ 263,339**	**$ 441,914**	**$ 474,988**	**$ 33,074**	7.5%

III. PROJECT CONSULTANT SERVICES EXPENSE

FREEWAY ASSIST PROGRAM	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transportation Asset-EOC Platform (STIR project)	$ 125,000	$ 150,000	$ -	$ (150,000)	-100.0%
Emergency Management	232,673	500,000	500,000	-	0.0%
Consultant (Other)	-	25,000	25,000	-	0.0%
Freeway Assist Program Subtotal	**$ 357,673**	**$ 675,000**	**$ 525,000**	**$ (150,000)**	-22.2%

FREEWAY SERVICE PATROL	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Information/Data Management	$ 64,910	$ 100,000	$ 104,000	$ 4,000	4.0%
Consultant (Other)	-	25,000	25,000	-	0.0%
Freeway Service Patrol Subtotal	**$ 64,910**	**$ 125,000**	**$ 129,000**	**$ 4,000**	3.2%
Total Consultant Expense	**$ 422,583**	**$ 800,000**	**$ 654,000**	**$ (146,000)**	-18.3%

III. PROJECT OPERATING CONTRACTS EXPENSE

FREEWAY ASSIST PROGRAM	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Freeway Assist Telecommunication Services	$ 49,440	$ 111,000	$ 111,000	$ -	0.0%
Call Box Repairs/Maintenance/Vandalism	198,672	200,000	225,000	25,000	12.5%
Private Call Center	52,505	75,000	85,000	10,000	13.3%
Incident Management Program	180,354	439,100	266,100	(173,000)	-39.4%
SAFETY Corridor Programs (SAFE on 17)	17,549	50,000	50,000	-	0.0%
Disaster Recovery Telecommunications	33,551	55,000	55,000	-	0.0%
Freeway Assist Program Subtotal	**$ 532,072**	**$ 930,100**	**$ 792,100**	**$ (138,000)**	-14.8%

FREEWAY SERVICE PATROL	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Freeway Service Patrol Tow Service	$ 9,154,773	$ 16,300,000	$ 16,500,000	$ 200,000	1.2%
CHP Funding Agreement	30,521	87,000	66,000	(21,000)	-24.1%
In-vehicle Maintenance	19,682	85,000	85,000	-	0.0%
Freeway Service Patrol Telecommunication Services	69,385	136,000	145,000	9,000	6.6%
Equipment Replacement (hardware & warranties)	-	35,000	10,000	(25,000)	-71.4%
System Improvement (software & website)	21,152	35,000	5,000	(30,000)	-85.7%
Freeway Service Patrol General Operations	13,915	78,000	62,200	(15,800)	-20.3%
Freeway Service Patrol Subtotal	**$ 9,309,427**	**$ 16,756,000**	**$ 16,873,200**	**$ 117,200**	0.7%
Total Operating Contracts Expense	**$ 9,841,499**	**$ 17,686,100**	**$ 17,665,300**	**$ (20,800)**	-0.1%
Freeway Assist Program Operating Expense	**$ 1,876,823**	**$ 3,231,017**	**$ 2,970,941**	**$ (260,076)**	-8.0%
Freeway Service Patrol Operating Expense	**$ 10,024,984**	**$ 17,785,463**	**$ 17,906,205**	**$ 120,743**	0.7%
Total Operating Expense	**$ 11,901,808**	**$ 21,016,480**	**$ 20,877,147**	**$ (139,333)**	-0.7%

TRANSFERS

TRANSFERS OUT	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer Out to SAFE Capital	**$ 800,000**	**$ 800,000**	**$ -**	**$ (800,000)**	-100.0%
Total Transfers Out	**$ 800,000**	**$ 800,000**	**$ -**	**$ (800,000)**	-100.0%
Total Expense and Transfers	**$ 12,701,808**	**$ 21,816,480**	**$ 20,877,147**	**$ (939,333)**	-4.3%

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS | **RESOLUTION: 74**
FISCAL YEAR 2026-27 CAPITAL BUDGET | **DATE: June 24, 2026**
ATTACHMENT B | **WORK ITEM: 6306-6322**

Program	FY 2025-26 Life-to-Date Budget	March 2026 Life-to-Date Actual	FY 2026-27 Approved	FY 2026-27 Life to Date Budget	Remaining Balance
6306 FSP Data-AVL	$ 5,126,260	$ 3,139,317	$ -	$ 5,126,260	$ 1,986,943
6314 CBX Site Improvement	2,244,331	1,427,904	-	2,244,331	816,427
6320 Emergency/Major Incidents Program	1,000,000	394,169	-	1,000,000	605,831
6321 Incident Management Capital Program	1,000,000	-	-	1,000,000	1,000,000
6322 Connected Bay Area Capital Program	500,000	-	-	500,000	500,000
Total	**$ 9,870,591**	**$ 4,961,390**	**$ -**	**$ 9,870,591**	**$ 4,909,201**

BAY AREA HEADQUARTERS AUTHORITY (BAHA) BUDGET

Bay Area Headquarters Authority
(BAHA)

June 24, 2026 **Agenda Item 4a - 26-0633**

Bay Area Headquarters Authority (BAHA) Resolution No. 50

Proposed Fiscal Year 2026-27 Operating and Capital Budget

Subject:

Adoption of Bay Area Headquarters Authority (BAHA) Resolution No. 50, approving the Proposed fiscal year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May draft:

On May 27, 2026, staff presented the FY 2026-27 Draft Operating and Capital Budget to the Authority as an information item. The proposed budget has been updated to reflect an increase in projected interest revenue across multiple funds totaling $70,000. This adjustment is driven by an increase in the assumed average interest yield from 3.30% to 3.60%. As a result, the transfer to capital has also been lowered to align with the higher projected interest revenue.

Background:

The Bay Area Headquarters Authority (BAHA) was established in 2011 through a Joint Exercise of Powers Agreement between the Metropolitan Transportation Commission (MTC) and the Bay Area Toll Authority (BATA), to acquire the property at 375 Beale Street. The building serves as the regional headquarters for MTC, the Bay Area Air Quality Management District (BAAQMD), and the Association of Bay Area Governments (ABAG), each of which holds a condominium ownership interest. In addition to the three owners, private tenants lease office space within the building. BAHA receives operating revenue from the condominium owner assessments and tenant rental income. Day-to-day property management services are provided under contract by Cushman & Wakefield (CW).

