

# **Metropolitan Transportation Commission Administration Committee**

**June 22, 2022**

**Agenda Item 9b - 22-0543**

## **MTC Resolution No. 4517 FY 2022-23 MTC Operating and Capital Budgets**

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### **Subject:**

The highlighted updates have been made to this summary sheet since it's referral by the Administration Committee on June 8, to include one additional position for the new fiscal year.

A request that the Committee refer to the Commission for approval, MTC Resolution No. 4517, the MTC Fiscal Year 2022-23 Operating and Capital Budgets. The budget is balanced as submitted with a slight surplus projected at fiscal year-end.

### **Background:**

While the general economic picture nationally and regionally has stabilized over the past eighteen months from the challenges posed by the COVID-19 pandemic and ensuing "flash" recession, there are new challenges that MTC and associated agencies must face over FY 2022-23 and beyond.

Inflation has been running very high for the past sixteen months. Inflationary pressures have included supply chain challenges, extremely low unemployment (driven in part by low labor force participation), and the war in Ukraine. For the first several months of this inflationary trend, the Federal Reserve believed these inflationary pressures to be "transitory" (that is, short-term in nature). As it has become clear that these increases are not, in fact, transitory, the Federal Reserve has begun a campaign of unwinding its monetary stimulus by increasing short-term interest rates and messaging a reduction of its balance sheet. In pursuing this campaign, the Federal Reserve is attempting to navigate to an economic "soft landing," in which inflation is reduced, unemployment levels remain acceptable (if somewhat higher than current), and the national economy avoids recession.

Unfortunately, steering the economy to a soft landing is an uncertain enterprise, and it is possible that the Federal Reserve may overshoot, increasing interest rates to a point that the economy goes into recession, or that today's inflationary pressures are such that increases in interest rates are insufficient to address them. Either of these could materially increase financial risk to MTC and its associated agencies.

### **Key Budget Development Issues**

While today's economic "top-line" numbers look good, the issues discussed above could present challenges for MTC in FY 2022-23 or FY 2023-24. Furthermore, Bay Area Toll Authority (BATA) toll revenues, which help support MTC overhead through administrative transfers, have not recovered to pre-pandemic levels, while staffing and other costs associated with MTC operations increase. Staff recognizes the important work that the Commission is promoting across a number of different areas, and acknowledge that our support functions, including information technology, human resources, and finance have been operating under a significant "capacity deficit". Finally, due to the prudent financial decisions made by the Commission in previous years, the burden of pension and Other Post-Employment Benefits (OPEB) obligations has decreased, providing some level of financial flexibility.

As such, the FY 2022-23 Operating and Capital Budgets, as proposed, attempt to strike a balance between (1) resourcing staffing needs to address Commission initiatives and to partially address the capacity deficit, and (2) the need to be fiscally prudent in FY 2022-23 and to not create a fixed cost "overhang" which would challenge operations in FY 2023-24 and beyond.

### **FY 2022-23 Budget Parameters**

The improved economy combined with prior reduction of long-term expenses should be sufficient to avoid implementing expenditure controls such as were used in the FY 2020-21. Staff will closely monitor economic developments during the FY so that any adverse developments can be addressed as quickly as possible. Our basic budget preparation assumptions for next FY include:

- 4.2% salary increase and one-time non-pensionable bonuses (incorporating negotiated MOU provisions proposed for Commission adoption)
- Public Employees Retirement System (PERS) Unfunded Accrued Liability (UAL) amortization payment \$2.0 million
- OPEB Actuarial Determined Contribution (ADC) \$3.6 million
- Maintain minimum operating reserve: 6 months
- Use of OPEB asset/withdrawal from the 115 trust to fund current health care expenses (consistent with FY 2021-22)
- No special hiring freezes or expenditure controls
- Continued reduction of long-term post-retirement costs

Combining the improving economy and our continuing efforts to reduce long-term obligations, is anticipated to produce a surplus of just under \$1 million for FY 2022-23, compared to the budgeted deficit of \$0.55 million for FY 2021-22 (after Amendment No. 3).

**New Positions**

Economic conditions limited our ability to include new positions in the development of the FY 2020-21 budget. With the improving economy, and expanded operational needs, the FY 2021-22 budget loosened those restrictions to add certain positions considered essential to our expanding role. In FY 2022-23, we are primarily proposing to add positions which will provide capacity for expanded operational requirements (many of which are funded by outside sources), positions necessary for appropriate operations of BATA, and positions which provide support for all MTC and related agency operations (some of which will be funded by the MTC general fund, some of which will be reimbursed through overhead distribution, and some of which are permanent positions that are being utilized to replace temporary positions and/or contracted services). For those positions being funded by outside (and yet unobligated) funding sources, hiring will be based upon the obligation of those funding sources.

There are total of 357 positions included in the proposed MTC budget for FY 2022-23, an increase of 30 positions. The new positions are spread throughout the MTC operations; however, MTC is responsible for authorizing staffing for MTC and all operating entities. The proposed staffing for FY 2022-23 is as follows:

	<b><u>2022</u></b>	<b><u>2023</u></b> (adds)	<b><u>Total</u></b>
MTC*	248	20	268
BATA	74	9.75	83.75
SAFE	5	0.25	5.25
<b>Total</b>	<b>327</b>	<b>30</b>	<b>357</b>

\* Includes 2 positions that will provide staffing resources for the Association of Bay Area Governments (ABAG) Bay Area Regional Energy Network (BayREN) and the ABAG Publicly Owned Energy Resources (POWER).

MTC will add the positions to fill needs as follows:

- Address continued needs associated with FasTrak, including outreach, quality control, and development of the next generation FasTrak Customer Service Center (CSC) procurement.
- To support priority implementation actions emerging from the Blue Ribbon Task Force (fare coordination/integration; regional wayfinding and its supporting technology; bus priority on road network/design and implementation) as well as Plan Bay Area 2050.
- To address foundational support functions that had been outpaced by MTC's growing portfolio, including information security, finance, and human resources (this includes adding full-time staff positions that have been filled on an essentially full-time basis by long-term temporary hires).

Specifically for the positions aligned with MTC activities, funding streams deemed sufficient to underwrite FY 2022-23 needs are also adequate and reliable to support staffing levels in subsequent years (some on a limited term basis), and rely in part on Commission Resolution No. 4505, which adopted the One Bay Area Grant (OBAG) 3 framework and programmed funds for staffing needs. Ensuring direct funding for these positions is an essential consideration to avoid carrying an unsustainable fixed cost "overhang" as mentioned above.

### **FY 2022-23 Revenue and Expense**

Total revenue estimated for FY 2022-23 is \$257.4 million, up \$68.9 million from the amended FY 2021-22 budget. There is a decline in local funding and other project related transfers, more than offset by increases in Federal grants (predominantly OBAG 3). Operating revenue is approximately \$119.3 million, with increases having been adopted previously in FY 2021-22 and additional revenue required to support operating capacity.

Total expenses proposed for FY 2022-23 is \$256.8 million, up \$67.9 million from the amended FY 2021-22 budget. The largest part of this increase is for contractual services (which includes funding for the staffing increases identified above for MTC). Other highlights include:

	<b>Total</b>	<b>% Change</b>	<b>\$ Change</b>
• Salaries & Benefits	\$45.0M	Down 8%	\$(3.8M)
• Computer Services	\$4.6 M	15%	\$ 0.6M
• PERS Prepayment	\$0.0 M	Down 100%	\$(6.7 M)

• General Operations	\$4.0M	47%	\$1.3M
• Capital Outlay	\$0.9M	31%	\$0.3M

Total salaries and benefit cost increase is due to additional positions and incorporation of the Cost of Living Adjustment (COLA), offset partially by restructuring administrative costs between MTC and BATA, to better reflect distribution of work effort.

#### Post Retirement Costs

Since FY 2018-19, MTC has almost eliminated net pension liabilities (we anticipate the FY 2020-21 numbers to show an asset once actual figures from CalPERS are available). The net OPEB liability of \$13 million in 2016 was fully retired in FY 2019-20 and has been an asset since that point.

#### Contract Services Funding

The total proposed contract services budget for FY 2022-23, including all contract services funded by new grants committed for FY 2022-23 (which will be expended over a number of years), is \$200.9 million. The Commission's adoption of the FY 2022-23 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. Highlights of notable increases include:

	<b>Total</b>	<b>Change</b>	<b>Change</b>
• Information Technology (1161)	\$2.2M	29%	\$0.5M
• Regional Traveler Info. (1224)	\$7.9M	28%	\$1.7M
• Transp. Asset Mgt. (1233)	\$7.5M	42%	\$2.2M
• Incident Management (1235)	\$6.1M	80%	\$2.7M
• Freeway Performance (1237)	\$18.9M	149%	\$11.3M
• Clean Cal. Lighting (1230) – new	\$6.5M		
• Means Based Fare Prog. (1311)	\$9.2M	14%	\$1.1M
• Reg. Growth Framework (1611)	\$41.6M	55%	\$16.6M
• Climate Initiative (1413)	\$50.6M	364%	\$39.7M

Project funding will vary from year to year, which causes some unpredictable contract budget swings.

MTC Grants and Other Sources of Project Funding

MTC currently has a total of over 75 active grants and other sources of funding totaling \$340.2 million. MTC proposes to add 8 new grants and nearly \$207.3 million of funding. The new project grants include:

- One Bay Area Grant (OBAG) 3 \$34.5M
- Surface Trans. Block Grant (STBG) \$37.5M
- Congestion Management \$19.5M
- Vanpool Program \$1.4M
- SB 170 Caltrans \$3.0M
- Clean California Portal Lighting \$6.5M
- Communication Fiber Lateral \$2.9M
- Regional Early Action Plan (REAP) 2.0 \$102M

Clipper Operating

The proposed Clipper operating budget for FY 2022-23 is \$49.7 million, up from the amended FY 2021-22 budget of \$33.2 million. This increase is due entirely to increased operating expenses with Clipper II as it moves into revenue service. Clipper I expenses are anticipated to drop by approximately \$1.1 million. Increases in operating costs will be funded primarily from transit operators, increased State Transit Assistance (STA) funding, and increased state-of-good repair funding. The operating budget is balanced as proposed.

