

Metropolitan Transportation Commission

June 28, 2023

Agenda Item 12a - 23-0734

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

Subject:

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

Summary of Changes from May Draft:

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

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

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

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

Background:

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

These headwinds include:

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

Key Budget Development Issues

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

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

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

FY 2023-24 Budget Assumptions

The proposed budget incorporates several key assumptions:

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

New Positions

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

MTC will add the positions to fill needs as follows:

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

FY 2023-24 Revenue and Expense

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

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

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

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

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

Post Retirement Costs

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

Contract Services Funding

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

MTC Grants and Other Sources of Project Funding

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

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

Clipper Operating

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

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

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

The operating budget is balanced as presented.

Clipper Capital

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

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

Bay Area Forward

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

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

Exchange Fund

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

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

MTC Reserves

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

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

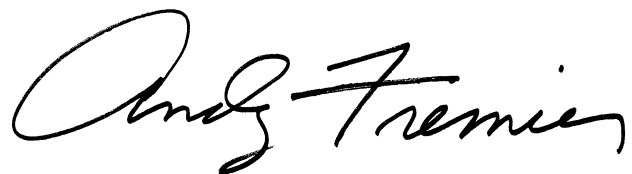
As is the case with all MTC operating funds, we have an annual goal of maintaining an operating reserve equal to six months of operating revenue. After the transfer to capital, estimated reserves will be \$65.6 million.

Recommendation:

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

Attachments:

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



Andrew B. Fremier

METROPOLITAN TRANSPORTATION COMMISSION

Draft Budget FY 2023-24

SUMMARY OF CHANGES BETWEEN MAY AND JUNE DRAFT BUDGET

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 May Draft	FY 2023-24 June Draft	Changes \$
Federal Grants	\$ 226,000,224	\$ 194,880,339	\$ 191,563,921	\$ (3,316,418)
State Grants	24,437,240	94,497,487	\$ 94,866,832	\$ 369,345
Local Funding	6,126,502	29,625,320	\$ 29,625,320	\$ -
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	\$ 16,184,063	\$ -
Transfer from Other Entities/Funds	5,421,864	7,048,969	\$ 6,986,044	\$ (62,924)
Administrative Overhead Reimbursement	21,806,740	27,360,945	\$ 27,360,945	\$ -
Other	1,953,029	1,386,169	\$ 1,386,169	\$ -
Total Operating Revenue	\$ 301,545,600	\$ 370,983,291	\$ 367,973,294	\$ (3,009,998)
Total Operating Expense	\$ 301,209,223	\$ 369,801,056	\$ 366,008,214	\$ (3,792,842)
Operating Surplus/(Deficit) Before Transfers	\$ 336,377	\$ 1,182,236	\$ 1,965,080	\$ 782,844
Transfer In from Operating Reserve	\$ -	\$ 1,883,764	\$ 1,100,920	\$ (782,844)
Transfer Out to Capital Fund	\$ -	\$ (3,066,000)	\$ (3,066,000)	\$ -
Total Operating Surplus/(Deficit)	\$ 336,377	\$ -	\$ (0)	\$ (0)

METROPOLITAN TRANSPORTATION COMMISSION

Draft Budget FY 2023-24

DETAIL OF CHANGES BETWEEN MAY AND JUNE DRAFT BUDGET

Revenue

Federal Grants	Amount (in \$000's)
Surface Transportation Block Grant	(\$3,316)
Subtotal Federal Grants	(3,316)
State Grants	
State Transit Assistance	458
Coastal Conservancy	(89)
Subtotal State Grants	369
Transfers In	
BATA Reimbursement	150
BATA RM2	87
BAIFA Reimbursement	150
ABAG	(450)
Subtotal Transfers In	(63)
Total Operating Revenue Changes	(3,010)

Expense

	Amount	Funding Type			
		Federal	State	General Fund	Transfers
Salaries & Benefits	\$486	(\$316)	\$958	(\$243)	\$87
Contractual Services					
PBA50+ Public Engagement	(\$960)			(\$960)	
Continuous Travel Behavior Survey	670			370	300
Regional Trails - Encumbered Carryover	(89)		(89)		
ABAG Website	(450)				(450)
OBAG3 CTA CBTP Planning funds	(3,000)	(3,000)			
PCA Revamp	50			50	
Regional Network Management	(500)		(500)		
Contractual Services Subtotal	(\$4,279)	(\$3,000)	(\$589)	(\$540)	(\$150)
Total Operating Expense Changes	(\$3,793)	(\$3,316)	\$370	(\$783)	(\$63)
Operating Surplus/(Deficit) Change	\$783				

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

ABSTRACT

Resolution No. 4576

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4576

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

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

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

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METROPOLITAN TRANSPORTATION COMMISSION

BUDGET FY 2023-24

SUMMARY

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 226,000,224	\$ 191,563,921	-15%	\$ (34,436,303)
State Grants	24,437,240	94,866,832	288%	70,429,592
Local Funding	6,126,502	29,625,320	384%	23,498,818
Transportation Development Act (TDA) - General Fund	15,800,000	16,184,063	2%	384,063
Transfer from Other Entities/Funds	5,421,864	6,986,044	29%	1,564,180
Administrative Overhead Reimbursement	21,806,740	27,360,945	25%	5,554,205
Other	1,953,029	1,386,169	-29%	(566,860)