The BAHA operating budget is composed of 1) common area and 2) shared services expenses. Common area expenses are those provided for 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 provided for shared use amongst the three condominium owners. Some of these items include expenses for kitchen pantries, copy/print rooms, Information Technology (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 (CC&Rs) of the 375 Beale Condominium Corporation.

A notable challenge in the current and future years is how BAHA will fund ongoing capital maintenance and rehabilitation projects, which includes ongoing façade related work. Historically, capital projects have been financed through a combination of operating surplus and reserves. However, available capital funding is becoming more constrained. BAHA experienced a significant reduction in lease revenue following a lease termination on October 31, 2024, resulting in a decrease of approximately $0.5 million monthly or $5.6 million annually. Looking ahead, an additional revenue loss of approximately $1.2 million annually is anticipated when Degenkolb's lease expires in January 2027. In FY 2025-26, BAHA secured new tenants to partially offset these reductions. A 10-year lease with the Water Emergency Transportation Authority (WETA) will generate over $0.4 million annually, and a lease with Verne Labs will provide approximately $0.14 million annually.

Operating Budget Summary

The proposed FY 2026-27 budget reflects an operating deficit of $2.9 million, which will be funded through a draw on operating reserves. Total operating revenue is projected at $13.6 million, a decrease of 8.9%, primarily due to reduced lease income, partially offset by new leases and anticipated new tenant activity, lower investment income, and reduced assessments. Total operating expenses are projected at $16.5 million, a 5.0% decrease, reflecting reductions in overhead, consultant costs, and general operating expenses.

Despite cost containment efforts, operating revenues remain insufficient to fully cover ongoing costs, requiring continued reliance on reserves.

Operating Revenue Summary

The proposed FY 2026-27 budget reflects total revenue of $13.6 million, representing a decrease of $1.3 million or 8.9% compared to FY 2025-26. Lease income projections, provided by CW, are expected to decrease by a net $0.5 million during the fiscal year, primarily due to Degenkolb's lease termination in January 2027. This reduction is partially offset by a full year of revenue from WETA and Verne Labs, along with an additional $0.4 million for assumed future tenant activity. Shared services assessments are projected to decline in proportion with the anticipated decrease in overall expenditures. Other revenue sources include parking, expenditure reimbursements, and investment income. Investment income is expected to decrease in the operating budget as a result of lower cash balances and net yields. Additionally, approximately $0.7 million of investment income has been reallocated to support capital projects, reflecting funds designated for that purpose.

A summary of the operating revenue is shown below (in thousands):

Revenue	**FY 2025-26 Approved ($ thousands)**	**FY 2026-27 Proposed ($ thousands)**	**Change $ Increase / (Decrease) ($ thousands)**	**Change % Increase / (Decrease)**
Lease Income	$4,502	$4,700	$198	4.4%
Shared services assessment (Fee covers staff, IT services, office supplies and other shared expenses)	$4,619	$3,919	($700)	(15.2%)
Common area assessments (Fees cover security, janitorial, utilities, administration, and repairs & maintenance	$4,304	$4,341	$37	0.9%
Other	$1,498	$642	($856)	(57.2%)
Total	$14,923	$13,602	($1,321)	(8.9%)

The shared services and common area assessments were separately presented for approval by the 375 Beale Condominium Corporation Board on June 16, 2026.

Operating Expense Summary

The proposed FY 2026-27 budget includes total operating expense, before transfers, of $16.5 million, a decrease of $0.9 million or 5.0% compared to the FY 2025-26 budget. Major operating expense highlights include (in thousands):

Expense	FY 2025-26 Approved ($ thousands)	FY 2026-27 Proposed ($ thousands)	Change $ Increase / (Decrease) ($ thousands)	Change % Increase / (Decrease)
Salary, benefits, and overhead	$3,405	$3,192	($213)	(6.2%)
Professional fees	$1,122	$943	($179)	(15.9%)
Computer maintenance and services	$2,241	$2,171	($70)	(3.1%)
Other expenses	$1,493	$1,129	($364)	(24.4%)
Property Management	$9,070	$9,035	($35)	(0.4%)
Total	$17,331	$16,470	($861)	(5.0%)

Salaries, benefits, and overhead are projected to decrease primarily due to a reduction in BAHA's Indirect Cost Allocation Plan (ICAP) rate and the reclassification of certain temporary staff costs to Professional Fees. Salaries include a 3.8% cost-of-living adjustment (COLA), consistent with the Metropolitan Transportation Commission's Memorandums of Understanding.

Professional fees are decreasing primarily due to a reduction in BAHA's allocation for temporary staff, with a portion of these costs shifted to MTC to better align with anticipated responsibilities. Additional decreases reflect the completion of prior-year activities, including first-floor venue management and event planning, space management services, and the pro forma review and update.

General operating expenses are also projected to decline, with reductions in miscellaneous expenses, coffee, signage, meals, office supplies, and parking, aligning the budget more closely with recent spending trends.

Transfers

Staff propose a $4.5 million transfer from operating reserves to fund both the $2.9 million operating deficit and $1.6 million to fund capital improvements. The FY 2026-27 budget does not include a transfer to BATA for repayment of its building contribution.

With a projected balance of $8.4 million, this transfer is expected to reduce operating reserves to approximately $3.9 million. This level of reserves represents a significant reduction in available reserves and may limit BAHA's ability to respond to future operating or capital needs without additional funding strategies.

Capital Budget

Staff request a total of $2.3 million in building improvement projects for FY 2026-27, focused on critical building improvements, including façade repairs and air handling unit (AHU) upgrades. The projects include (in thousands):

- AHUs 1-4 Eyebrow Install $591
- Façade Repair & Window Replacement $1,750

The façade repair program remains the most significant capital driver, with a projected cost of approximately $20.2 million, of which approximately $6.8 million remains unfunded following FY 2026-27. This is based on the cost estimate of repairs needed to address recommendations from a façade inspection completed September 2023. This includes enhanced investigation of terrace and cladding components and addressing concrete spalling concerns. $1.8 million of additional funds is being requested for this program, which reflects a reduction from the original CW proposal of $3.2 million, achieved by reallocating excess availability from other programs (Agency Space Modification and Agency Infrastructure Improvement) and utilizing life-to-date funding where possible. This project is anticipated to be completed in early 2028.

The $0.6 million for the AHUs (air handling units) 1-4 Eyebrow Install program is for waterproofing that is required for units 1-3 as per the 2024 Reserve Study. The project has been deferred from 2024 to 2026 with inflation applied and will include installation of rain hoods to prevent water intrusion. Note that this project is split evenly between FY 2026-27 and FY 2027-28. The original request for this project was $1.2 million but was reduced using existing life-to-date funding availability within this program.