Clipper Capital

The Clipper capital budget is divided between the closeout of Clipper I and the development of Clipper II.

Clipper I will increase the life-to date budget by approximately \$2.5 million to a total project cost of \$239.6 million through FY 2022-23. The funds will come from card sales and Low Carbon Transit Operations (LCTOP) and will support staff costs and card expenses.

The proposed life-to-date Clipper II budget for FY 2022-23 will be \$248.7 million, an increase of \$21.3 million. New funding includes (in millions):

	<u>Budget</u>
• STA	\$ 3.5
• Card Sales	3.0
• LCTOP	0.5
• State of Good Repair (SGR)	<u>14.3</u>
Total FY 2022-23	\$ 21.3

Most of the additional FY 2022-23 budget, \$18.4 million, will be applied to consulting costs, with \$2.9 million being applied to project staff costs.

#### Bay Area Forward

The 8 projects that make up the Bay Area Forward will have a proposed budget of \$138.9 million, up \$56.3 million from FY 2021-22. Project changes are as follows (in millions):

	<u>LTD Budget Thru</u>	
	<u>FY 2021-22</u>	<u>FY 2022-23</u>
Bay Bridge Forward 2016	\$22.9	\$29.5
Bay Bridge Forward 2020	22.9	56.0
Richmond Forward	1.1	1.2
Freeway Perf Initiative I-680	14.0	14.0
Freeway Performance Initiative I-880	3.1	7.0
Freeway Performance Initiative US-101	3.1	5.5
Dumbarton Forward	8.1	12.1
Napa Forward	8.3	14.5
Total	\$83.5	\$139.8

The Bay Bridge Forward 2020 project gets the largest increase including grant funding of \$17.2 million from Surface Transportation Block Grant (STBG) and \$14.2 million from Congestion Mitigation Air Quality (CMAQ).

Exchange Fund

The total Exchange Fund balance is unchanged for FY 2022-23. There are two projects each for the Freeway Performance Program and Technology-based Operations and Mobility that are proposed to be funded from Exchange Fund balances, as approved by the Commission in Resolution No. 3989:

- Commuter Parking Initiative \$621,500
- RSR Forward Bike/TDM \$400,000
- Napa Valley Forward \$240,000
- Bike Share Capital Grant (SCTA) \$826,000

MTC Reserves

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

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

As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. With proposed FY 2022-23 operating revenue of \$119.3 million, the reserve goal is \$59.6 million.

The audited reserve balance at June 30, 2021 was \$57.6 million with budgeted reserve estimates of \$57 million and \$57.6 million for FY 2021-22 and FY 2022-23, respectively. The breakdown is as follows (in millions):

	<u>FY 2020-21</u>	<u>FY 2021-22</u>	<u>FY 2022-23</u>
	<u>(Actual)</u>		
June 30 balance (adjusted)	\$57.6	\$57.0	\$57.6
Reservations	(19.7)	(19.1)	(20.8)
Net before retirement	37.8	37.9	36.8
Retirement costs	(15.7)	(18.4)	(18.4)
Net available/(deficit)	\$22.1	\$21.5	\$18.4



The total projected reserve for FY 2022-23 is at \$57.6 million, just slightly lower than the stated six month goal. Another important goal relative to financial and operational liquidity is for MTC to be able to maintain a positive net unrestricted balance after all designated restrictions. There are two levels of reservations or restrictions on reserve balances. The first designation is to “Reserve” for obligations owed at FY end and, second to designate funds that will be necessary to meet long-term liabilities. The year-end reservations include:

- Year-end contract balances
- Benefit changes
- Compensated absences
- Capital assets
- Liability contingency

What remains after the year-end reservations and after long-term liabilities is considered “Net Available” assets. If the ending number is negative, the agency owes more than is available. If the ending number is positive, those “net assets” are available for future programming.

MTC’s reserves are, in general, fully funded; more importantly, MTC has a very healthy net unrestricted balance (which itself is probably understated due to positive CalPERS performance that is not reflected in the table above). As such, staff is comfortable with the slight shortfall in overall adjusted fund balance relative to the six-month goal.

**Recommendation:**

Staff recommends that the Committee approve the referral of MTC Resolution No. 4517 authorizing the FY 2022-23 MTC Operating and Capital Budgets to the Commission for approval.

**Attachments:**

- MTC Resolution No. 4517, MTC FY 2022-23 Operating and Capital Budgets.
- Presentation



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Therese W. McMillan

Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration

ABSTRACT

Resolution No. 4517

This resolution approves the Agency's Operating and Capital Budgets for FY 2022-23.

Further discussion of the agency budget is contained in the Administration Committee Summary Sheets dated June 8, 2022. A budget is attached as Attachments A through F.

Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration

Re: Metropolitan Transportation Commission's Operating and Capital Budgets for FY 2022-23

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 4517

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 27, 2022 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2022-23 with the adoption of MTC Resolution No. 4516; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2022-23; and

WHEREAS, the final draft MTC Agency Budget for FY 2022-23 as reviewed and recommended by the Administration Committee will be consistent with the OWP as adopted pursuant to MTC Resolution No. 4516; now, therefore, be it

RESOLVED, that MTC's Agency Budget for FY 2022-23, 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 2022-23, 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 2022-23, 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 2022-23; 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 2022-23; and, be it further

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

RESOLVED, that the Commission authorizes the designation of certain reserves for FY 2022-23 as follows: Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside \$1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2022-23 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 357 and will not be increased without approved increase to the appropriate FY 2022-23 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2022-23 budgets; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 22, 2022.

Date: June 22, 2022  
W.I.: 1152  
Referred by: Administration

Attachments A,B,C,D,E,F  
Resolution No. 4517

**METROPOLITAN TRANSPORTATION COMMISSION**

**AGENCY'S OPERATING AND CAPITAL BUDGETS**

**FY 2022-23**

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METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

Attachment A

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2021-22 Amendment No. 3	FY 2022-23 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 93,560,841	\$ 176,077,451	88%	\$ 82,516,610
State Grants	30,912,743	29,900,924	-3%	(1,011,819)
Local Funding	15,751,515	4,955,781	-69%	(10,795,734)
Transportation Development Act (TDA) - General Fund	14,100,000	15,800,000	12%	1,700,000
Transfer from Other Entities/Funds	8,542,908	6,653,740	-22%	(1,889,168)
Administrative Overhead Reimbursement	23,216,450	21,541,671	-7%	(1,674,779)
Other	2,363,445	2,453,029	4%	89,584
<b>Total Operating Revenue</b>	<b>\$ 188,447,903</b>	<b>\$ 257,382,596</b>	37%	\$ 68,934,693
<b>Total Operating Expense</b>	<b>\$ 188,997,489</b>	<b>\$ 256,847,563</b>	36%	\$ 67,850,074
<b>Operating Surplus/(Deficit)</b>	<b>\$ (549,586)</b>	<b>\$ 535,033</b>	-197%	\$ 1,084,618
<b>Total Operating Surplus/(Deficit)</b>	<b>\$ (549,586)</b>	<b>\$ 535,033</b>	-197%	\$ 1,084,618

PART 2: CAPITAL AND RESERVE ACTIVITY

<b>Total Transfers In from Board Designated Reserves</b>	<b>\$ 2,598,263</b>	<b>\$ -</b>	-100%	\$ (2,598,263)
<b>Total Expenses Funded by Board Designated Reserve Transfers</b>	<b>\$ 2,598,263</b>	<b>\$ -</b>	-100%	\$ (2,598,263)
<b>Capital Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	-100%	\$ -
<b>TOTAL FISCAL YEAR SURPLUS/(DEFICIT)</b>	<b>\$ (549,586)</b>	<b>\$ 535,033</b>	-197%	\$ 1,084,618
<b>Transfer To Designated Reserve</b>	<b>\$ -</b>	<b>\$ -</b>		
<b>Net MTC Reserves - in(out)</b>	<b>\$ (549,586)</b>	<b>\$ 535,033</b>		
<b>Current Year Ending Balance</b>	<b>\$ -</b>	<b>\$ -</b>		

METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

Attachment A

Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 5,498,913	14,282,826	160%	\$ 8,783,913
Congestion Mitigation and Air Quality (CMAQ) - New	12,373,000	19,498,000	58%	\$ 7,125,000
Federal Highway Administration Planning (FHWA PL) (FY 2022-23)	-	9,713,542	-100%	9,713,541
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	9,283,882	2,010,295	-78%	(7,273,587)
Federal Highway Administration Planning (FHWA PL) (FY 2020-21) (Carryover)	331,834	-	-100%	(331,834)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	500,000	500,000	0%	0
Federal Transit Administration (FTA) 5303 (FY 2022-23)	-	3,628,612	-100%	3,628,612
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	3,557,462	1,469,043	-59%	(2,088,419)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	1,649,918	-	-100%	(1,649,918)
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	400,000	305,848	-24%	(94,152)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	466,559	364,587	-22%	(101,972)
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	-	183,731	-100%	183,731
Surface Transportation Block Grant (STBG)	48,585,759	38,703,211	-20%	(9,882,548)
Surface Transportation Block Grant (STBG)	10,413,514	12,785,710	23%	2,372,196
Federal Emergency Management Agency (FEMA)	-	19,732	-100%	19,732
Environmental Protection Agency (EPA)	-	58,933	-100%	58,933
Surface Transportation Block Grant (STBG) - New	-	37,521,237	-100%	37,521,237
Surface Transportation Block Grant (STBG) (OBAG 3) - New	-	34,500,000	-100%	34,500,000
Job Access and Reverse Commute Program (JARC)	-	32,144	-100%	32,144
	\$ 93,560,841	\$ 176,077,451	88%	\$ 82,516,610