Total Operating Revenue	\$ 301,545,600	\$ 367,973,294	22%	\$ 66,427,694
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Total Operating Expense	\$ 301,209,223	\$ 366,008,214	22%	\$ 64,798,991
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Operating Surplus/(Deficit) Before Transfers	\$ 336,377	\$ 1,965,080	484%	\$ 1,628,703
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Transfer In from Operating Reserve	\$ -	\$ 1,100,920	-100%	\$ 1,100,920
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Transfer Out to Capital Fund	\$ -	\$ (3,066,000)	-100%	\$ (3,066,000)
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Total Operating Surplus/(Deficit)	\$ 336,377	\$ (0)	-100%	\$ (336,377)
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Use of Reserves			
Beginning Reserve Balance	\$ 64,888,400	\$ 65,224,777	
Transfer into (from) reserve for operating	336,377	1,965,080	
Transfer into (from) reserve for Capital	-	(3,066,000)	
Net Transfers in (from) reserves	336,377	(1,100,920)	
Ending Reserve Balance	\$ 65,224,777	\$ 64,123,857	

Operating Revenue

Federal Grants

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

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Highway Administration Planning (FHWA PL) (FY 2022-23) (Carryover)	9,713,541	1,504,739	-85%	(8,208,802)
Federal Highway Administration Planning (FHWA PL) (FY 2021-22) (Carryover)	1,038,800	-	-100%	(1,038,800)
Federal Highway Administration State Planning and Research (FHWA SP&R) (FY 2021-22) (Carryover)	462,878	292,188	-37%	(170,690)
Federal Transit Administration (FTA) 5303 (FY 2023-24)	-	4,734,683	100%	4,734,683
Federal Transit Administration (FTA) 5303 (FY 2022-23) (Carryover)	3,628,612	3,973,913	10%	345,301
Federal Transit Administration (FTA) 5303 (FY 2021-22) (Carryover)	1,447,370	-	-100%	(1,447,370)
Federal Transit Administration (FTA) 5303 (FY 2020-21) (Carryover)	196,288	-	-100%	(196,288)
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	500,000	500,000	0%	-
Federal Transit Administration (FTA) 5304 (FY 2021-22) (Carryover)	246,993	246,993	0%	(0)
Federal Transit Administration (FTA) 5304 (FY 2020-21) (Carryover)	188,357	-	-100%	(188,357)
Federal Transit Administration (FTA) 5304 (FY 2019-20) (Carryover)	99,425	-	-100%	(99,425)
Federal Transit Administration (FTA) 5312	-	500,000		500,000
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	-	1,500,000	100%	1,500,000
Federal Highway Administration (FHWA) Work Zone Data Exchange (WZDx)	52,673	-	-100%	(52,673)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	112,569,606	79,305,641	-30%	(33,263,965)
Federal Emergency Management Agency (FEMA)	19,732	-	-100%	(19,732)
Environmental Protection Agency (EPA)	58,933	-	-100%	(58,933)
Surface Transportation Block Grant (STBG) - New	28,024,607	66,370,000	137%	38,345,393
Surface Transportation Block Grant (STBG) (OBAG 3) - New	3,000,000	-	-100%	(3,000,000)
Job Access and Reverse Commute Program (JARC)	32,144	583,038	1714%	550,894
	\$ 226,000,224	\$ 191,563,921	-15%	\$ (34,436,303)

State Grants

California Housing Community (HCD) Regional Early Action Planning (REAP)	\$ 3,200,984	\$ 1,039,830	-68%	\$ (2,161,154)
California Housing Community Development (HCD) (REAP 2.0)	637,483	66,101,128	10269%	65,463,645
Low Carbon Transit Operations Program (LCTOP) Means Based	594,404	4,486,064	655%	3,891,660
Low Carbon Transit Operations Program (LCTOP)	-	-	-100%	-
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2023-24)	-	2,106,140	-100%	2,106,140
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2022-23)	2,099,814	917,900	-56%	(1,181,914)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2021-22) (Carryover)	953,040	239,987	-75%	\$ (713,053)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2020-21) (Carryover)	55,972	-	-100%	(55,972)
State Highway Account (SHA) Sustainable Communities (FY 2020-21) (Carryover)	310,183	-	-100%	\$ (310,183)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	406,766	1,482,197	264%	1,075,431
Systemic Safety Analysis Report Program Local (SSARPL)	312,906	-	-100%	(312,906)
California Department of Conservation	250,000	250,000	0%	-
Coastal Conservancy	1,846,101	2,172,953	18%	326,852

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
State Transit Assistance (STA)	5,347,888	9,402,204	76%	4,054,316
State Transit Assistance (STA) Exchange Fund	-	4,580,000	-100%	4,580,000
State of California, Wildlife Conservation Board (Proposition 68)	522,020	182,739	-65%	(339,281)
Clean California Enhancement Proposal (New)	6,500,000	-	-100%	(6,500,000)
CA Air Resource Board	-	32,286	-100%	32,286
SB 856 CA State Transp. Agency	-	60,000	-100%	60,000
2% Transit Transfer	\$ 764,034	\$ 1,118,989	46%	\$ 354,955
5% Transit Transfer	635,645	694,414	9%	58,769

\$ 24,437,240	\$ 94,866,832	288%	\$ 70,429,592
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Local Funding

Bay Area Rapid Transit (BART)	\$ 68,767	\$ -	-100%	\$ (68,767)
SFMTA Local Funding	700,000	700,000	0%	-
Transportation Fund for Clean Air (TFCA)	28,410	-	-100%	(28,410)
Bay Area Air Quality Management District (BAAQMD)	432,657	664,000	53%	231,343
Exchange Fund	2,087,500	25,060,835	1101%	22,973,335
Pavement Management Program (PMP Sales)	1,500,000	2,000,000	33%	500,000
Pavement Management Technical Assistance Program (PTAP)	543,900	543,900	0%	-
High Occupancy Vehicle (HOV) Lane Fines	470,721	450,000	-4%	(20,721)
Cities/Local Funds	294,547	206,585	-30%	(87,962)

Subtotal	\$ 6,126,502	\$ 29,625,320	384%	\$ 23,498,818
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Transfers In