CW also requested funds to cover potential lease commissions, tenant improvements, a new media source screen in the main lobby ($30,000), and a replacement of UPS batteries ($0.2 million) for a total of $2.0 million. This request has been reduced to account for already existing funds for lease commissions and the Building Improvement program. An additional $0.8 million will be transferred from Agency Infrastructure Improvement program to cover some of these costs.

Funding Challenges and Outlook

With the absence of structural changes, BAHA will continue to rely on reserves in the near term and will face increasing constraints in funding both operations and capital. Staff and Cushman & Wakefield continue their focus on finding new tenants in a challenging commercial rental market and are taking a closer look at capital maintenance projects to prioritize maintenance of the building and attract new tenants. Executive staff are also actively considering other strategies to address the long-term needs of the building's public agency occupants and how those strategies would align with the continued maintenance of the Bay Area Metro Center as an attractive home for our critical regional agencies.

Recommendation:

Staff recommends adoption of Resolution No. 50, approving the BAHA FY 2026-27 Operating and Capital Budget

Attachments:

- Bay Area Headquarters Authority (BAHA) Resolution No. 50, FY 2026-27 Operating and Capital Budget

a. Attachment A – Operating Budget
b. Attachment B – BAHA Operating by Fund
c. Attachment C – Fee Distribution
d. Attachment D – Building Development Budget
e. Attachment E – Commercial Fund Life-To-Date
f. Attachment F – Building Improvement Fund Life-To-Date

- Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 9110, 9120, 9130

ABSTRACT

BAHA Resolution No. 50

This resolution approves the Bay Area Headquarters Authority (BAHA) FY 2026-27 Operating and Capital Budget.

Further discussion of the BAHA Operating and Capital Budget can be found in the BAHA Summary Sheet dated June 24, 2026.

Date: June 24, 2026
W.I.: 9110, 9120, 9130

Re: Bay Area Headquarters Authority FY 2026-27 Operating and Capital Budgets

BAY AREA HEADQUARTERS AUTHORITY
RESOLUTION No. 50

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 2026-27; now, therefore be it

RESOLVED, that BAHA approves the Operating and Capital Budget for FY 2026-27, prepared in accordance with generally accepted 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 2026-27, 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 2026-27; 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 2026-27; 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

Susan A Noack

Sue Noack, 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 24, 2026.

BAHA Resolution No. 50
Date: June 24, 2026
W.I.: 9110,9120,9130
Attachment A

BAY AREA HEADQUARTERS AUTHORITY (BAHA) FY 2026-27 OPERATING BUDGET

	Actuals 03/31/2026	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Revenue:					
Assessment fee - shared services	$ 3,464,051	$ 4,618,734	$ 3,918,943	$ (699,791)	-15.2%
Assessment fee - common area	3,227,751	4,303,668	4,341,440	37,772	0.9%
Lease income	3,362,361	4,502,206	4,699,383	197,177	4.4%
Expense reimbursements	380,282	359,524	309,127	(50,397)	-14.0%
Other income - parking	133,605	151,286	135,136	(16,150)	-10.7%
Utility reimbursements	57,344	68,902	60,629	(8,273)	-12.0%
Other income	135,316	918,509	137,025	(781,484)	-85.1%
Total revenue	$ 10,760,710	$ 14,922,829	$ 13,601,683	$ (1,321,146)	-8.9%
Expenses:					
Salaries and benefits	$ 1,272,040	$ 2,418,546	$ 2,354,860	$ (63,686)	-2.6%
Overhead	621,540	986,607	837,592	(149,015)	-15.1%
Professional fees	103,500	1,121,775	943,058	(178,717)	-15.9%
Computer maintenance and services	1,170,467	2,241,184	2,170,913	(70,271)	-3.1%
Supplies and equipment rental	80,267	277,500	207,000	(70,500)	-25.4%
Other expenses	328,152	1,036,657	747,930	(288,727)	-27.9%
Insurance	44,351	58,784	53,670	(5,114)	-8.7%
Cleaning services	-	45,000	45,000	-	0.0%
Security	-	75,000	75,000	-	0.0%
Contractual services - CW	6,325,996	9,070,091	9,034,937	(35,154)	-0.4%
Total expense	$ 9,946,313	$ 17,331,144	$ 16,469,960	$ (861,184)	-5.0%
Operating surplus/(deficit) before transfers	$ 814,397	$ (2,408,315)	$ (2,868,277)	$ (459,962)	19.1%
Transfers in/(out):					
Transfer in from Operating Reserve	$ 2,408,315	$ 10,761,345	$ 4,528,430	$ (6,232,915)	-57.9%
Transfer to Capital	(8,353,030)	(8,353,030)	(1,660,153)	6,692,877	-80.1%
Total transfer	$ (5,944,715)	$ 2,408,315	$ 2,868,277	$ 459,962	19.1%
Total Operating Surplus/(Deficit)	$ (5,130,318)	$ -	$ -	$ -	0%