State Grants

California Housing Community Development (HCD)	\$ 915,000	3,200,984	250%	\$ 2,285,984
Low Carbon Transit Operations Program (LCTOP)	4,000,000	6,220,716	56%	2,220,716
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	2,124,836	1,575,952	-26%	(548,884)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	457,210	251,560	-45%	\$ (205,650)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2019-20) (Carryover)	242,162	-	-100%	(242,162)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	539,534	441,997	-18%	(97,537)
PTA Adaptation Planning (FY 2019-20) (Carryover)	26,641	-	-100%	(26,641)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 170 (SB1)	3,000,000	-	-100%	(3,000,000)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	187,200	406,766	117%	219,566
Systemic Safety Analysis Report Program Local (SSARPL)	500,000	414,894	-17%	(85,106)
California State Transp. Agency SB856 (CalSTA)	3,349,775	-	-100%	(3,349,775)
Affordable Mobility Pilot Program (CARB)	1,027,393	-	-100%	(1,027,393)
Caltrans Clean Air Initiative - New	7,000,000	-	-100%	(7,000,000)
Caltrans Clean Air Initiative - New	396,911	-	-100%	(396,911)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	-	1,906,543	-100%	1,906,543
State Transit Assistance (STA)	6,896,081	5,985,372	-13%	(910,709)
State of California, Wildlife Conservation Board (Proposition 68)	-	640,000	-100%	640,000
Clean California Enhancement Proposal (New)	-	6,500,000	-100%	6,500,000
	\$ 30,912,743	\$ 29,900,924	-3%	\$ (1,011,819)



METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

Attachment A

Local Funding

Bay Area Rapid Transit (BART)	\$ 88,000	\$ 68,767	-22%	\$ (19,233)
Transportation Fund for Clean Air (TFCA)	1,544,590	\$ 28,410	-98%	(1,516,180)
Bay Area Air Quality Management District (BAAQMD)	623,984	432,657	-31%	(191,327)
Exchange Fund	9,625,941	2,087,500	-78%	(7,538,441)
Pavement Management Program (PMP Sales)	1,725,000	1,500,000	-13%	(225,000)
Pavement Management Technical Assistance Program (PTAP)	1,600,000	543,900	-66%	(1,056,100)
Cities/Local Funds	544,000	294,547	-46%	(249,453)
Subtotal	\$ 15,751,515	\$ 4,955,781	-69%	\$ (10,795,734)

Transfers In

2% Transit Transfer	\$ 1,125,000	764,034	-32%	\$ (360,966)
5% Transit Transfer	281,706	467,841	66%	186,135
Association of Bay Area Governments (ABAG)	138,850	185,424	34%	46,574
Bay Area Infrastructure Financing Authority (BAIFA)	25,000	224,593	798%	199,593
Bay Area Toll Authority (BATA) Regional Measure 2	3,823,000	3,428,347	-10%	(394,653)
Bay Area Toll Authority (BATA) Reimbursement	2,799,352	1,468,500	-48%	(1,330,852)
Service Authority for Freeways and Expressways (SAFE) Reimbursement	350,000	115,000	-67%	(235,000)
Subtotal	\$ 8,542,908	\$ 6,653,740	-22%	\$ (1,889,168)

Reimbursements for Administrative Overhead

Association of Bay Area Governments (ABAG)	\$ 1,763,226	\$ 1,607,866	-9%	\$ (155,360)
BATA 1% Administrative Draw	6,655,000	\$6,938,000	4%	283,000
Additional BATA 1% Administrative Draw	6,655,000	\$6,938,000	4%	283,000
Bay Area Infrastructure Financing Authority (BAIFA)	1,487,823	1,394,714	-6%	(93,109)
Bay Area Housing Finance Authority (BAHFA)	-	733,252	-100%	733,252
Bay Area Headquarters Authority (BAHA)	575,354	742,549	29%	167,195
MTC Grant Funded Overhead	3,845,385	1,055,010	-73%	(2,790,375)
Clipper	1,631,025	1,641,510	1%	10,485
Service Authority for Freeways and Expressways (SAFE) Reimbursement	603,637	490,770	-19%	(112,867)
Subtotal	\$ 23,216,450	\$ 21,541,671	-7%	\$ (1,674,779)

Other Revenues

High Occupancy Vehicle (HOV) Lane Fines	500,000	500,000	0%	(0)
Non-Profit Housing Association	100,000	-	-100%	(100,000)
OPEB Credit	1,431,945	1,633,029	14%	201,084
Interest	331,500	320,000	-3%	(11,500)
Subtotal	\$ 2,363,445	\$ 2,453,029	-585%	\$ 89,584

METROPOLITAN TRANSPORTATION COMMISSION  
FY 2022-23 OPERATING AND CAPITAL BUDGETS

Attachment A

Operating Expense and Capital Outlay

I. Salaries, Benefits, and Overhead	\$ 48,758,021	\$ 44,951,415	-8%	\$ (3,806,606)
Program Staff Salaries	16,922,288	18,494,768	9%	1,572,480
Program Staff Benefits	8,062,248	9,243,942	15%	1,181,694
Program Temporary Staff Salaries (Non-Benefited Positions)	833,604	-	-100%	(833,604)
Administrative Overhead Salaries	10,691,321	10,619,629	-1%	(71,692)
Administrative Overhead Benefits	5,086,930	5,309,814	4%	222,884
Administrative Overhead Temporary Staff (Non-Benefited Positions)	506,630	-	-100%	(506,630)
New Position Requests (including Benefits)	-	1,283,261	0%	1,283,261
Public Employees' Retirement System (PERS) Prefunding	6,655,000	-	-100%	(6,655,000)
II. Travel and Training	\$ 845,000	\$ 1,188,750	41%	\$ 343,750
III. Printing, Repro. & Graphics	\$ 95,400	\$ 116,000	22%	\$ 20,600
IV. Computer Services	\$ 3,974,308	\$ 4,563,725	15%	\$ 589,417
V. Commissioner Expense	\$ 150,000	\$ 150,000	0%	\$ -
VI. Advisory Committees	\$ 15,000	\$ 15,000	0%	\$ -
VII. General Operations	\$ 2,735,881	\$ 4,033,117	47%	\$ 1,297,236
Subtotal of Op Exp Before Contractual Service and Capital Outlay	\$ 56,573,610	\$ 55,018,007	-3%	\$ (1,555,603)
IX. Contractual Services	\$ 132,423,879	\$ 200,919,556	52%	\$ 68,495,677
X. Capital Outlay	\$ -	\$ 910,000	0%	\$ 910,000
Total Operating Expense and Capital Outlay	\$ 188,997,489	\$ 256,847,563	36%	\$ 67,850,074

RESERVE TRANSFER

	FY 2021-22 Amendment No. 3	FY 2022-23 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transfer from Reserve to Operation	\$ 549,586	\$ -	-100%	\$ (549,586)
Annual Transfer from Reserve to Capital	624,050	-	46%	285,950
ABAG FY 2021 and 2022 Refund	924,627	-	-100%	(924,627)
Legal Reserve	500,000	-	-100%	(500,000)
Annual Transfer from Reserve	\$ 2,598,263	\$ -	-100%	\$ (2,598,263)