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

Subtotal	\$ 5,421,864	\$ 6,986,044	29%	\$ 1,564,180
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Reimbursements for Administrative Overhead

Association of Bay Area Governments (ABAG)	1,607,866	1,854,781	15%	\$ 246,915
BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Additional BATA 1% Administrative Draw	6,938,000	9,817,170	41%	2,879,170
Bay Area Forward	-	129,143	-100%	129,143
Bay Area Infrastructure Financing Authority (BAIFA)	1,421,001	1,722,016	21%	301,015
Bay Area Housing Finance Authority (BAHFA)	972,034	967,923	0%	(4,111)
Bay Area Headquarters Authority (BAHA)	742,549	826,574	11%	84,025
MTC Grant Funded Overhead	1,055,010	-	-100%	(1,055,010)

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

Other Revenues

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

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
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Operating Expense

I. Salaries, Benefits, and Overhead	\$ 45,993,401	\$ 53,105,007	15%	\$ 7,111,606
Program Staff Salaries	17,176,917	21,765,583	27%	4,588,666
Program Staff Benefits	8,715,411	9,345,031	7%	629,620
Program Temporary Staff Salaries (Non-Benefited Positions)	-	222,725	0%	222,725
Administrative Overhead Salaries	10,604,022	13,297,633	25%	2,693,611
Administrative Overhead Benefits	5,302,011	5,693,992	7%	391,981
Administrative Overhead Temporary Staff (Non-Benefited Positions)	-	99,995	0%	99,995
New Position Requests (including Benefits)	4,195,040	2,680,049	-36%	(1,514,991)
II. Travel and Training	\$ 1,188,750	\$ 1,216,300	2%	\$ 27,550
III. Printing, Reproduction, and Graphics	\$ 116,000	\$ 119,500	3%	\$ 3,500
IV. Computer Services	\$ 4,563,725	\$ 6,204,556	36%	\$ 1,640,831
V. Commissioner Expense	\$ 150,000	\$ 175,000	17%	\$ 25,000
VI. Advisory Committees	\$ 15,000	\$ 21,000	40%	\$ 6,000
VII. General Operations	\$ 4,043,117	\$ 4,820,673	19%	\$ 777,556
Subtotal of Operating Expenses Before Contractual Service and Capital Outlay	\$ 56,069,993	\$ 65,662,036	17%	\$ 9,592,043
IX. Contractual Services	\$ 244,229,230	\$ 300,346,178	23%	\$ 56,116,948
X. Capital Outlay*	\$ 910,000	\$ -	NA	NA

	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Total Operating Expense	\$ 301,209,223	\$ 366,008,214	22%	\$ 64,798,991

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

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures thru 02/28/2023	Consultants enc as of 02/28/2023	Life-to-Date (LTD) Grant Balance as of 02/28/2023	FY 2023-24 Projected Grant Balance	FY 2023-24 New Grants	FY 2023-24 Staff Budget	FY 2023-24 Consultant Budget	Remaining Balance	Expiration Dates
*New Federal Grants												
TBD	XXXX	Communications Fiber Later new						3,000,000	-	-	3,000,000	
TBD	XXXX	Surface Transportation Block Grant (STBG)	-	-	-	-	-	66,370,000	-	66,370,000	-	N/A
TBD	XXXX	Congestion Mitigation and Air Quality (CMAQ) - New	-	-	-	-	-	6,881,113	83,113	6,798,000	-	N/A
Total New Federal Grants			\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,251,113	\$ 83,113	\$ 73,168,000	\$ 3,000,000	

*Note: The above Federal grants are programmed on the long range plan for MTC and we will be applying for them in FY 2023-24