BAHA Resolution No. 50
Date: June 24, 2026
W.I.: 9110,9120,9131
Attachment B

BAY AREA HEADQUARTERS AUTHORITY (BAHA) FY 2026-27 OPERATING BUDGET

	Actuals 03/31/2026	FY 2025-26 Approved	Building and Commercial Operations	375 Beale Condo and Shared Services	BAHA Operating	FY 2026-27 Approved
Revenue:						
Assessment fee - shared services	$ 3,464,051	$ 4,618,734	$ -	$ 3,918,943	$ -	$ 3,918,943
Assessment fee - common area	3,227,751	4,303,668	-	4,341,440	-	4,341,440
Lease income	3,362,361	4,502,206	4,699,383	-	-	4,699,383
Expense reimbursements	380,282	359,524	-	-	309,127	309,127
Parking	133,605	151,286	135,136	-	-	135,136
Utility reimbursements	57,344	68,902	60,629	-	-	60,629
Other revenue	135,316	918,509	-	68,390	68,635	137,025
Total revenue	$ 10,760,710	$ 14,922,829	$ 4,895,148	$ 8,328,773	$ 377,762	$ 13,601,683
Expenses:						
Salaries and benefits	$ 1,272,040	$ 2,418,546	$ -	$ 1,699,751	$ 655,109	$ 2,354,860
Overhead	621,540	986,607	-	604,579	233,014	837,592
Repairs and maintenance	-	-	-	-	-	-
Professional fees	103,500	1,121,775	-	390,038	553,020	943,058
Computer maintenance and services	1,170,467	2,241,184	-	992,575	1,178,337	2,170,913
Supplies and equipment rental	80,267	277,500	-	117,000	90,000	207,000
Other expenses	328,152	1,036,657	420,930	115,000	212,000	747,930
Insurance	44,351	58,784	-	-	53,670	53,670
Cleaning services	-	45,000	-	-	45,000	45,000
Security	-	75,000	-	-	75,000	75,000
Contractual services - CW	6,325,996	9,070,091	4,693,497	4,341,440	-	9,034,937
Total expense w/o depreciation	$ 9,946,313	$ 17,331,144	$ 5,114,427	$ 8,260,383	$ 3,095,150	$ 16,469,960
Operating surplus/(deficit) before transfers	$ 814,397	$ (2,408,315)	$ (219,279)	$ 68,390	$ (2,717,388)	$ (2,868,277)
Transfers In/(Out)						
Transfer in from Operating Reserve	$ 2,408,315	$ 10,761,345	$ -	$ -	$ 4,528,430	$ 4,528,430
Transfer to Capital Reserve	(8,353,030)	(8,353,030)	-	-	(1,660,153)	(1,660,153)
Total transfers	$ (5,944,715)	$ 2,408,315	$ -	$ -	$ 2,868,277	$ 2,868,277
Total Operating Surplus/(Deficit)	$ (5,130,318)	$ -	$ (219,279)	$ 68,390	$ 150,889	$ -

Distribution of Condo Area Fees

Common Area	**FY 2025-26 Approved**	**FY 2026-27 Approved**	**Change $**
BAAQMD	$ 1,953,004	$ 1,970,145	$ 17,141
ABAG*	202,494	227,342	24,848
BATA/MTC	2,148,170	2,143,953	(4,217)
Total	$ 4,303,668	$ 4,341,440	$ 37,772
Shared Services			
BAAQMD	$ 2,095,981	$ 1,778,417	$ (317,564)
ABAG	217,318	205,217	(12,101)
BATA/MTC	2,305,435	1,935,309	(370,126)
Total	$ 4,618,734	$ 3,918,943	$ (699,791)
Grand Total	$ 8,922,402	$ 8,260,383	$ (662,019)

* Max ABAG assessment fee for FY 2026-27 is $432,559 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 conference room.

BAHA Resolution No. 50
Date: June 24, 2026
W.I.: 9110,9120,9130
Attachment D

Building Development Budget FY 2026-27	FY 2025-26 Life-To-Date (LTD)	Actuals as of March 2026 Life-To-Date (LTD)	March 2026 Remaining Balance	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
Sources					
Insurance proceeds	$ 1,817,087	$ 1,885,068	$ (67,981)	$ -	$ 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	-	1,400,196	(1,400,196)	681,250	681,250
Reimbursement for Capital Expenditure	-	1,156,132	(1,156,132)	-	-
Miscellaneous	-	984	(984)	-	-
Transfer in from BAHA Operation	290,781	245,634	45,147	-	290,781
Total Transfer In	$ 324,383,548	$ 326,063,433	$ (1,679,885)	$ 681,250	$ 325,064,798
Uses					
Purchase Building	$ 93,000,000	$ 93,000,000	$ -	$ -	$ 93,000,000
Building Development	154,207,882	153,941,120	266,762	-	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	186,280	213,720	681,250	1,081,250
Total Usage	$ 272,244,395	$ 271,639,241	$ 605,154	$ 681,250	$ 272,925,645

Commercial Development Fund Life To Date thru FY 2026-27

Program #	Budget	FY 2025-26 Life-To-Date (LTD)	Actuals as of March 2026 Life-To-Date Actual	March 2026 Remaining Balance	FY 2026-27 Approved Tenant Improvements	FY 2026-27 Approved Commissions	FY 2026-27 Approved Total	FY 2026-27 Life-To-Date (LTD)
9143	Transfer In	$ 52,139,153	$ 54,424,192	$ (2,285,039)	$ -	$ -	$ -	$ 52,139,153
9140	Ada's Café	465,454	279,174	186,280	-	-	-	465,454
9141	BCDC	7,016,736	7,016,736	-	-	-	-	7,016,736
9142	Cubic Reimbursement for TI	562,648	562,648	-	-	-	-	562,648
9144	Air District	3,000,000	3,000,000	-	-	-	-	3,000,000
9145	T.I. WETA	220,482	220,482	-	-	-	-	220,482
		$ 63,404,473	$ 65,503,232	$ (2,098,759)	$ -	$ -	$ -	$ 63,404,473
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	350,000	-	-	-	-	350,000
9140	T.I. Ada's Café	465,454	279,174	186,280	-	-	-	465,454
9141	BCDC	7,016,736	7,016,736	-	-	-	-	7,016,736
9142	Cubic	562,648	562,648	-	-	-	-	562,648
9144	Temazcal	5,049,886	4,760,648	289,238	-	-	-	5,049,886
9145	T.I. WETA	220,482	-	220,482	-	-	-	220,482
	Total Tenant Improvements	$ 27,477,919	$ 26,145,715	$ 1,332,204	$ -	$ -	$ -	$ 27,477,919
	Surplus/(deficit) before transfers	$ 35,926,554	$ 39,357,517	$ (3,430,963)	$ -	$ -	$ -	$ 35,926,554
	Transfer Out - Building Improvement	$ 2,500,000	$ 2,518,283	$ (18,283)	$ -	$ -	$ -	$ 2,500,000
	Net	$ 33,426,554	$ 36,839,234	$ (3,412,680)	$ -	$ -	$ -	$ 33,426,554

Building Improvement Fund Life-To-Date (LTD)