FY 2022-23  
MTC GRANT AND LOCAL FUNDING SCHEDULE

Attachment B

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 4/16/2022	FY 2022-23 Projected Grant Balance	FY 2022-23 New Grants	FY 2022-23 Staff Budget	FY 2022-23 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants										
74A0814	1109	FHWA PL (FY 2022-23)	\$ 9,713,542	\$ -	\$ 9,713,542	\$ -	\$ 9,713,542	\$ -	\$ -	06/30/2026
74A0814	1109	FHWA PL (FY 2021-22) (Carryover)	9,615,716	7,605,421	2,010,296	-	1,718,734	291,562	-	06/30/2025
WXDXL20 6084-272	1114	FHWA - Federal Work Zone Data Exch (FWDZ)	200,000	16,269	183,731	-	-	183,731	-	09/30/2026
74A0814	1306	Next-Generation Bay Area Freeways Study¶	500,000	-	500,000	-	380,000	120,000	-	06/30/2024
6084-186	1812	Regional Planning & Priority Development Area (PDA) Implementation	8,740,305	8,132,138	608,167	-	-	608,167	-	06/30/2022
6084-198	1818	Pavement Management Technical Assistance Program (PTAP)	6,000,000	5,882,767	117,233	-	-	117,233	-	06/30/2023
6084-202	1824	Climate Initiatives	1,300,000	1,164,610	135,390	-	-	135,390	-	06/30/2023
6084-209	1825	Operate Car Pool Program	8,000,000	5,225,675	2,774,325	-	-	2,374,040	400,285	06/30/2024
6084-206	1826	Congestion Management Agency (CMA) Planning	58,818,000	46,454,556	12,363,444	-	-	650,000	11,713,444	01/01/2025
6084-207	1827	MTC Planning	9,590,000	8,996,810	593,190	-	185,425	143,871	263,894	06/30/2024
6084-211	1828	Commuter Benefits Implementation	1,785,000	1,258,748	526,252	-	-	336,977	189,275	06/30/2026
6084-210	1829	Incident Management	20,478,000	16,233,767	4,244,233	-	-	4,053,865	190,368	06/30/2024
6084-215	1830	Spare the Air Youth Program	2,463,000	1,599,341	863,659	-	-	863,659	-	06/30/2023
6084-216	1831	Arterial/Transit Performance/Rideshare	5,000,000	1,779,630	3,220,370	-	-	3,220,370	-	06/30/2023
6084-208	1832	Vanpool Program	2,000,000	690,505	1,309,495	-	-	1,309,495	-	06/30/2023
6084-213	1833	511 Next Generation	11,226,000	11,191,647	34,353	-	-	34,353	-	06/30/2023
6084-212	1834	Transportation Management System (TMS) Program	2,910,000	1,446,337	1,463,663	-	337,564	1,126,099	-	06/30/2023
6084-222	1835	Incident Management	4,160,000	1,805,223	2,354,777	-	919,238	1,424,924	10,620	06/30/2023
6084-225	1836	Transportation Management Center (TMC) Asset	1,150,000	423,642	726,358	-	65,106	661,252	-	06/30/2023
6084-220	1837	I-880 Interstate Corridor Management (ICM) Central Segment	1,142,000	102,121	1,039,879	-	52,410	987,469	-	06/30/2023
6084-232	1839	PDA Planning & Implementation	17,500,000	5,717,072	11,782,928	-	-	4,954,938	6,827,990	12/31/2026
6084-219	1840	Bay Bridge Forward (BBF) West Grand Traffic Signal Priority (TSP)	1,000,000	193,198	806,802	-	-	806,800	-	06/30/2023
6084-226	1841	AOM & Dumbarton Forward Bike & Pedestrian Implementation	23,937,000	9,938,319	13,998,681	-	3,292,032	2,283,378	8,423,272	06/30/2024
6084-227	1842	Enhance Arterial: CAT1	10,915,000	4,571,758	6,343,242	-	-	2,630,252	3,712,990	06/30/2024
6084-230	1843	Commuter Parking O&M	2,500,000	107,630	2,392,370	-	-	2,392,370	-	06/30/2023
6084-233	1845	Freeway Performance - I-680 Corridor	14,000,000	4,425,739	9,574,261	-	-	9,567,801	6,460	06/30/2024
6084-235	1846	I-880 Communications Infrastructure	2,500,000	370,866	2,129,134	-	104,820	2,019,007	5,310	06/30/2023
6084-241	1847	Shared Use Mobility	2,500,000	578,799	1,921,201	-	587,211	1,333,990	-	06/30/2024
6084-243	1849	Targeted Transportation Alternatives	325,000	172,208	152,792	-	-	142,352	10,440	06/30/2024
6084-255	1850	511 - Traveler Information Program	5,700,000	4,304,110	1,395,890	-	765,450	280,000	350,440	06/30/2024
6084-244	1852	Connected Automobile Vehicle	2,500,000	277,319	2,222,681	-	-	475,841	1,746,840	06/30/2024
6084-259	1853	Bay Bridge Forward 2020/Freeway Perf: I-580	625,000	218,054	406,946	-	-	316,506	90,440	06/30/2025
6084-260	1854	511 Traveler Information Program	11,300,000	1,432,276	9,867,724	-	940,961	7,196,683	1,730,080	06/30/2025
6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corr.	3,000,000	841,685	2,158,315	-	-	1,140,905	1,017,410	06/30/2025
6084-264	1856	Freeway Performance Prelim Eng/Imp. SR-37	1,000,000	286,441	713,559	-	-	563,559	150,000	06/30/2025
6084-262	1857	Pavement Management Technical Assistance Program (PTAP)	3,000,000	1,088,216	1,911,784	-	-	1,695,824	215,960	06/30/2025
6084-269	1859	I-880 Communications Upgrade	100,000	18,345	81,655	-	52,410	29,245	-	03/31/2024
6084-273	1860	I-880 Express Lane in Alameda County	900,000	13,041	886,959	-	192,509	600,000	94,450	06/30/2026
6084-275	1861	Bikeshare Program - Capital	700,000	-	700,000	-	-	-	700,000	06/30/2027
6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	-	1,800,000	-	-	1,800,000	-	06/30/2027
6084-278	1863	Mapping and Wayfinding Program - Capital	991,538	-	991,538	-	-	-	991,538	06/30/2027
Total Federal Highway Administration (FHWA) Grants			\$ 271,585,101	\$ 154,564,283	\$ 117,020,818	\$ -	\$ 19,307,408	\$ 58,871,906	\$ 38,841,506	
Federal Transit Administration (FTA) Grants										
74A0814	1602	FTA 5303 (FY 2022-23)	\$ 3,628,612	\$ -	\$ 3,628,612	\$ -	\$ 2,439,455	1,189,157	\$ -	06/30/2026
74A0814	1602	FTA 5303 (FY 2021-22) (Carryover)	5,207,380	3,738,337	1,469,043	-	314,459	1,154,584	-	06/30/2025
74A0814	1604	FTA 5304 (FY 2021-22) (Carryover)	500,000	-	500,000	-	-	500,000	-	06/30/2024
74A0814	1603	FTA 5304 (FY 2020-21) (Carryover)	400,000	94,152	305,848	-	-	305,848	-	06/30/2023
74A0814	1638	FTA 5304 (FY 2019-20) (Carryover)	466,559	101,972	364,587	-	-	364,587	-	12/31/2022
CA-37-X177	1630	Job Access and Reverse Commute Program (JARC)	2,430,952	1,838,633	592,319	-	-	32,144	560,170	XX/XX/XXXX
Total Federal Transit Administration (FTA) Grants			\$ 12,633,503	\$ 5,773,094	\$ 6,860,409	\$ -	\$ 2,753,914	\$ 3,546,320	\$ 560,170	
Federal Emergency Management Agency (FEMA) & Environmental Protection Agency (EPA)										
EMF-2020-CA-00017-S01	1113	Federal Emergency Management Agency (FEMA)	\$ 350,000	\$ 330,268	\$ 19,732	\$ -	\$ 19,732	\$ -	\$ -	09/30/2022
EPA-BF-99T61501	1342	Environmental Protection Agency (EPA)	600,000	541,067	58,933	-	-	58,933	-	12/31/2022
Total FEMA and EPA Grants			\$ 950,000	\$ 871,335	\$ 78,665	\$ -	\$ 19,732	\$ 58,933	\$ -	
Total Federal Grants			\$ 285,168,604	\$ 161,208,713	\$ 123,959,892	\$ -	\$ 22,081,054	\$ 62,477,160	\$ 39,401,676	
State Grants										
PPM21 6084-265	2182	State Transportation Improvement Program (PPM)	\$ 723,000	\$ 316,234	\$ 406,766	\$ -	\$ 206,766	\$ 200,000	\$ -	06/30/2023
PPM22 6084-270	2813	State Transportation Improvement Program (PPM)	750,000	-	750,000	-	-	-	750,000	06/30/2024
6084-245	2214	Systemic Safety Analysis Report Program Local (SSARPL)	500,000	85,106	414,894	-	-	414,894	-	06/30/2024
74A0814	TBD	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,106,140	-	2,106,140	-	2,106,140	-	-	02/28/2024
74A0814	2221	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	2,124,836	548,884	1,575,952	-	85,214	1,490,738	-	02/29/2024
74A0814	2219	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	2,170,153	1,918,593	251,560	-	-	251,560	-	02/28/2023
74A0814	2220	State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	539,534	97,537	441,997	-	-	441,997	-	02/28/2023
19-REAP-13915	2310	California Housing Community Development (HCD) (REAP 2.0)	6,058,853	2,857,869	3,200,984	-	3,200,984	-	-	12/31/2023
G16-LDPL-04	2404	Affordable Mobility Pilot Program (CARB)	3,015,000	1,020,692	1,994,308	-	-	-	1,994,308	03/31/2025
LCTOP	2606	Low Carbon Transit Operations Program (LCTOP)	6,220,716	-	6,220,716	-	-	6,220,716	-	06/30/2023
SB856	2405	California State Transp. Agency SB856 (CalSTA)	5,000,000	2,000,510	2,999,490	-	-	-	2,999,490	06/30/2025
WC-2106CR	2408	State of California, Wildlife Conservation Board (Proposition 68)	640,000	-	640,000	-	94,319	545,681	-	06/30/2024
3021-902	2412	California Strategic Growth Council	250,000	-	250,000	-	-	250,000	-	03/30/2024
14--003	2800	Coastal Conservancy	748,923	485,536	263,387	-	13,766	249,620	-	12/31/2041
10-092	2801	Coastal Conservancy	657,455	646,465	10,989	-	-	10,989	-	06/30/2041
19-086	2809	Coastal Conservancy	445,000	-	445,000	-	24,779	420,221	-	02/28/2024
19-088	2810	Water Trail Block Grant #2	150,000	66,625	83,375	-	-			