CONTRACTUAL SERVICE ESTIMATES
 FY 2023-24

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
1111	Support the Commission				
	Transportation Planning Programs		\$ 200,000	\$ -	\$ (200,000)
	Equity Assessment, Consultation, and Administrative Review		200,000	-	(200,000)
	TOTAL	\$ 213,800	\$ 400,000	\$ -	\$ (400,000)
	Notes: Funding for these programs has been moved to Work Element 1150				
1112	Implement Public Information Program and Tribal Government Coordination				
	Awards Program / Anniversary Event		\$ 55,000	\$ 80,000	\$ 25,000
	Bike to Wherever/Work Program (sponsorship backfill)		50,000	25,000	(25,000)
	Design and Promotion		120,000	120,000	-
	Digital Promotion & Analysis (MTC, Bay Trail et al incl events)		75,000	78,000	3,000
	On call Video Services		35,000	36,750	1,750
	On-call Meeting and Engagement Support (agencywide)		40,000	100,000	60,000
	Photography services for MTC/BATA (agencywide)		100,000	120,000	20,000
	Public Records Management System		-	-	-
	Return to Transit Employer Surveys		170,000	127,000	(43,000)
	Return to Transit Marketing		200,000	200,000	-
	Return to Transit Poll		100,000	150,000	50,000
	Revenue Measure and PBA2050+ Polling		-	200,000	200,000
	Social Media Consultants (MTC, Bay Trail, et al)		110,000	115,000	5,000
	Transit Connectivity		20,000	22,000	2,000
	Transit Month		-	50,000	50,000
	Translations (agencywide)		100,000	50,000	(50,000)
	Legal Notices (agencywide)		-	218,000	218,000
	Translations/Legal Notices		-	-	-
	Web Accessibility Training Consultant		-	100,000	100,000
	Youth Programs		26,000	25,000	(1,000)
	TOTAL	\$ 543,483	\$ 1,201,000	\$ 1,816,750	\$ 615,750
1120	Regional Conservation Investment Strategy				
	Regional Conservation Investment Strategy - Technical Support		\$ 527,701	\$ 268,743	\$ (258,958)
	TOTAL	\$ 360,561	\$ 527,701	\$ 268,743	\$ (258,958)
1121	Regional Transportation Plan/Sustainable Communities				
	Affordable Housing Needs & Revenue Update		100,000	150,000	50,000
	CALCOG Support		30,800	35,000	4,200
	CivicSpark Fellow		35,000	40,000	5,000
	* <i>Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)</i>		1,718,092	1,718,092	-
	Climate Off-Model Calculators		-	250,000	250,000
	Environmental Impact Report - Legal Support		-	100,000	100,000
	Environmental Impact Report - Technical Support		-	100,000	100,000
	Equity Priority Communities Re-Imagining		199,987	199,987	-
	PBA50+ Website Upgrades/Maintenance		75,000	60,000	(15,000)
	PBA50+/Transit50+ CBO Engagement		75,000	350,000	275,000
	PBA50+/Transit50+ Digital Promotion		100,000	250,000	150,000
	PBA50+/Transit50+ Public Engagement Rounds 1 & 2		50,000	300,000	250,000
	Plan Bay Area 2050+ Development		3,349,000	2,349,000	(1,000,000)
	Regional Growth Forecast Update		100,000	100,000	-
	Unencumbered Carryover		473,811	-	(473,811)
	TOTAL	\$ 225,972	\$ 6,306,690	\$ 6,002,079	\$ (304,611)
1122	Analyze Regional Data Using GIS and Planning Models				
	Continuous Travel Behavior Survey		\$ 300,000	\$ 970,000	\$ 670,000
	Bay Area CENSUS Data Portal		-	100,000	100,000
	Bay Area Spatial Information System Development		-	200,000	200,000
	Consultant Carryover		-	435,673	435,673
	Land Use Model Development & Application		175,000	175,000	-
	Prior Year Carryover		87,962	-	(87,962)
	Regional Transit Passenger Survey		1,600,000	1,000,000	(600,000)
	Technical Support for Web Based Projects		100,000	150,000	50,000
	Travel Model 2 Conversion (TM2.2, TM2.3)		250,000	250,000	-
	Travel Model Core Development (ActivitySim)		35,000	35,000	-
	Modeling/Data Development & Application		2,032,000	-	(2,032,000)
	TOTAL	\$ 636,524	\$ 4,579,962	\$ 3,315,673	\$ (1,264,289)
1125	Active Transportation Planning				
	Active Transportation TA and Active Transportation Plan Implementation		\$ 500,000	\$ 5,000,000	\$ 4,500,000
	Toole Design Carryover		41,562	40,136	(1,426)
	TOTAL	\$ 18,414	\$ 541,562	\$ 5,040,136	\$ 4,498,574
1127	Regional Trails				
	* <i>Bay Trail Block Grant #5</i>		\$ 163,190	\$ 263,387	\$ 100,197
	* <i>Bay Trail Block Grant #6</i>		1,320,160	1,414,880	94,720
	Bay Trail Cartographic Services		20,000	20,000	-
	Bay Trail Change Management		25,000	25,000	-
	Bay Trail Engineering & Design		-	86,466	86,466
	Bay Trail Culture, Access and Belonging		-	20,000	20,000
	Bay Trail Equity Strategy Phase: Phase II		126,128	75,000	(51,128)

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Bay Trail Design and Engineering		-	305,398	305,398
	Bay Trail Equity Strategy Phase III		-	350,000	350,000
	Bay Trail Gap Closure Implementation Plan		67,804	-	(67,804)
	Bay Trail Planning & Implementation: Equity Strategy Implementation Playbook		350,000	-	(350,000)
	Bay Trail Planning & Implementation: Regional Trails Data Strategy		200,000	200,000	-
	Bay Trail Planning & Implementation: Bay Trail Strategic Plan		200,000	200,000	-
	Bay Trail Planning & Implementation: Needs Assessment, Ops & Maintenance Plan		500,000	500,000	-
	Bay Trail Planning & Implementation: Technical Assistance		250,000	250,000	-
	Bay Trail Planning & Implementation: Project Delivery		750,000	750,000	-
	Bay Trail Planning & Implementation: Design Guidelines		250,000	250,000	-
	Gap Closure Implementation Plan		250,000	352,804	102,804
	Encumbered Carryover		93,169	344,518	251,349
	Merchandise, Outreach & Advertising		20,000	20,000	-
	* Priority Conservation Area Grant Program		-	3,500,000	3,500,000
	Quick Build		164,034	125,000	(39,034)
	SFO Gap Study		-	160,000	160,000
	* Water Trail Block Grant #2		175,974	55,974	(120,000)
	TOTAL	\$ 2,317,038	\$ 4,925,459	\$ 9,268,427	\$ 4,342,968
1128	Resilience and Hazards Planning				
	Resilience Technical Assistance & Planning		\$ 100,000	\$ -	\$ (100,000)
	Sea Level Rise Adaptation Funding and Investment Framework		200,000	-	(200,000)
	Civic Spark		-	-	-
	TOTAL	\$ 177,591	\$ 300,000	\$ -	\$ (300,000)
1132	Advocate Legislative Programs				
	Leg. Advocates - Sacramento		\$ 152,000	\$ 170,000	\$ 18,000
	Leg. Advocates - Washington		315,000	320,000	5,000
	Revenue Measure Polling		200,000	-	(200,000)
	TOTAL	\$ 285,436	\$ 667,000	\$ 490,000	\$ (177,000)
1150	Executive Office				
	Policy and Programs		\$ -	200,000	\$ 200,000
	Transportation Planning Programs		\$ 500,000	-	(500,000)
	Clerk Administrative and Agencywide Projects		-	350,000	350,000
	Strategic Review and Other Agency Initiatives		-	375,000	375,000
	TOTAL	\$ 152,020	\$ 500,000	\$ 925,000	\$ 425,000
1151	Legal Management				
	Legal Services		800,000	700,000	(100,000)
	Litigation Reserves		1,100,000	1,100,000	-
	TOTAL	\$ -	\$ 1,900,000	\$ 1,800,000	\$ (100,000)
1152	Financial Management				
	Actuarial Service - OPEB		25,000	\$ 16,200	(8,800)
	Bench Audits		200,000	82,000	(118,000)
	Caseware technical support		1,000	2,500	1,500
	Financial audit		\$ 305,000	309,000	\$ 4,000
	TOTAL	\$ 337,002	\$ 531,000	\$ 409,700	\$ (121,300)
1153	Facilities and Contract Services				
	ADA Assistance		\$ 50,000	\$ 100,000	\$ 50,000
	Develop/Implement PCard Program		-	75,000	75,000
	Emergency Management (COOP, etc.)		500,000	100,000	(400,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)		150,000	150,000	-
	Ergonomic Review and Assistance		150,000	400,000	250,000
	Handbook & Policy Protocols, Procedures, Workflows		-	-	-
	High School Intern Program		-	-	-
	Mineta Transportation Institute		-	-	-
	Risk Management (Contract, Facilities, Emergency)		150,000	150,000	-
	Training Materials (Procurement, DBE, Title VI, Compliance)		-	75,000	75,000
	TOTAL	\$ 301,516	\$ 1,000,000	\$ 1,050,000	\$ 50,000
1158	Administration and Human Development				
	Administrative Services Agency Initiatives		\$ 50,000	\$ 50,000	\$ -
	Agencywide Diversity, Equity, and Inclusion (DEI) Training		250,000	75,000	(175,000)
	Benefits Operation (Benefits Bridge, Leave Management System, Open Enrollment Activities, etc.)		15,000	15,000	-
	College Intern Program		115,500	120,000	4,500
	Handbook and Policy Protocols, Procedures, Workflows		125,000	82,000	(43,000)
	High School Intern Program		55,000	25,000	(30,000)
	Iyai Innovation Challenge		-	40,000	40,000
	Leadership and Coaching		-	324,000	324,000
	Memorandum of Understanding (MOU) Labor Negotiations		104,000	-	(104,000)
	Mineta Transportation Institute		110,000	110,000	-
	Operational Review		75,000	75,000	-
	TOTAL	\$ 563,280.00	\$ 899,500	\$ 916,000	\$ 16,500
1161	Information Technology Services				
	AD Migration Project		\$ 20,000	\$ 20,000	\$ -
	Administrative Assistance		-	25,000	25,000
	Adobe SSO Integration		-	15,000	15,000
	Central Square Support		20,000	20,000	-