Program #	Budget	FY 2025-26 Life-To-Date (LTD)	Actuals as of March 2026 Life-To-Date (LTD)	March 2026 Remaining Balance	FY 2026-27 Approved	FY 2026-27 Life-To-Date (LTD)
	Transfer In from Operating Reserve	$ 41,319,437	$ 41,319,437	$ 21,407,913	$ 1,660,153	$ 42,979,590
	Transfer In from Building Development Budget - Interest Revenue				681,250	681,250
	Total Transfers	$ 41,319,437	$ 41,319,437	$ 21,407,913	$ 2,341,403	$ 43,660,840
	In-House Improvement Project					
9160	IT Improvement Project	$ 5,569,500	$ 2,615,982	$ 2,953,518	$ -	$ 5,569,500
9161	Agency Space Modification	8,378,834	1,865,788	6,513,046	(3,375,689)	5,003,145
9162	Agency Infrastructure Improvement	4,125,565	432,893	3,692,672	(2,200,000)	1,925,565
9163	Level 1 Public Space Modifications	4,532,166	5,167,431	(635,265)	635,265	5,167,431
	Total In-House Project	$ 22,606,065	$ 10,082,094	$ 12,523,971	$ (4,940,424)	$ 17,665,641
	CW Improvement Project					
9180	AHUs1-4 Eyebrow Install	$ 1,210,258	$ 577,024	$ 633,234	$ 591,403	$ 1,801,661
9181	Building Improvement	8,740,348	4,403,115	4,337,233	750,000	9,490,348
9182	Façade Repair & Window Replacement	7,512,766	4,799,611	2,713,154	5,940,424	13,453,190
	Total CW Project	$ 17,463,372	$ 9,779,750	$ 7,683,621	$ 7,281,827	$ 24,745,199
	Total Building Improvement Budget	$ 40,069,437	$ 19,861,844	$ 20,207,592	$ 2,341,403	$ 42,410,840
9130	**Lease Commissions**	$ 1,250,000	$ 49,680	$ 1,200,320	$ -	$ 1,250,000
	Net	$ -	$ 21,407,913	$ -	$ -	$ -

Reclasses:
$635,265 *from WE 9161 to 9163 to zero out project*
$1,540,423.50 *from WE 9161 to 9182 to adjust for initial façade budget not included in 9182*
$1,200,000 *from WE 9161 to 9182 to cover additional façade budget ask*
$750,000 *from WE 9162 to 9181 to cover CW asks for Media Source - Screen, UPS Batteries Replacement, and potential TI costs*
$1,450,000 *from WE 9162 to 9182 to cover additional façade budget ask*

375 BEALE CONDOMINIUM CORPORATION BUDGET

375 Beale Condominium Corporation

Proposed FY 2026-27 Operating Budget and Assessments

Subject:

A request that the Board approve the 375 Beale Condominium Corporation ("375 Beale Condo") Proposed fiscal year (FY) 2026-27 Operating Budget and the common area and shared service operation assessments.

Background:

In June 2017, Bay Area Headquarters Authority (BAHA), the Bay Area Air Quality Management District ("Air District"), 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 adopted a Declaration of Covenants, Conditions and Restrictions (CC&Rs), which establishes the governance structure and cost allocation methodology for shared building operations and services for 375 Beale Condo. Under the CC&Rs, costs are allocated through two primary assessment categories: Common Area and Shared Services.

Summary:

<u>Common Area:</u>

Common area assessments are used to provide services that benefit all tenants, such as security, janitorial services, utilities, administration, and repair and maintenance services. In FY 2026-27, the total assessment for Common Area expense is proposed at $4.3 million, an increase of $38,000 or 0.9%. The proposed increase is primarily due to an increase in repairs and maintenance, insurance, and administrative costs.

<u>Shared Services:</u>

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 2026-27, the proposed assessment is $3.9 million, a decrease of $700,000, or 15.2%. The proposed decrease is driven by decreases in IT projects such as hybrid space modifications and broadband equity and user enhancement projects as well as overhead due to a lower indirect cost allocation plan (ICAP) rate.

<u>Assessment Calculation:</u>

The assessment is split amongst BAHA, ABAG, and the Air District 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 2026-27 assessment is capped at $432,559. Without the cap, the total amount of ABAG's assessment would have been $746,738. BAHA is responsible for the portion of ABAG's assessment that is above this cap, which is $314,179.

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 historically relied on rental income to support capital repair and maintenance costs, this has become increasingly challenging due to lease non-renewals and higher downtown San Francisco vacancy rates. Staff have been working with executive leadership to determine ways to mitigate these funding challenges.

Recommendation:

Staff recommend that the Board approve the attached FY 2026-27 Operating Budget and the common area and shared services operation assessments.

Attachment:

- Attachment A - 375 Beale Condominium Corporation FY 2026-27 Operating Budget and Assessments.
- Attachment B - 375 Beale Condominium Corporation FY 2026-27 Operating Budget and Assessments Presentation

Andrew B. Fremier

375 Beale Condominium Corporation
FY 2026-27 Operating Budget

	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Expense:				
Salaries and Benefits	$ 1,772,339	$ 1,699,751	$ (72,588)	-4.1%
Overhead	732,238	604,579	(127,659)	-17.4%
Postage Meter and Direct TV	18,000	18,000	-	0.0%
Supplies	195,000	110,000	(85,000)	-43.6%
Contractual Services	4,303,668	4,341,440	37,772	0.9%
Information Technology (IT) Licenses/Maintenance	1,582,381	1,109,825	(472,556)	-29.9%
Other/Miscellaneous	318,776	376,788	58,012	18.2%
Total Expense	**$ 8,922,402**	**$ 8,260,383**	**$ (662,019)**	**-7.4%**

375 Beale Condominium Corporation
FY 2026-27 Operating Budget Detail

	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Common Area Breakdown				
Revenue:				
Assessment fee - BAAQMD	$ 1,953,004	$ 1,970,145	$ 17,141	0.9%
Assessment fee - ABAG	202,494	227,342	24,848	12.3%
Assessment fee - BAHA	2,148,170	2,143,953	(4,217)	-0.2%
Total Operating Revenue	4,303,668	4,341,440	37,772	0.9%
Operating Expenses:				
Cleaning	$ 1,104,333	$ 1,036,974	$ (67,359)	-6.1%
Repairs and Maintenance	996,326	1,040,673	44,347	4.5%
Utilities	667,486	646,035	(21,451)	-3.2%
Landscape (Grounds)	26,627	34,674	8,047	30.2%
Security	730,870	732,217	1,347	0.2%
Administrative	575,380	612,195	36,815	6.4%
Taxes/Licenses/Permits	27,617	28,132	515	1.9%
Insurance	175,029	210,540	35,511	20.3%
Total Operating Expenses	$ 4,303,668	$ 4,341,440	$ 37,772	0.9%
Total Operating Surplus/(Deficit)	$ -	$ -		
Shared Service Operation Breakdown				
Revenue:				
Assessment fee - BAAQMD	$ 2,095,981	$ 1,778,417	$ (317,564)	-15.2%
Assessment fee - ABAG	217,318	205,217	(12,101)	-5.6%
Assessment fee - BAHA	2,305,435	1,935,309	(370,126)	-16.1%
Total Operating Revenue	$ 4,618,734	$ 3,918,943	$ (699,791)	-15.2%
Operating Expenses:				
Salaries and Benefits	$ 1,772,339	$ 1,699,751	$ (72,588)	-4.1%
Overhead	732,238	604,579	(127,660)	-17.4%
Audit/Tax Preparation	62,500	64,500	2,000	3.2%
Comcast/Direct TV	18,000	18,000	-	0.0%
Office Supplies	120,000	60,000	(60,000)	-50.0%
Safety Equipment (automated external defibrillators (AEDs), First Aid Kits)	75,000	50,000	(25,000)	-33.3%
Information Technology (IT) Licenses/Maintenance	1,582,381	1,109,825	(472,555)	-29.9%
Catering	10,000	5,000	(5,000)	-50.0%
Other Expenses	246,275	307,288	61,013	24.8%
Total Operating Expenses	$ 4,618,734	$ 3,918,943	$ (699,790)	-15.2%
Total Operating Surplus/(Deficit)	$ -	$ -		