Work Element	Description/Purpose	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 3	FY 2022-23 Proposed	Change \$ Increase/(Decrease)
1111	<b>Support Commission Standing Committees</b>				
	Planning Programs		\$ 200,000	\$ 200,000	\$ -
	Equity Review, Assessments, and Training		200,000	200,000	-
	<b>TOTAL</b>	<b>\$ 181,000</b>	<b>\$ 400,000</b>	<b>\$ 400,000</b>	<b>\$ -</b>
1112	<b>Implement Public Information Program and Tribal Government Coordination</b>				
	Photography services for MTC/BATA		\$ 75,000	\$ 100,000	\$ 25,000
	Design, Promotion and Production Services		120,000	120,000	-
	On-call Meeting Support		40,000	40,000	-
	Digital Promotion & Analysis		75,000	75,000	-
	On call Video Services		35,000	35,000	-
	Social Media Consultants		110,000	110,000	-
	Awards Program / Anniversary Event		55,000	55,000	-
	Bike to Work Program		50,000	50,000	-
	Public Records Management System		30,000	-	(30,000)
	Transit Connectivity		20,000	20,000	-
	Website Maintenance for Bay Bridge Info		35,000	-	(35,000)
	Translations/ Legal Notices (agencywide)		170,000	100,000	(70,000)
	Return to Transit Employer Surveys		-	170,000	170,000
	Return to Transit Marketing		200,000	200,000	-
	Return to Transit Poll		-	100,000	100,000
	Youth Programs and BTWD Promo		25,000	26,000	1,000
	Translations/Legal Notices		45,000	-	(45,000)
	<b>TOTAL</b>	<b>\$ 146,191</b>	<b>\$ 1,085,000</b>	<b>\$ 1,201,000</b>	<b>\$ 116,000</b>
1120	<b>Regional Conservation Investment Strategy</b>				
	Regional Conservation Investment Strategy - Technical Support		\$ 196,700	\$ 645,681	\$ 448,981
	North Bay Baylands RCIS		396,911	-	(396,911)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 593,611</b>	<b>\$ 645,681</b>	<b>\$ 52,070</b>
1121	<b>Regional Transportation Plan/Sustainable Communities</b>				
	CALCOG MPO Coordination		\$ 45,000	\$ -	\$ (45,000)
	Equity Priority Communities Re-Imagining		-	199,987	199,987
	Environmental Impact Report (Legal)		50,000	-	(50,000)
	Plan Bay Area 2050 Final Phase CBO Engagement / Implementation Plan		75,000	75,000	-
	Plan Bay Area 2050 Final Phase Digital Promotion/Social Media		75,000	75,000	-
	Plan Bay Area 2050 Update Engagement (Implementation Plan, sea level rise work, etc.)		200,000	100,000	(100,000)
	Plan Bay Area 2050: Website Upgrades & Maintenance		50,000	50,000	-
	Carryover		154,928	-	(154,928)
	Unencumbered Carryover		-	1,292,311	1,292,311
	Sustainable Agricultural Lands Program		275,000	-	(275,000)
	Communities of Concern Framework Reimaging		200,000	-	(200,000)
	Youth programs and BTWD promo		-	100,000	100,000
	Civic Spark Fellow		-	35,000	35,000
	CALCOG Support		-	30,800	30,800
	Regional Growth Forecast Update		-	100,000	100,000
	<b>TOTAL</b>	<b>\$ 290,184</b>	<b>\$ 1,124,928</b>	<b>\$ 2,058,098</b>	<b>\$ 933,170</b>
1122	<b>Analyze Regional Data Using GIS and Planning Models</b>				
	Travel Model 2 Conversion (TM2.2, TM2.3)		\$ 250,000	\$ 250,000	\$ -
	Land Use Model Research		175,000	175,000	-
	Travel Model Core Development (ActivitySim)		35,000	35,000	-
	Technical Support for Web Based Projects		100,000	100,000	-
	Continuous Travel Behavior Survey		450,000	300,000	(150,000)
	Prior Year Carryover		326,367	87,962	(238,405)
	Regional Transit on Board Travel Survey		913,219	1,600,000	686,781
	Bay Area Spatial Info. System		200,000	-	(200,000)
	AB617 Related Projects		300,000	-	(300,000)
	<b>TOTAL</b>	<b>\$ 155,326</b>	<b>\$ 2,749,586</b>	<b>\$ 2,547,962</b>	<b>\$ (201,624)</b>
1125	<b>Active Transportation Planning</b>				
	Active Transportation Plan		\$ 50,000	\$ 500,000	\$ 450,000
	Bike Count		150,000	-	(150,000)
	Carryover		-	41,562	41,562
	<b>TOTAL</b>	<b>\$ 113,510</b>	<b>\$ 200,000</b>	<b>\$ 541,562</b>	<b>\$ 341,562</b>
1127	<b>Regional Trails</b>				
	Bay Trail Cartographic Services, Merchandise, Outreach and Advertising		\$ 35,000	\$ 20,000	\$ (15,000)
	Merchandise, Outreach & Advertising		-	20,000	20,000
	Regional Priority Conservation Area (PCA) Program		6,039,000	-	(6,039,000)
	Bay Trail Gap Closure Implementation Plan		250,000	250,000	-
	SFO Gap Study				-
	Water Trail Block Grant #1		-	10,989	10,989
	Water Trail Block Grant #2		-	139,000	139,000
	Bay Trail Block Grant #5		-	249,620	249,620
	Bay Trail Block Grant #6		-	1,320,157	1,320,157
	Bay Trail Equity Strategy Phase: Phase II			126,128	126,128
	Quick Build			64,034	64,034
	Bay Trail Change Management			25,000	25,000
	Encumbered Carryover		-	93,169	93,169
	<b>TOTAL</b>	<b>\$ 136,527</b>	<b>\$ 6,324,000</b>	<b>\$ 2,318,096</b>	<b>\$ (4,005,904)</b>



CONTRACTUAL AND PROFESSIONAL SERVICES

Attachment C

	<b>TOTAL</b>	<b>\$ 665,961</b>	<b>\$ 3,184,590</b>	<b>\$ 4,048,922</b>	<b>\$ 864,332</b>
<b>1223</b>	<b>Support Transportation Managements System</b>				
	I-880 ICM Central Segment Design - Carryover		\$ 150,000	\$ 429,499	\$ 279,499
	Connected Bay Area Strategic Plan		-	-	-
	1-880 Communications Upgrade		3,938,731	2,000,000	(1,938,731)
	TMC Programs and Related Infrastructure		712,787	661,252	(51,535)
	I880 Communications Infrastructure - Carryover		-	19,007	19,007
	Encumbered Carryover		-	29,245	29,245
	Unencumbered Carryover		-	1,134,069	1,134,069
	<b>TOTAL</b>	<b>\$ 1,994</b>	<b>\$ 4,801,518</b>	<b>\$ 4,273,072</b>	<b>\$ (528,446)</b>
<b>1224</b>	<b>Regional Traveler Information</b>				
	511 Alerting		\$ 75,000	\$ 75,000	\$ -
	511 Web Hosting		80,000	80,000	-
	511 Innovation Lab		300,000	200,000	(100,000)
	Predictive Analytics Demonstration for Traffic Events		50,000	-	(50,000)
	511 Web Services		1,400,000	1,550,000	150,000
	511 Contract Management Services		250,000	30,000	(220,000)
	511 System Integrator		2,200,000	2,683,731	483,731
	System Integrator		-	-	-
	Technical Advisor Services		400,000	400,000	-
	511 TIC Operations		1,200,000	1,420,000	220,000
	Transit Data QA/QC Services		250,000	250,000	-
	511 System Integrator - Carryover		-	34,353	34,353
	511 Express Lane Operations - Est .Carryover		-	1,226,683	1,226,683
	<b>TOTAL</b>	<b>\$ 1,870,016</b>	<b>\$ 6,205,000</b>	<b>\$ 7,949,767</b>	<b>\$ 1,744,767</b>
<b>1233</b>	<b>Transportation Asset Management (TAM)</b>				
	Software Development and Maintenance		\$ 1,500,000	\$ -	\$ (1,500,000)
	Software Training Support		150,000	-	(150,000)
	PTAP Projects		3,200,000	1,500,000	(1,700,000)
	Street Saver Development			1,500,000	1,500,000
	Regional Transit Asset Management Initiatives		-	-	-
	Quality Assurance Program		75,000	60,000	(15,000)
	Software Training Support		308,504	-	(308,504)
	Regional Safety Data System and State of Safety in the Region Report		-	958,794	958,794
	PTAP Projects - Est Carryover		-	243,276	243,276
	Local Road Safety Plan Assistance			2,000,000	2,000,000
	Regional Safety Campaign			500,000	500,000
	PTAP Projects - Unencumbered Est Carryover		-	69,781	69,781
	Street Saver Training		-	650,000	650,000
	<b>TOTAL</b>	<b>\$ 2,224,403</b>	<b>\$ 5,233,504</b>	<b>\$ 7,481,851</b>	<b>\$ 2,248,347</b>
<b>1234</b>	<b>Arterial and Transit Management</b>				
	Arterial Operations Pass		\$ 400,000	\$ -	\$ (400,000)
	Arterial Operations IDEA CAT 2		30,000	-	(30,000)
	IDEA Evaluations CAT 1 & 2		92,000	-	(92,000)
	Arterial Operations Pass		1,900,000	2,000,000	100,000
	Arterial Operations IDEA CAT 2		170,000	-	(170,000)
	Arterial Operations IDEA CAT 1&2		708,000	-	(708,000)
	Clean CA Initiative		7,000,000		(7,000,000)
	2016 On-Call Transportation Eng. and Plan Services - Carryover		-	601,055	601,055
	2016 On-Call Transportation - Unencumbered Carryover		-	619,315	619,315
	2016 On-Call Transp. Engng. & Plan. - Carryover		-	273,377	273,377
	AC Transit, Dumbarton Express IDEA Project - Carryover		-	1,461,501	1,461,501
	Supplemental IDEA Category 2 - Carryover		-	282,356	282,356
	IDEA Category 1 - Carryover		-	613,018	613,018
	Required Match for STBG 1842			340,777	340,777
	FY 2021-22 Carryover		-	1,657,350	1,657,350
	<b>TOTAL</b>	<b>\$ 365,539</b>	<b>\$ 10,300,000</b>	<b>\$ 7,848,749</b>	<b>\$ (2,451,251)</b>
<b>1235</b>	<b>Incident Management</b>				
	I-880 ICM North Segment Integration - Carryover		\$ -	3,753,865	3,753,865
	I-880 Integrated Corridor Management (ICM) Central Segment Construction Phase		-	1,498,000	1,498,000
	I-880 Central Segment PE/Env/Design		2,591,913	550,000	(2,041,913)
	I-880 ICM Project Construction and System Integration		850,000	300,000	(550,000)
	<b>TOTAL</b>	<b>\$ 750,250</b>	<b>\$ 3,441,913</b>	<b>\$ 6,101,865</b>	<b>\$ 2,659,952</b>
<b>1237</b>	<b>Freeway Performance</b>				
	Occupancy Detection/Verification		\$ 400,000	\$ -	\$ (400,000)
	Commuter Parking Initiative		1,146,500	646,500	(500,000)
	RSR Forward Bike/TDM		722,000	400,000	(322,000)
	RSR Ride		149,000		(149,000)
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37		3,700,000	550,000	(3,150,000)
	I-80 CMCP/I-80 DAA		-	885,000	885,000
	Bay Bridge Forward - Carryover		-	450,010	450,010
	Consultants - Carryover		-	997,400	997,400
	On-Call Construction Management - Carryover		-	-	-
	On-Call Transportation Eng. and Planning Services - Carryover		-	38,174	38,174
	2019 Project Management - Carryover		-	228,083	228,083
	Transp. Engng. & Planning Services - Carryover		-	150,606	150,606
	Parking Operations &Mgmt - Carryover		-	2,374,180	2,374,180
	Northbound I-680 Express Lane Project - Carryover		-	9,567,801	9,567,801
	Commuter Parking Outreach - Carryover		-	758,990	758,990
	ALA-I580 Westbound - Carryover		-	316,506	316,506
	2019 Project/Program Management Services - Carryover		-	13,559	13,559
	<b>TOTAL</b>	<b>\$ 20,213,479</b>	<b>\$ 7,617,500</b>	<b>\$ 18,876,809</b>	<b>\$ 11,259,309</b>
<b>1238</b>	<b>Technology-Based Operations &amp; Mobility</b>				
	Napa Valley Forward TDM		\$ -	\$ 240,000	\$ 240,000
	Connected Automated Vehicles Projects		2,000,000	450,000	(1,550,000)
	Shared Use Mobility		1,300,000	575,000	(725,000)