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	DATA Security Improvements, Cloud Data Risk		50,000		(50,000)
	Enterprise App Support - Ongoing		-	150,000	150,000
	Helpdesk Technician		-	35,000	35,000
	Leave Management System		3,000	3,000	-
	Managed Services for Information Security Program Management - CISOShare		-	180,000	180,000
	Network Assistance		50,000	50,000	-
	PC Support Technician		95,000	-	(95,000)
	Project Coordinator- SD		95,000	70,000	(25,000)
	Salesforce: Agency CRM Enhancement		100,000	100,000	-
	Salesforce: Marketing Cloud		-	500,000	500,000
	Salesforce: Operations Support, Security & Governance		525,000	300,000	(225,000)
	Security Program Consulting and Advisory		120,000	30,000	(90,000)
	Technical Assistance Portal Enhancements		30,000	25,000	(5,000)
	Web Accessibility 508 On-Going O&M		100,000	100,000	-
	Web Security Project		200,000	75,000	(125,000)
	Web/DB Application Development/Integration		50,000	50,000	-
	Website Operations Maintenance and Enhancement		375,000	425,000	50,000
	SharePoint Consulting Services		50,000	-	(50,000)
	TSS App Developer Consultant		200,000		(200,000)
	TOTAL	\$ 1,769,331	\$ 2,083,000	\$ 2,173,000	\$ 90,000
1162	Agency Websites				
	Website Operations Maintenance and Enhancement		\$ 75,000	75,000	\$ -
	Salesforce program services		-	22,500	\$ 22,500
	DATA Security Improvements, Cloud Data Risk		-	75,000	\$ 75,000
	Salesforce: Operations Support, Security & Governance		-	325,000	\$ 325,000
	TSS App Developer Consultant			200,000	\$ 200,000
	Security Program Consulting and Advisory		-	70,000	\$ 70,000
	TOTAL	\$ 75,000	\$ 75,000	\$ 767,500	\$ 692,500
1212	Performance Measuring and Monitoring				
	Performance Monitoring and Vital Signs		\$ 225,000	\$ 225,000	\$ -
	TOTAL	\$ 677,147	\$ 225,000	\$ 225,000	\$ -
1222	Regional Car Pool Program/Van Pool and Commuter Benefits Program				
	Bay Area Carpool Program		\$ 850,000	500,000	\$ (350,000)
	Bay Area Vanpool Program		1,199,640	500,000	(699,640)
	Commuter Benefits Program (SB 1128)		210,000	-	(210,000)
	Commuter Benefits Program		2,540,000	-	(2,540,000)
	Commuter Benefits Program (SB 1128) - (OBAG-2) - Carryover		-	56,000	56,000
	Commuter Benefits Program (SB 1128) - New Grant (OBAG-3) - Carryover		-	5,531,000	5,531,000
	Bay Area Vanpool Program Carryover		-	2,870,000	2,870,000
	NTD Compliance Audit		30,000	18,000	(12,000)
	Vanpool Audits		-	30,000	30,000
	Bay Area Car Pool Program - Carryover		1,651,017	300,000	(1,351,017)
	TOTAL	\$ 2,854,952	\$ 6,480,657	\$ 9,805,000	\$ 3,324,343
1223	Support Transportation System Management Program				
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - Carryover		\$ -	\$ 200,000	\$ 200,000
	BATA Rehab- Regional Comm Infrastructure - Alternatives Assessment - New		-	200,000	200,000
	Connected Bay Area Strategic Plan		-	-	-
	Encumbered Carryover		25,299	-	(25,299)
	I-880 Communications Upgrade		2,000,000	-	(2,000,000)
	I-880 ICM Central Segment Design - Carryover		357,875	-	(357,875)
	Regional Comm Infrastructure Improvements - Carryover		6,308	4,988,249	4,981,941
	TMC Programs and Related Infrastructure- Carryover		661,252	640,000	(21,252)
	Unencumbered Carryover		1,036,496	-	(1,036,496)
	TOTAL	\$ -	\$ 4,087,230	\$ 6,028,249	\$ 1,941,019
1224	Implement Regional Traveler Information Services				
	511 Alerting		\$ 75,000	\$ 75,000	\$ -
	511 Express Lane Operations - Est .Carryover		598,323	-	(598,323)
	511 Innovation Lab		200,000	300,000	100,000
	511 System Integrator		2,500,000	3,200,000	700,000
	511 System Integrator - Carryover		-	-	-
	511 TIC Operations		1,420,000	1,500,000	80,000
	511 Web Hosting		80,000	-	(80,000)
	511 Web Services		1,650,000	1,250,000	(400,000)
	Contract Management Services		30,000	309,940	279,940
	Predictive Analytics Demonstration for Traffic Events		-	-	-
	System Integrator		52,673	-	(52,673)
	Technical Advisor Services		400,000	400,000	-
	Transit Data QA/QC Services		250,000	-	(250,000)
	TOTAL	\$ 5,373,958	\$ 7,255,996	\$ 7,034,940	\$ (221,056)
1233	Transportation Asset Management (TAM) Program				
	AI Data Collection		\$ -	\$ 2,000,000	\$ 2,000,000
	Local Road Safety Plan Assistance		2,000,000	720,000	(1,280,000)
	PTAP Projects		10,850,000	2,500,000	(8,350,000)
	PTAP Projects Est. Carryover		645,037	1,121,744	476,707
	PTAP Projects - Unencumbered Est Carryover		53,340	-	(53,340)
	Quality Assurance Program for PTAP		60,000	60,000	-
	Regional Safety Campaign		500,000	500,000	-
	Regional Safety Data System Support & Expansion		312,906	400,000	87,094
	Regional Transit Asset Management Initiatives		-	-	-
	Software Development and Maintenance		-	-	-