Distribution of Condo Area Fees

Common Area	FY 2025-26 Approved	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
BAAQMD	$ 1,953,004	$ 1,970,145	$ 17,141	0.9%
ABAG	202,494	227,342	24,848	12.3%
BAHA	2,148,170	2,143,953	(4,217)	-0.2%
Total	$ 4,303,668	$ 4,341,440	$ 37,772	0.9%
Shared Services				
BAAQMD	$ 2,095,981	$ 1,778,417	$ (317,564)	-15.2%
ABAG	217,318	205,217	(12,101)	-5.6%
BAHA	2,305,435	1,935,309	(370,126)	-16.1%
Total	$ 4,618,734	$ 3,918,943	$ (699,791)	-15.2%
Grand Total	$ 8,922,402	$ 8,260,383	$ (662,019)	-7.4%

* Max ABAG assessment fee for FY 2026-27 is $432,559 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		
BAHA	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 conference

BAY AREA HOUSING FINANCE AUTHORITY (BAHFA) BUDGET

Bay Area Housing Finance Authority
BAHFA

June 24, 2026 **Agenda Item 4a-26-0752**

Bay Area Housing Finance Authority (BAHFA) Resolution No. 40 -

Proposed Fiscal Year (FY) 2026-27 Operating Budget

Subject:

Adoption of the Bay Area Housing Finance Authority (BAHFA) Resolution No. 40, approving the Proposed Fiscal Year (FY) 2026-27 Operating Budget.

Summary of Changes from May draft:

On May 27, 2026, staff presented the FY 2026-27 draft Operating and Capital Budget to the Authority as an information item. The proposed budget reflects several updates since that time, including revised revenue projections; new philanthropic funding from Crankstart and the Charles and Helen Schwab Foundation; refined staffing allocations; updated benefit and overhead assumptions; a revised cost-of-living adjustment (COLA) consistent with MTC labor agreements and recent Consumer Price Index (CPI) projections; and updated contractual services. Collectively, these revisions improve the projected operating position, increasing the projected operating surplus from $0.8 million in the May draft to $0.9 million in the proposed budget.

Background:

The Bay Area Housing Finance Authority (BAHFA) was established by California Assembly Bill 1487 (AB 1487) in 2019 to advance affordable housing across the region by supporting production, preservation, and anti-displacement efforts.

BAHFA was launched with a $20 million state grant to develop five pilot programs addressing immediate housing needs while laying the groundwork for a future regional funding measure.

The agency has delivered on these pilot goals while adapting to changing conditions. In April 2022, the Metropolitan Transportation Commission (MTC) transferred the grant funding, originally awarded by the California Department of Housing and Community Development (HCD), to BAHFA to support startup and operations. These funds are expected to be fully spent by 2028. Due to the uncertainty of long-term funding, BAHFA staff currently remain in time-limited positions.

In response to BAHFA's limited operational funding, the agency launched a Strategic Planning process to define a path for sustaining operations until a long-term funding source is secured. This effort evaluated existing programs, identified funding strategies, and established a roadmap to maintain momentum toward a potential regional housing revenue measure as early as November 2028.

The Strategic Planning process concluded in early 2026, establishing a roadmap to sustain operations while advancing BAHFA's highest-priority initiatives. The FY 2026-27 Proposed Operating Budget reflects that strategy by aligning expenditures with available funding, supporting ongoing statutory responsibilities and pilot programs, and maintaining financial stability as the agency transitions toward longer-term funding sources.

FY 2026-27 Budget Assumptions

The following assumptions provide the basis for developing the FY 2026-27 proposed budget and reflect current and anticipated economic conditions, funding outlooks, and operational expectations.

The proposed budget incorporates the following key assumptions:

- Interest Earnings: A net interest yield of 3.6% is assumed, reflecting expectations for higher interest rates based on recent economic trends.
- Grant Funding: A decrease in state Regional Early Action Planning 2.0 (REAP 2.0) grant funding is anticipated. Carryover projects remain on schedule to meet the December 30,

2026 expenditure deadline, which will substantially draw down BAHFA's existing programmatic funding.

- Regional Measure Costs: No costs are assumed for a regional ballot measure in FY 2026-27. However, limited funding is included for stakeholder engagement activities to evaluate potential amendments to BAHFA's enabling statute in advance of a possible 2028 affordable housing measure.
- Staffing: The budget assumes an 8% vacancy rate across authorized positions.
- Compensation Adjustments: A 3.8% cost-of-living adjustment (COLA) is included, consistent with MTC labor agreements and recent Consumer Price Index (CPI) projections.
- Indirect Costs: The FY 2026-27 Indirect Cost Allocation Plan (ICAP) reflects an increased indirect cost rate compared to FY 2025-26, resulting in a projected rise in overhead costs.

These assumptions have been incorporated to support a balanced and fiscally responsible budget aligned with current policy direction and operational priorities.

FY 2026-27 Revenue and Expense

Total FY 2026-27 revenue is projected at $42.5 million, a decrease of $15.6 million from the amended FY 2025-26 budget. The decline primarily reflects the planned expenditure of one-time state grant funding, particularly REAP 2.0. Remaining operations will be supported through existing carryover balances, local funding, general fund resources, and $1.0 million in philanthropic support from Crankstart and the Charles and Helen Schwab Foundation. This funding will advance key priorities, including development of the Mixed-Income Financing Program, the Doorway Housing Portal, and continued regional coordination, technical assistance, and strategic initiatives.