CONTRACTUAL AND PROFESSIONAL SERVICES

Attachment C

Capital Share Capital Program		-	-	-
Bikeshare Capital Grant Program		-	826,000	826,000
Bikeshare Implementation		-	700,000	700,000
<b>TOTAL</b>	<b>\$ 594,199</b>	<b>\$ 3,300,000</b>	<b>\$ 2,791,000</b>	<b>\$ (509,000)</b>

1239

Regional Mobility Technology Program								
Salesforce: Regional Transit connection(RTC)/Regional Eligibility Database (RED)	\$	830,000	\$	-	\$	(830,000)		
Regional ITS Architecture		50,000		50,000		-		
Salesforce: Regional Account		500,000		500,000		-		
Regional Map		2,095,538		1,791,538		(304,000)		
Transit Connectivity Gap Analysis with Regional GTFS		170,000		388,347		218,347		
Salesforce: Operations Support		375,000		-		(375,000)		
Regional Map		-		-		-		
Regional Mapping Data Services Platform		1,800,000		1,900,000		100,000		
TOTAL	\$	110,787	\$	5,820,538	\$	4,629,885	\$	(1,190,653)

1240	Clean California Portal Lighting Project	-	6,500,000	6,500,000
	<b>Total</b>	<b>\$ -</b>	<b>\$ 6,500,000</b>	<b>\$ 6,500,000</b>

1310

Access and Mobility Planning			
Coordinated Plan Update	\$ 10,000	\$ -	\$ (10,000)
Blue Ribbon Action Plan - Paratransit Analysis	-	250,000	250,000
CBTP (WE 1310) REAP 2.0 funds	-	-	-
Community Choice Learning Hub: Contracting w/ CBOs	-	30,000	30,000
Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources	-	70,000	70,000
Participatory Budgeting Advisory Technical Assistance	-	100,000	100,000
FY 2021-22 Carryover		32,144	32,144
TOTAL	\$ 30,174	\$ 10,000	\$ 482,144

472,144

Means Based Fare Program					
1311	Means Based Fare Administration	\$	4,000,000	\$ -	\$ (4,000,000)
	Means Based Fare Evaluation		100,000	-	(100,000)
	Other Admin		-	500,000	500,000
	Technology Support		-	500,000	500,000
	Program Admin		-	1,500,000	1,500,000
	Means Based Fare Subsidy - Operator		4,000,000	6,720,716	2,720,716
	TOTAL	\$	369,484	\$ 8,100,000	\$ 9,220,716

<b>1312</b>	<b>Support Title VI and Environmental Justice</b>			
	Title VI Triennial Report and LAP review assistance	\$ -	\$ 75,000	\$ 75,000
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 75,000</b>	<b>\$ 75,000</b>

1314

Means Based Toll Discount

FasTrak START Pilot Study on EL

I-880 Corridor Performance Evaluation for Toll Discount Pilot

TOTAL

\$	900,000	300,000	\$	(600,000)	
	-	300,000		300,000	
\$	900,000	\$	600,000	\$	(300,000)

1413

Climate Initiative						
EV Coordinating Council		\$	25,000	\$ -	\$ (25,000)	
Off-Model Climate Program Analysis/Plan Bay Area			15,000	-	(15,000)	
Climate Initiatives OBAG 2			10,875,000	-	(10,875,000)	
Bike to Wherever/Work Day Program			-	1,500,000	1,500,000	
Electric Vehicles and Chargers				20,000,000	20,000,000	
Mobility Hubs			-	15,000,000	15,000,000	
Parking Program			-	10,001,908	10,001,908	
Carryover			44,269	1,141,401	1,097,132	
TTA			-	3,000,000	3,000,000	
TOTAL		\$	415,232	\$ 10,959,269	\$ 50,643,309	\$ 39,684,040

1416	State Route 37 Resilient Corridor Program for Marin and Sonoma			
	State Routes 37 Res. Corridor Program for Marin & Sonoma			
		93,000	-	(93,000)
	TOTAL	\$ 45,989	\$ 93,000	\$ -
			\$ -	\$ (93,000)

1514	Regional Assistance Programs								
	Performance Audits - RFP	\$	307,000	\$	285,000	\$	(22,000)		
	Transit Projects Support		100,000		-		(100,000)		
	Database/TDA Claim		75,000		290,000		215,000		
	TOTAL	\$	295,269	\$	482,000	\$	575,000	\$	93,000

1515	State Programming, Monitoring and STIP Dev.								
	State Programming, Monitoring and STIP Development		\$	187,200	\$	-	\$	(187,200)	
	ATP Technical Assistance Program			-		300,000		300,000	
	TOTAL		\$	31,108	\$	187,200	\$	300,000	\$

1517

Transit Sustainability/Planning

Connected Network Plan Community Engagement	\$ -	\$ 250,000	\$ 250,000	
Connected Network Plan Technical Assistance	-	750,000	750,000	
Regional Zero Emission Fleet Strategy	-	434,584	434,584	
Blue Ribbon Analysis	2,644,000	3,990,000	1,346,000	
SRTP Planning	604,978	720,000	115,022	
Regional Transit Vision	22,940	-	(22,940)	
Estimated FY21 carryover	126,380	-	(126,380)	
Blue Ribbon Transit Recovery and Implementation	12,349,775	-	(12,349,775)	
TOTAL	\$ 78,544	\$ 15,748,073	\$ 6,144,584	\$ (9,603,489)

1520	BART Metro 2030 and Beyond			
	Bart Metro 2030 and Beyond			
		\$ 554,559	\$ 433,354	\$ (121,205)
	TOTAL	\$ -	\$ 554,559	\$ 433,354
			\$ (121,205)	

<b>1521</b>	<b>Bay Area Regional Rail Partnerships</b>
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CONTRACTUAL AND PROFESSIONAL SERVICES