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Software Training Support		-	-	-
	Software Training Support		-	-	-
	StreetSaver Development		1,500,000	2,000,000	500,000
	StreetSaver Training		650,000	650,000	-
	Needs Assessment		-	50,000	50,000
	Workshops/peer - exchanges/outreach campaign		-	1,600,000	1,600,000
	TOTAL	\$ 4,362,142	\$ 16,571,283	\$ 11,601,744	\$ (4,969,539)
1234	Arterial and Transit Management				
	Arterial Operations IDEA CAT 2		\$ -	\$ -	\$ -
	* IDEA 2.0		-	1,000,000	1,000,000
	* PASS		2,000,000	1,500,000	(500,000)
	* IDEA Contra Costa TSP Carryover		-	1,136,844	1,136,844
	Match for STBG		-	340,777	340,777
	MultiModal Arterial Operations		-	2,000,000	2,000,000
	2016 On-Call Transportation Eng. and Plan Services - Carryover		447,968	-	(447,968)
	2016 On-Call Transportation Engagement & Planning Services - Carryover		273,377	274,213	836
	* AC Transit, Dumbarton Express IDEA Project - Carryover		1,461,501	2,543,492	1,081,991
	* Supplemental IDEA Category 2 - Carryover		282,356	200,000	(82,356)
	* IDEA Category 1 - Carryover		613,018	433,356	(179,662)
	Required Match for STBG 1842		340,777	-	(340,777)
	Carryover		-	206,585	206,585
	FY 2021-22 Carryover		1,437,980	-	(1,437,980)
	TOTAL	\$ 1,511,941	\$ 6,856,977	\$ 9,635,267	\$ 2,778,290
1235	Implement Incident Management Program				
	I-880 Central Segment PE/Env/Design		\$ 550,000	\$ -	\$ (550,000)
	I-880 ICM North Segment Integration - Carryover		3,615,556	1,256,000	(2,359,556)
	I-880 ICM Project Construction and System Integration		300,000	-	(300,000)
	511 Alerting		1,498,000	-	(1,498,000)
	I-880 Central Segment PE/Env/Design - Carryover		-	550,000	550,000
	I-880 ICM Central Segment Design - Carryover		-	184,550	184,550
	I-880 ICM Project Construction and System Integration - Carryover		-	300,000	300,000
	I-880 Integrated Corridor Management (ICM) Central Segment construction phase - Carryover		-	1,498,000	1,498,000
	Incident Management		-	2,000,000	2,000,000
	TOTAL	\$ 383,203	\$ 5,963,556	\$ 5,788,550	\$ (175,006)
1237	Freeway Performance Programs - Bay Bridge Forward				
	2019 Project Management - Carryover		\$ 228,083	\$ -	\$ (228,083)
	2019 Project/Program Management Services - Carryover		13,559	-	(13,559)
	ALA-I580 Westbound - Carryover		287,356	-	(287,356)
	Bay Bridge Forward - Carryover		450,010	-	(450,010)
	Commuter Parking Initiative		646,500	2,145,289	1,498,789
	Commuter Parking Outreach - Carryover		661,868	-	(661,868)
	Consultants - Carryover		954,724	-	(954,724)
	Design Alternatives Assessments/Corridor Studies		1,500,000	1,500,000	-
	Freeway Performance Prelim Eng/Imp. SR-37		2,050,000	1,700,000	(350,000)
	I-80 Comprehensive Multimodal Corridor Plan (CMCP)/I-80 Design Alternatives Analysis (DAA)		885,000	1,044,950	159,950
	Northbound I-680 Express Lane Project - Carryover		8,425,784	-	(8,425,784)
	Occupancy Detection/Verification - Carryover		-	559,501	559,501
	Occupancy Detection/Verification- New		-	200,000	200,000
	On-Call Transportation Eng. and Planning Services - Carryover		38,174	-	(38,174)
	Parking Operations & Management - Carryover		2,095,196	-	(2,095,196)
	RSR Forward Bike/TDM		400,000	400,000	-
	Richmond San Rafael (RSR) Rides		-	52,702	52,702
	Richmond-San Rafael E-Bike Commute Program		-	300,000	300,000
	Transp. Engng. & Planning Services - Carryover		150,606	-	(150,606)
	TOTAL	\$ 2,467,229	\$ 18,786,860	\$ 7,902,442	\$ (10,884,418)
1238	Technology-Based Operations & Mobility				
	* Bikeshare Capital Grant Program		\$ 826,000	\$ 826,000	\$ -
	Bikeshare Implementation		700,000	655,500	(44,500)
	Connected and Automated Vehicles		450,000	1,234,550	784,550
	Napa Valley Forward TDM		240,000	260,000	20,000
	Napa Valley Forward Transportation Demand Management (TDM)		-	420,225	420,225
	Regional Data Platform		-	4,000	4,000
	Richmond-San Rafael E-Bike Commute Program		-	95,816	95,816
	Shared Use Mobility		575,000	150,000	(425,000)
	TOTAL	\$ 329,898	\$ 2,791,000	\$ 3,646,091	\$ 855,091
1239	Regional Mobility Technology Program				
	Regional ITS Architecture		\$ 50,000	\$ 2,000,000	1,950,000
	Regional Map		1,791,538	3,570,000	1,778,462
	Regional Mapping Data Services Platform		1,900,000	800,000	(1,100,000)
	Salesforce: Regional Account		500,000.00	1,250,000	750,000
	Transit Connectivity Gap Analysis with Regional GTFS		388,347	250,000	(138,347)
	TOTAL	\$ 2,873,033	\$ 4,629,885	\$ 7,870,000	\$ 3,240,115
1240	Clean Air Program				
	Clean CA Portal Lighting Project		\$ 6,500,000	\$ -	\$ (6,500,000)
	Total	\$ -	\$ 6,500,000	\$ -	\$ (6,500,000)
1310	Equity, Access and Mobility Planning and Programs				
	Blue Ribbon Action Plan - Paratransit Analysis		\$ 250,000	\$ -	\$ (250,000)
	* Community-Based Organizations engagement enhancement		-	1,500,000	1,500,000
	Community Choice Learning Hub: Contracting w/ CBOs		30,000	-	(30,000)