Together, these revenues sustain ongoing commitments while highlighting the need for future, more stable funding sources.

A summary of BAHFA operating revenue is provided below:

FY 2026-27 Proposed Operating Revenue (millions denoted as M):

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/ (Decrease)
State Grants	$40.3M	$19.2M	(21.1M)
Local Funding	16.0M	20.0M	4.0M
General Fund	1.8M	3.3M	1.5M
Total	**$58.1M**	**$42.5M**	**($15.6M)**

Total FY 2026-27 expenses are projected at $41.6 million, a decrease of $16.5 million from the amended FY 2025-26 budget. The reduction primarily reflects the planned wind-down of one-time grant-funded pilot activities as existing resources are expended. The proposed spending plan continues to support core operations and strategic priorities while aligning expenditures with available funding.

A summary of BAHFA operating expenses is provided below:

FY 2026-27 Proposed Operating Expense (millions denoted as M):

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/ (Decrease)
Salaries, Benefits, and Indirect Cost	$2.3M	$2.7M	$0.4M
Doorway, Loans, Sites, Rental Assistant Pilots/Programs, and Mixed Income	52.7M	36.0M	(16.7M)

Program Reserves	1.0M	1.0M	0.0M
Strategic Initiatives & Other General Operations	2.1M	1.9M	(0.2M)
Total	**$58.1M**	**$41.6M**	**($16.5M)**

Expenses are shifting as follows:

- Personnel and Overhead: Salaries, benefits, and indirect costs increase by $0.4 million, driven by a higher Indirect Cost Allocation Plan (ICAP) rate compared to FY 2025-26, and staff reallocations, resulting in increased overhead costs, as well as a 3.8% cost-of-living adjustment (COLA), pursuant to MTC labor agreements.
- Program Costs: Expenses for Doorway, loan and site pilots, rental assistance, and mixed-income initiatives decrease by $16.7 million, reflecting the planned wind-down of expenditures as available grant funds are utilized.
- Strategic Initiatives and Operations: Modest decrease of $0.2 million, reflecting continued but streamlined support for core operations.
- Program Reserves: Remain unchanged at $1.0 million.

The FY 2026-27 budget continues to support key initiatives, including:

- Advancement of Doorway implementation and regional coordination
- Ongoing Housing Preservation Loan, Priority Sites, and Napa Rental Assistance pilots
- Support to launch the Mixed-Income Financing Program
- Stakeholder engagement to inform potential updates to BAHFA's enabling statute

Together, these investments sustain program delivery while aligning expenditures with the remaining balance of available funding.

The FY 2026-27 Proposed Operating Budget reflects BAHFA's strategic priorities while maintaining fiscal discipline during a transitional funding period. The budget supports continued implementation of core programs and pilot initiatives, preserves organizational capacity, and positions the agency to pursue longer-term funding opportunities, including a potential regional housing measure.

Recommendations:

Staff recommend adoption of BAHFA Resolution No. 40, approving the BAHFA FY 2026-27 Operating Budget.

Attachments:

- Bay Area Housing Finance Authority (BAHFA) Resolution No. 40, FY 2026-27 Operating Budget
- Attachment A: Bay Area Housing Finance Authority (BAHFA) FY 2026-27 Operating Budget
- Bay Area Housing Finance Authority (BAHFA) FY 2026-27 Operating Budget PowerPoint Presentation

Andy Fremier

Andrew B. Fremier

Date: June 24, 2026
Referred By: BAHFA

ABSTRACT

Resolution No. 40

This resolution approves the Bay Area Housing Finance Authority (BAHFA) Fiscal Year (FY) 2026-27 Operating Budget.

Further discussion of this subject is contained in the Summary Sheet dated June 24, 2026 for the Bay Area Housing Finance Authority.

Date: June 24, 2026
Referred By: BAHFA

RE: Approval of BAHFA FY 2026-27 Operating Budget

BAY AREA HOUSING FINANCE AUTHORITY
RESOLUTION NO. 40

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 a range of income levels, especially affordable housing; and

WHEREAS, MTC and ABAG staff have developed a FY 2026-27 budget, as presented to the Authority on June 24, 2026 and memorialized in the accompanying Summary Sheet, that includes continued development and customer relationship management of Doorway; Housing Preservation Pilot, Priority Sites Pilot, Rental Assistance Pilot, and Mixed Income Financing Program; 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 2026-27 operating budget, attached hereto as Attachment A; and be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BAHFA operating budget for FY 2026-27, provided that there shall be no increase in the overall BAHFA operating budget without prior approval of the Authority; and, be it further

RESOLVED, that the 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 2026-27; and, be it further

RESOLVED, that this resolution shall be effective upon adoption.

BAY AREA HOUSING FINANCE AUTHORITY

Susan A Noack

Sue Noack, 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 24, 2026.

Date: June 24, 2026
Referred By: BAHFA

Attachment A
Resolution No. 40

BAY AREA HOUSING FINANCE AUTHORITY
FY 2026-27 OPERATING BUDGET

BAY AREA HOUSING FINANCE AUTHORITY (BAHFA)
FY 2026-27 OPERATING BUDGET

Resolution No.: 40
Date: June 24, 2026
W.I.: 1620, 1630, 1624, 1625

REVENUE-EXPENSE SUMMARY

	Actuals as of 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Total Operating Revenue	$ 15,636,787	$ 58,044,305	$ 42,466,378	$ (15,577,927)	-26.8%
Total Operating Expense	$ 18,136,134	$ 58,044,305	$ 41,576,387	$ (16,467,918)	-28.4%
Operating Surplus/(Deficit) before Transfer	$ (2,499,346)	$ -	$ 889,991	$ 889,991	0.0%
Transfer In/(Out)	$ -	$ -	$ -	$ -	100.0%
Total Operating Surplus/(Deficit)	$ (2,499,346)	$ -	$ 889,991	$ 889,991	0.0%
Transfer In/(Out) Reserves	$ -	$ -	$ 889,991	$ 889,991	0.0%
Beginning Fund Balance	$ -	$ 38,614,000	$ 38,614,000		
Ending Fund Balance	$ -	$ 38,614,000	$ 39,503,991		