Attachment C

	Rail Partnership		\$ 400,000	\$ 305,848	\$ (94,152)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 400,000</b>	<b>\$ 305,848</b>	<b>\$ (94,152)</b>
<b>1611</b>	<b>Regional Growth Framework</b>				
	Rail Volution		\$ 15,000	\$ 15,000	\$ -
	PCA Revamp		-	25,000	25,000
	Technical Assistance Web Development		30,000	-	(30,000)
	Jumpstart - Alameda County		2,000,000	-	(2,000,000)
	MTC Planning		258,150	-	(258,150)
	BACTA Planning		13,209,000	-	(13,209,000)
	PDA Planning Program Grants		9,420,000	-	(9,420,000)
	Lindenville Specific Plan		-	-	-
	Carryover Match for Various Projects		-	739,396	739,396
	Estimated Carryover from (FY 2020-21)		67,283	-	(67,283)
	Unencumbered Carryover		-	89,362	89,362
	Priority Conservation Area (PCA) Revamp		-	250,000	250,000
	Transit Oriented Communities (TOC) Policy Implementation		-	282,390	282,390
	Growth Framework Implementation		-	25,000,000	25,000,000
	Milpitas Gateway/ PDA Planning - Carryover		-	500,000	500,000
	Transit Corridors & 22nd Street Station Relocation - Carryover		-	434,200	434,200
	SW Expressway & Race Street Urban Village Plan - Carryover		-	545,987	545,987
	General Plan Update - Carryover		-	1,600,000	1,600,000
	MFA-PDA-Decoto Industrial Park Study - Carryover		-	250,000	250,000
	Planning, Programming Transportation Land Use - Carryover		-	143,871	143,871
	Priority Development Area (PDA) Grant Program - Carryover		-	7,750,000	7,750,000
	PDA Regional Studies - Carryover		-	87,000	87,000
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)		-	1,718,092	1,718,092
	Del Norte Station Precise Plan - Carryover		-	206,845	206,845
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover		-	277,160	277,160
	Downtown Specific Plan EIR - Carryover		-	34,800	34,800
	San Francisco Market Street Hub EIR - Carryover		-	134,649	134,649
	Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover		-	450,000	450,000
	Lindenville Specific Plan - Carryover		-	500,000	500,000
	Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover		-	90,102	90,102
	VMT Policy Adoption - Carryover		-	450,000	450,000
	<b>TOTAL</b>	<b>\$ 5,906,646</b>	<b>\$ 24,999,433</b>	<b>\$ 41,573,854</b>	<b>\$ 16,574,421</b>
<b>1612</b>	<b>Climate Adaption Consulting (BARC)</b>				
	Initiative #1 Climate Adaptation		\$ -	\$ 100,000	\$ 100,000
	Initiative #2 Climate Adaptation		-	100,000	100,000
	Initiative #3 GHG Reduction		-	100,000	100,000
	Initiative #4 GHG Reduction		-	100,000	100,000
	Consultants		150,000	-	(150,000)
	Website Maintenance		20,000	-	(20,000)
	Metro talks speaker, Travel, Newsletter Related to BARC		6,500	-	(6,500)
	<b>TOTAL</b>	<b>\$ 98,911</b>	<b>\$ 176,500</b>	<b>\$ 400,000</b>	<b>\$ 223,500</b>
<b>1614</b>	<b>VMT - Reduction Planning for Priority Development Areas</b>				
	Vehicle Miles Traveled		\$ -	\$ 441,997	\$ 441,997
	<b>TOTAL</b>	<b>\$ 97,537</b>	<b>\$ -</b>	<b>\$ 441,997</b>	<b>\$ 441,997</b>
<b>1615</b>	<b>Connecting Housing and Transportation</b>				
	Expanded Regional Housing Portfolio Business Plan		\$ 100,000	\$ -	\$ (100,000)
	Expanded Regional Housing Portfolio Business Plan		400,000	-	(400,000)
	Bank Fees Clipper Accounts - Carryover		-	58,933	58,933
	<b>TOTAL</b>	<b>\$ 138,333</b>	<b>\$ 500,000</b>	<b>\$ 58,933</b>	<b>\$ (441,067)</b>
<b>1616</b>	<b>Regional Advance Mitigation Program</b>				
	Regional Advance Mitigation Program		\$ 50,000	\$ -	\$ (50,000)
	Carryover		44,265	-	(44,265)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 94,265</b>	<b>\$ -</b>	<b>\$ (94,265)</b>
<b>1618</b>	<b>Affordable Mobility Pilot Program (CARB)</b>				
	Affordable Mobility Pilot Program		\$ 1,027,393	\$ -	\$ (1,027,393)
	<b>TOTAL</b>	<b>\$ 206,243</b>	<b>\$ 1,027,393</b>	<b>\$ -</b>	<b>\$ (1,027,393)</b>
<b>1622</b>	<b>Next Generation Freeways/Pricing Study</b>				
	NextGen Freeways Operational Analysis		\$ -	\$ 150,000	\$ 150,000
	Public Engagement		-	250,000	250,000
	Public Engagement- Outreach		-	120,000	120,000
	Next Generation Freeways/Pricing Study		120,000	-	(120,000)
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 120,000</b>	<b>\$ 520,000</b>	<b>\$ 400,000</b>
<b>1621</b>	<b>Network Management - Planning for Implementation</b>				
	Network Management - Planning for Implementation		\$ 750,000	\$ 750,000	\$ -
	<b>TOTAL</b>	<b>\$ -</b>	<b>\$ 750,000</b>	<b>\$ 750,000</b>	<b>\$ -</b>
	<b>Total Consultant Contracts</b>	<b>\$ 36,864,485</b>	<b>\$ 132,423,880</b>	<b>\$ 200,919,556</b>	<b>\$ 68,495,676</b>
<b>106</b>	<b>Legal Services</b>				
	Legal Services		\$ 500,000		\$ (500,000)
	<b>TOTAL</b>	<b>\$ 39,045</b>	<b>\$ 500,000</b>	<b>\$ -</b>	<b>\$ (500,000)</b>



**Clipper 1 Operating:**

**Revenue:**

	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,348,360	\$ 4,323,800	\$ 3,209,807	\$ (1,113,993)
State of Good Repair (SGR)	-	-	68,188	68,188
State Transit Assistance (STA)	5,693,227	6,300,000	10,000,000	3,700,000
Coronavirus Aid, Relief and Economic Security Act (CARES)	885,399	4,675,000	-	(4,675,000)
Inactive Accounts	-	-	-	-
Miscellaneous	138,116	-	-	-
Float Account Interest	-	800,000	-	(800,000)
Transit Operators	5,677,035	10,740,000	12,495,000	1,755,000
<b>Total Revenue</b>	<b>\$ 13,742,138</b>	<b>\$ 26,838,800</b>	<b>\$ 25,772,995</b>	<b>\$ (1,065,805)</b>

**Expense:**

Staff cost	\$ 433,146	\$ 662,793	\$ 597,470	\$ (65,323)
General Operations	185,520	166,800	488,162	321,362
Clipper Operations	13,114,020	26,009,207	24,687,362	(1,321,845)
<b>Total Expense</b>	<b>\$ 13,732,686</b>	<b>\$ 26,838,800</b>	<b>\$ 25,772,995</b>	<b>\$ (1,065,805)</b>

**Clipper 2 Operating:**

**Revenue:**

	Actuals as of 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 228,244	\$ 1,358,838	\$ 1,790,193	\$ 431,355
State of Good Repair (SGR)	460,994	2,288,197	9,893,309	7,605,112
State Transit Assistance (STA)	176,200	175,000	-	(175,000)
Clipper Cards	-	-	4,255,000	4,255,000
Miscellaneous	11,822	-	-	-
Float Account Interest	-	-	-	-
Transit Operators	460,030	2,505,000	8,030,000	5,525,000
<b>Total Revenue</b>	<b>\$ 1,337,290</b>	<b>\$ 6,327,035</b>	<b>\$ 23,968,502</b>	<b>\$ 17,641,467</b>

**Expense:**

Staff cost	\$ 393,586	\$ 639,397	\$ 987,702	\$ 348,305
General Operations	-	-	10,400	\$ 10,400
Clipper 2 Operations	943,704	5,687,638	22,970,400	17,282,762
<b>Total Expense</b>	<b>\$ 1,337,290</b>	<b>\$ 6,327,035</b>	<b>\$ 23,968,502</b>	<b>\$ 17,641,467</b>

**FY 2022-23**  
**CLIPPER OPERATING AND CAPITAL BUDGETS**

Attachment D

**Clipper 1 Capital:**

**Revenue:**

	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	FY 2022-23 LTD
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	-	\$ 65,048,448
Clipper Cards	18,655,524	24,951,267	\$ 2,000,000	26,951,267
Low Carbon Transit Operations (LCTOP)	7,467,202	7,777,971	446,402	8,224,373
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,451,424	14,072,565	26,205	14,098,770
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B		1,115,383	-	1,115,383
Exchange Fund	7,573,878	-	-	-
General Fund	890,216	-	-	-
State of Good Repair (SGR)	31,474	-	-	-
San Francisco Municipal Transportation Agency (SFMTA)	4,387,814	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Area Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	-	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	1,788,134	26,520,751	-	26,520,751
Transit Operators	3,030,524	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax		890,216	-	890,216
Clipper Escheatment		218,251	-	218,251
Miscellaneous	3,253,618	-	-	-
Interest	440,327	-	-	-
<b>Total Revenue</b>	<b>\$ 213,322,430</b>	<b>\$ 237,162,479</b>	<b>\$ 2,472,607</b>	<b>\$ 239,635,086</b>

**Expense:**

Staff Costs	\$ 15,938,087	\$ 15,714,780	\$ 472,607	\$ 16,187,387
Travel		-	-	-
Equipment	30,662,651	48,726,873	-	48,726,873
Consultants	158,675,604	172,720,826	2,000,000	174,720,826
<b>Total Expense</b>	<b>\$ 205,276,343</b>	<b>\$ 237,162,479</b>	<b>\$ 2,472,607</b>	<b>\$ 239,635,086</b>

**Clipper 2 Capital:**

**Revenue:**

	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 1	FY 2022-23 Draft	FY 2022-23 LTD
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ -	\$ 9,477,616
Federal Transit Administration (FTA)	38,001,449	146,438,364	-	146,438,364
Toll Bridge		-	-	-
Prop 1B/LCTOP		-	-	-
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	-	22,859,802	-	22,859,802
State of Good Repair (SGR)	16,173,973	40,182,899	14,313,791	54,496,690
State Transit Assistance (STA)	24,548,080	2,661,267	3,525,000	6,186,267
Interest from Bank	\$ -	\$ -		\$ -
Clipper Cards	-	4,000,000	3,000,000	7,000,000
Low Carbon Transit Operations (LCTOP)	349,150	-	452,961	452,961
Inactive Cards	-	135,000	-	135,000
<b>Total Revenue</b>	<b>\$ 89,280,909</b>	<b>\$ 227,376,016</b>	<b>\$ 21,291,752</b>	<b>\$ 248,667,768</b>

**Expense:**

Staff Costs	\$ 15,161,079	\$ 14,737,186	\$ 2,866,752	\$ 17,603,938
Equipment	-	7,591,903	-	7,591,903
Consultants	74,767,543	195,738,609	18,425,000	214,163,609
Transfer Out	106,824	-		-
Contingency	-	9,308,318	-	9,308,318
<b>Total Expense</b>	<b>\$ 90,035,447</b>	<b>\$ 227,376,016</b>	<b>\$ 21,291,752</b>	<b>\$ 248,667,768</b>

**FY 2022-23**  
**BAY BRIDGE FORWARD OPERATING AND CAPITAL BUDGETS**

Attachment E

**Bay Bridge Forward - Project Delivery**

**Bay Bridge Forward 2016 (2656)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$	140,292	\$	1,050,181	\$	249,638	\$	1,299,819
Service Authority for Freeways and Expressways (SAFE)		5,431,144		6,231,144		-		6,231,144
Exchange		2,820,244		3,900,000		-		3,900,000
Bay Area Toll Authority (BATA) Rehabilitation		-		600,000		-		600,000
Regional Measure 2 (RM2) Capital		7,054,385		11,144,000		6,310,000		17,454,000
<b>Total Revenue</b>	<b>\$</b>	<b>15,446,064</b>	<b>\$</b>	<b>22,925,325</b>	<b>\$</b>	<b>6,559,638</b>	<b>\$</b>	<b>29,484,963</b>