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Coordinated Plan Update		-	90,463	90,463
	Equity Action Plan: FPP Cohort - Equity Platform Implementation in Fund Sources		70,000	-	(70,000)
	FY 2021-22 Carryover		32,144	21,048	(11,096)
	* OBAG3 CTA CBTP Planning funds		-	3,000,000	3,000,000
	Participatory Budgeting Advisory Technical Assistance		100,000	4,000,000	3,900,000
	* TTAP Action 22 - OSR Pilot Grants		-	1,600,000	1,600,000
	TTAP Actions 21-25 Facilitation Assistance		-	30,000	30,000
	TTAP Actions 21-25 Planning Assistance		-	200,025	200,025
	Unspent Grant funds		-	561,990	561,990
	TOTAL	\$ 110,202	\$ 482,144	\$ 11,003,526	\$ 10,521,382
1311	Means Based Fare Program				
	* Fare Subsidy		\$ 1,094,404	\$ 8,000,000	\$ 6,905,596
	Fare Program Title VI Analysis Support		-	600,000	600,000
	Studies, Evaluations, and Analyses		-	1,000,000	1,000,000
	Other Admin		500,000	-	(500,000)
	Program Admin		1,500,000	1,816,024	316,024
	Technology Support		500,000	-	(500,000)
	TOTAL	\$ 10,143,209	\$ 3,594,404	\$ 11,416,024	\$ 7,821,620
1312	Support Title VI and Environmental Justice				
	Title VI Triennial Report and LAP review assistance		\$ 75,000	\$ 75,000	\$ -
	TOTAL	\$ -	\$ 75,000	\$ 75,000	\$ -
1314	Means Based Toll Discount				
	Express Lanes START Pilot Study on EL (Carryover)		\$ 300,000	\$ 105,114	\$ (194,886)
	I-880 Corridor Performance Evaluation for Toll Discount Pilot		300,000	450,000	150,000
	TOTAL	\$ 576,091	\$ 600,000	\$ 555,114	\$ (44,886)
1413	Climate Initiatives				
	Bike to Wherever/Work Day Program		\$ 1,500,000	\$ 1,500,000	\$ -
	Spare the Air Youth Program		531,754	3,300,000	2,768,246
	Regional Carsharing - Carryover		142,352	-	(142,352)
	* Electric Vehicles and Chargers		20,000,000	15,000,000	(5,000,000)
	* Mobility Hubs		15,000,000	2,500,000	(12,500,000)
	Parking Program (capital)		10,001,908	-	(10,001,908)
	Bay Weels Bikeshare E-Bike Expansion		-	15,940,000	15,940,000
	Parking (planning)		-	2,000,000	2,000,000
	TOTAL	\$ 967,620	\$ 47,176,014	\$ 40,240,000	\$ (6,936,014)
1514	Regional Assistance Programs and Project Reviews				
	Performance Audits - RFP		\$ 285,000	\$ 285,000	\$ -
	Performance Audits - New		-	500,000	500,000
	TDA/STA Portal		290,000	340,000	50,000
	TOTAL	\$ 80,000	\$ 575,000	\$ 1,125,000	\$ 550,000
1515	State Programming, Monitoring and STIP Development				
	ATP Technical Assistance Program		\$ 300,000	\$ 300,000	\$ -
	TOTAL	\$ -	\$ 300,000	\$ 300,000	\$ -
1517	Transit Sustainability/Planning				
	Action Plan Projects and Support		\$ -	\$ 1,500,000	\$ 1,500,000
	Action Plan Support		-	1,650,000	1,650,000
	Blue Ribbon Analysis		3,240,000	115,000	(3,125,000)
	Clipper BayPass Program Development and Evaluation		-	600,000	600,000
	Connected Network Plan Community Engagement		250,000	-	(250,000)
	Connected Network Plan Technical Assistance		750,000	-	(750,000)
	Consultant support for Regional Transit Priority Policy and Corridor Assessment		-	450,000	450,000
	HDR Engineering FY 2022-23 Carryover		-	60,000	60,000
	Integrated Rail Fare Study		-	400,000	400,000
	Staff Support - Leaves		-	250,000	250,000
	Transit 2050+ (CNP) Technical Assistance		-	2,000,000	2,000,000
	Transit Fiscal Cliff analysis		-	450,000	450,000
	Regional Zero Emission Fleet Strategy		612,911	515,638	(97,273)
	Diridon Station Business Case Planning Support		2,000,000	2,000,000	-
	Transformatio Action Plan Support		-	315,000	315,000
	S RTP Planning		720,000	-	(720,000)
	TOTAL	\$ 1,934,582	\$ 7,572,911	\$ 10,305,638	\$ 2,732,727
1520	BART Metro 2030 and Beyond				
	Bart Metro 2030 and Beyond		\$ 168,192	\$ -	\$ (168,192)
	TOTAL	\$ -	\$ 168,192	\$ -	\$ (168,192)
1521	Bay Area Regional Rail Partnerships - Project Delivery & Governance				
	Bay Area Regional Rail Partnerships: Project Delivery and Governance		\$ 188,357	\$ -	\$ (188,357)
	TOTAL	\$ 206,892	\$ 188,357	\$ -	\$ (188,357)
1522	San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study				
	* San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study		\$ 1,200,000	\$ 1,200,000	\$ -
	TOTAL	\$ -	\$ 1,200,000	\$ 1,200,000	\$ -
1611	Regional Growth Framework Planning and Implementation				
	Carryover Match for Various Projects		\$ 1,281,842	\$ 1,281,842	\$ -
	* CTA Planning & Programming Activities		35,157,000.00	7,861,000	(27,296,000)
	* CTA Planning & Programming Activities - Augmentation		-	15,766,000	15,766,000
	* Del Norte Station Precise Plan - Carryover		206,845.00	112,887	(93,958)