Operating Revenue	Actuals as of 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
State of California Housing Community Development	$ 2,412,584	$ 4,321,331	$ 4,631,458	$ 310,127	7.2%
Transit-Oriented Affordable Housing (TOAH) Exchange Fund	-	5,000,000	-	(5,000,000)	-100.0%
MTC Transfer: Regional Early Action Planning (REAP) 2.0	6,995,144	35,994,126	14,550,000	(21,444,126)	-59.6%
MTC Transfer: Chan Zuckerberg Initiative	5,000,000	6,000,000	5,850,000	(150,000)	-2.5%
MTC Transfer: Exchange	-	5,000,000	14,100,000	9,100,000	182.0%
BAHFA Leadership Fund Transfer: Schwab & Crankstart	-	-	1,000,000	1,000,000	N/A
Other Donations	77,090	728,848	275,000	(453,848)	-62.3%
Interest Income	1,151,970	1,000,000	2,059,920	1,059,920	106.0%
Total Operating Revenue	**$ 15,636,787**	**$ 58,044,305**	**$ 42,466,378**	$ (15,577,927)	-26.8%

Expense	Actuals as of 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Salaries and Benefits	$ 292,033	$ 1,622,196	$ 1,743,389	$ 121,192	7.5%
Overhead	131,159	629,250	975,545	346,295	55.0%
Doorway and Other Pilot Operational Costs	635,231	4,196,833	2,677,000	(1,519,833)	-36.2%
Regional Early Action Planning (REAP) 2.0 Preservation Loans	8,651,616	9,890,171	1,200,000	(8,690,171)	-87.9%
Regional Early Action Planning (REAP) 2.0 Priority Sites Predevelopment Loans	8,000,996	23,580,955	12,100,000	(11,480,955)	-48.7%
Rental Assistance Program	247,956	5,000,000	4,100,000	(900,000)	-18.0%
Mixed Income Financing Program	-	10,000,000	15,890,000	5,890,000	58.9%
Legal	72,444	698,300	733,215	34,915	5.0%
Strategic Initiatives	-	212,000	908,000	696,000	328.3%
Audit/Accounting	24,670	39,050	40,500	1,450	3.7%
Conference/Training Fees	975	16,000	50,000	34,000	212.5%
Travel Expense	189	12,000	25,000	13,000	108.3%
Board/Commission Member Stipend	5,000	20,000	22,000	2,000	10.0%
Insurance & Other General Operation Expenses	73,865	1,127,550	111,739	(1,015,811)	-90.1%
Program Reserves	-	1,000,000	1,000,000	-	0.0%
Total Operating Expense	**$ 18,136,134**	**$ 58,044,305**	**$ 41,576,387**	$ (16,467,918)	-28.4%

Transfer In/(Out)	Actuals as of 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Transfer In/(Out) MTC	$ -	$ 11,000,000	$ -	$ (11,000,000)	-100.0%
Transfer In/(Out) BAHFA Leadership Fund	-	-	1,000,000	1,000,000	100.0%
Total Transfers	**$ -**	**$ 11,000,000**	**$ 1,000,000**	$ (10,000,000)	-90.9%

BAHFA CONTRACTUAL SERVICES SUMMARY - APPROVED

Description/Purpose	Actuals as of 03/31/2026	FY 2025-26 Amendment No. 1	FY 2026-27 Approved	Change $ Increase/(Decrease)
Contractual Services				
Doorway Costs	$ 635,231	$ 4,196,833	$ 2,677,000	$ (1,519,833)
Regional Early Action Planning (REAP) 2.0 Preservation Loans	8,000,996	9,890,171	1,200,000	(8,690,171)
Regional Early Action Planning (REAP) 2.0 Priority Sites Predevelopment Loans	8,651,616	23,580,955	12,100,000	(11,480,955)
Rental Assistance Program	247,956	5,000,000	4,100,000	(900,000)
Mixed Income Financing Program	-	10,000,000	15,890,000	5,890,000
Legal	72,444	698,300	733,215	34,915
Strategic Initiatives	-	212,000	908,000	696,000
Audit/Accounting	24,670	39,050	40,500	1,450
Insurance & Other General Operation Expenses	80,029	1,175,550	208,739	(966,811)
Total Contractual Services	$ 17,712,942	$ 54,792,859	$ 37,857,454	$ (16,935,405)

BAHFA ADMINISTRATION GRANT FEDERAL, STATE, AND LOCAL FUNDING SUMMARY – APPROVED

Grant Number	Fund Source No.	Grant Name	Grant Award	Actuals as of 03/31/2026	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Date
21-GFD-012	2409	California Housing Community Development (HCD)	$ 20,000,000	$ 10,649,732	$ 1,718,933	$ 3,082,454	$ 4,548,881	N/A
23-REAP2-17909	2312	Regional Early Action Planning (REAP) 2.0	250,000	-	-	250,000	-	12/31/2026
23-REAP2-17909	3919	Regional Early Action Planning (REAP) 2.0 Preservation Loans	17,800,000	16,600,000	-	1,200,000	-	12/31/2026
23-REAP2-17909	3918	Regional Early Action Planning (REAP) 2.0 Priority Sites Predevelopment Loans	28,000,000	15,900,000	-	12,100,000	-	12/31/2026
23-REAP2-17909	3927	Regional Early Action Planning (REAP) 2.0 Doorway	2,530,000	1,530,000	-	1,000,000	-	12/31/2026
26398935/26398941	EXCH13	MTC Exchange: Mixed-Income Loan Fund	10,000,000	-	-	10,000,000	-	N/A
23398917	EXCH17	MTC Exchange: Rental Assistance Program	4,100,000	-	-	4,100,000	-	N/A
FR-03521	XXXX	* Crankstart Foundation - New	500,000	-	500,000	-	-	05/31/2028
2026-15	XXXX	* Schwab Family Foundation - New	500,000	-	500,000	-	-	05/31/2028
XXXX	SFF	* San Francisco Foundation - New	200,000	-	-	200,000	-	N/A
XXXX	3882	* Tides Foundation	2,500,000	2,229,440	-	-	270,560	N/A
XXXX	3889	* San Francisco Foundation	150,000	75,000	-	75,000	-	N/A
XXXX	3940	*Chan Zuckerberg Initiative: Mixed-Income Loan Fund	6,000,000	-	-	5,850,000	150,000	N/A
		Total	$ 92,530,000	$ 46,984,173	$ 2,718,933	$ 37,857,454	$ 4,969,441	

* Donation Grant

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San Francisco, CA 94105
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