**Expense:**

Staff Costs	\$	29,755	\$	50,181	\$	-	\$	50,181
Consultants		15,416,474		22,875,144		6,559,638		29,434,782
<b>Total Expense</b>	<b>\$</b>	<b>15,446,229</b>	<b>\$</b>	<b>22,925,325</b>	<b>\$</b>	<b>6,559,638</b>	<b>\$</b>	<b>29,484,963</b>

**Bay Bridge Forward 2020 (2657)**

**Revenue:**

Surface Transportation Block Grant (STBG)/(New)	\$	136,099	\$	3,749,675	\$	7,000,000	\$	10,749,675
Regional Measure 2 (RM2) Capital		-		4,825,455		-		4,825,455
Congestion Mitigation and Air Quality (CMAQ)		-		-		12,709,362		12,709,362
Bay Area Toll Authority (BATA) Local Partnership		204,086		-		5,000,000		5,000,000
Bay Area Toll Authority (BATA) Rehabilitation		-		-		2,000,000		2,000,000
Alameda County Transportation Commission (ACTC)		287,210		14,350,000		6,407,833		20,757,833
<b>Total Revenue</b>	<b>\$</b>	<b>627,395</b>	<b>\$</b>	<b>22,925,130</b>	<b>\$</b>	<b>33,117,195</b>	<b>\$</b>	<b>56,042,325</b>

**Expense:**

Staff Costs	\$	76,634	\$	124,675	\$	-	\$	124,675
Consultants		574,420		22,800,455		33,117,195		55,917,650
<b>Total Expense</b>	<b>\$</b>	<b>651,055</b>	<b>\$</b>	<b>22,925,130</b>	<b>\$</b>	<b>33,117,195</b>	<b>\$</b>	<b>56,042,325</b>

**Bay Area Forward - Richmond San Rafael Forward (2658)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$	18,030	\$	55,812	\$	-	\$	55,812
Exchange		-		1,046,000		100,000		1,146,000
<b>Total Revenue</b>	<b>\$</b>	<b>18,030</b>	<b>\$</b>	<b>1,101,812</b>	<b>\$</b>	<b>100,000</b>	<b>\$</b>	<b>1,201,812</b>

**Expense:**

Staff Costs	\$	18,564	\$	55,812	\$	-	\$	55,812
Consultants		-		122,000		100,000		222,000
<b>Total Expense</b>	<b>\$</b>	<b>18,564</b>	<b>\$</b>	<b>177,812</b>	<b>\$</b>	<b>100,000</b>	<b>\$</b>	<b>277,812</b>

**Bay Area Forward - Freeway Performance Initiative I-680 (2659)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$	1,450,542	\$	14,000,000	\$	-	\$	14,000,000
<b>Total Revenue</b>	<b>\$</b>	<b>1,450,542</b>	<b>\$</b>	<b>14,000,000</b>			<b>\$</b>	<b>14,000,000</b>

**Expense:**

Staff Costs	\$	-	\$	-	\$	-	\$	-
Consultants		1,450,542		14,000,000		-		14,000,000
<b>Total Expense</b>	<b>\$</b>	<b>1,450,542</b>	<b>\$</b>	<b>14,000,000</b>			<b>\$</b>	<b>14,000,000</b>

**Bay Area Forward - Freeway Performance Initiative I-880 (2660)**

**Revenue:**

Surface Transportation Block Grant (STBG)	\$	325,388	\$	2,815,644	\$	909,471	\$	3,725,115
Congestion Mitigation and Air Quality (CMAQ)		-		250,000		3,046,800		3,296,800
<b>Total Revenue</b>	<b>\$</b>	<b>325,388</b>	<b>\$</b>	<b>3,065,644</b>	<b>\$</b>	<b>3,956,271</b>	<b>\$</b>	<b>7,021,915</b>

**Expense:**

Staff Costs	\$	34,417	\$	61,440	\$	-	\$	61,440
Consultants		294,888		3,004,204		3,956,271		6,960,475
<b>Total Expense</b>	<b>\$</b>	<b>329,305</b>	<b>\$</b>	<b>3,065,644</b>	<b>\$</b>	<b>3,956,271</b>	<b>\$</b>	<b>7,021,915</b>

**FY 2022-23**  
**BAY BRIDGE FORWARD OPERATING AND CAPITAL BUDGETS**

Attachment E

Bay Area Forward - Freeway Performance Initiative US - 101 (2661)	Actuals Life-to-Date (LTD) 02/28/2022	FY 2021-22 Amendment No. 2	FY 2022-23 Draft	FY 2022-23 LTD
<b>Revenue:</b>				
Congestion Mitigation and Air Quality (CMAQ)	\$ 188,139	\$ 3,000,000	\$ -	\$ 3,000,000
Surface Transportation Block Grant (STBG)	14,103	61,440	2,406,000	2,467,440
<b>Total Revenue</b>	<b>\$ 202,242</b>	<b>\$ 3,061,440</b>	<b>\$ 2,406,000</b>	<b>\$ 5,467,440</b>
<b>Expense:</b>				
Staff Costs	\$ 36,246	\$ 61,440	\$ -	\$ 61,440
Consultants	170,312	3,000,000	2,406,000	5,406,000
<b>Total Expense</b>	<b>\$ 206,558</b>	<b>\$ 3,061,440</b>	<b>\$ 2,406,000</b>	<b>\$ 5,467,440</b>
<b>Bay Area Forward - Dumbarton Forward (2662)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	\$ 140,211	\$ 3,350,361	\$ 4,000,000	\$ 7,350,361
Regional Measure 2 (RM2) Capital	-	4,800,000	-	4,800,000
<b>Total Revenue</b>	<b>\$ 140,211</b>	<b>\$ 8,150,361</b>	<b>\$ 4,000,000</b>	<b>\$ 12,150,361</b>
<b>Expense:</b>				
Staff Costs	\$ 55,475	\$ 100,361	\$ -	\$ 100,361
Consultants	85,351	8,050,000	4,000,000	12,050,000
<b>Total Expense</b>	<b>\$ 140,826</b>	<b>\$ 8,150,361</b>	<b>\$ 4,000,000</b>	<b>\$ 12,150,361</b>
<b>Bay Area Forward - Napa Forward (2663)</b>				
<b>Revenue:</b>				
Surface Transportation Block Grant (STBG)/(New)	234,367	\$ 8,261,800	\$ 6,200,400	\$ 14,462,200
<b>Total Revenue</b>	<b>\$ 234,367</b>	<b>\$ 8,261,800</b>	<b>\$ 6,200,400</b>	<b>\$ 14,462,200</b>
<b>Expense:</b>				
Staff Costs	\$ 60,453	\$ 161,800	\$ -	\$ 161,800
Consultants	175,972	8,100,000	6,200,400	14,300,400
<b>Total Expense</b>	<b>\$ 236,425</b>	<b>\$ 8,261,800</b>	<b>\$ 6,200,400</b>	<b>\$ 14,462,200</b>
<b>Total Revenue Bay Bridge Forward</b>	<b>\$ 18,444,239</b>	<b>\$ 83,491,512</b>	<b>\$ 56,339,504</b>	<b>\$ 139,831,016</b>
<b>Total Expense Bay Bridge Forward</b>	<b>\$ 18,479,504</b>	<b>\$ 82,567,512</b>	<b>\$ 56,339,504</b>	<b>\$ 138,907,016</b>

Note: Staff costs are included under work element 1237

	Actuals as of 02/28/2022	FY 2020-21 Adopted	FY 2021-22 Adopted	FY 2022-23 Draft	Change \$ Increase/(Decrease)
Revenue - Transportation Authority of Marin (TAM)	\$ -	\$ -	\$ 75,651,097	\$ 75,651,097	\$ 75,651,097
Revenue - Solano Transportation Authority (STA)	-	-	65,000,000	65,000,000	65,000,000
Interest income	5,471		-	-	-
<b>Total revenue</b>	<b>\$ 5,471</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>	<b>\$ 140,651,097</b>	<b>\$ 140,651,097</b>
Professional Fees	\$ -	\$ 25,744,038	\$ -	\$ 2,087,500	\$ 27,831,538
Equipment Capital Expense	-	-	-	-	-
Transfer out (i.e. MTC Allocations)	510,919	-	-	-	-
<b>Total expense</b>	<b>\$ 510,919</b>	<b>\$ 25,744,038</b>	<b>\$ -</b>	<b>\$ 2,087,500</b>	<b>\$ 27,831,538</b>
<b>Revenue over Expense</b>	<b>\$ (505,449)</b>	<b>\$ (25,744,038)</b>	<b>\$ 140,651,097</b>		<b>\$ 168,482,635</b>
<b>Beginning Balance</b>	<b>\$ 25,744,038</b>	<b>\$ 25,744,038</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>	
<b>Ending Balance</b>	<b>\$ 25,238,589</b>	<b>\$ -</b>	<b>\$ 140,651,097</b>	<b>\$ 140,651,097</b>	

Notes:

The One Bay Area Grant (OBAG) programs adopted by the Commission establish commitments and policies for investing Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for regional and county programs. To provide greater flexibility to deliver select priority projects, MTC may enter into an agreement with a project sponsor to exchange federal STP/CMAQ funds with non-federal local funds available to the sponsor. An exchange does not increase the total amount of funds available to the region, but does enable MTC to commit exchanged funds to key investments within the OBAG policy framework that would otherwise be incompatible with or ineligible for federal STBG/CMAQ funding. MTC Resolution No. 3989, Revised, describes the procedures governing MTC’s Exchange Program and details the agreements and commitments that have been made to date.