Work Element	Description/Purpose	Actuals as of 02/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	Change \$ Increase/(Decrease)
	Downtown Specific Plan EIR - Carryover		34,800.00	-	(34,800)
	El Camino Precise Plan Environmental Impact Report (EIR)/Form Based Code - Carryover		277,160.00	-	(277,160)
	* General Plan Update - Carryover		1,600,000.00	1,600,000	-
	* Growth Framework Implementation - PDA Grants		23,000,000.00	23,000,000	-
	* Growth Framework Implementation - PPA Grants		2,000,000.00	2,000,000	-
	* Jumpstart Alameda County - carryover		2,000,000.00	2,000,000	-
	* Lindenville Specific Plan - Carryover		500,000.00	500,000	-
	* Master Funding Agreement (MFA)-PDA-Decoto Industrial Park Study - Carryover		340,102.00	90,102	(250,000)
	* MFA-PDA-Decoto Industrial Park Study - Carryover		-	250,000	250,000
	* Milpitas Gateway/ PDA Planning - Carryover		500,000.00	500,000	-
	PCA Revamp		25,000.00	75,000	50,000
	* PDA Regional Studies - Carryover		87,000.00	587,000	500,000
	Planning, Programming Transportation Land Use - Carryover		50,558.00	-	(50,558)
	Priority Conservation Area (PCA) Revamp		250,000.00	250,000	-
	* Priority Development Area (PDA) Grant Program - Carryover		4,670,000.00	1,919,998	(2,750,002)
	* Priority Development Area Grant Program - Carryover (OBAG1)		-	609,047	609,047
	Railvolution (renamed to MPact)		15,000.00	15,000	-
	San Francisco Market Street Hub EIR - Carryover		134,649.00	-	(134,649)
	SW Expressway & Race Street Urban Village Plan - Carryover		545,987.00	-	(545,987)
	Transit Corridors & 22nd Street Station Relocation - Carryover		434,200.00	-	(434,200)
	Transit Oriented Communities (TOC) Policy Implementation		282,390.00	32,390	(250,000)
	Transit Oriented Communities (TOC) Policy Implementation - Carryover		-	40,000	40,000
	Unencumbered Carryover		89,362.00	-	(89,362)
	* Burlingame Downtown Plan			400,000	400,000
	* Marin City PDA Plan			300,000	300,000
	* Richmond Hilltop Plan			750,000	750,000
	* Rumrill Blvd Specific Plan			250,000	250,000
	* Santa Clara Station Area Plan			400,000	400,000
	* City of Hayward Micromobility TA			70,000	70,000
	* City of San Leandro Infrastructure TA			150,000	150,000
	* City of Santa Rosa Finance Analysis TA			150,000	150,000
	* Berkeley San Pablo Avenue Specific Plan			775,000	775,000
	* City of San Jose Parking TA			125,000	125,000
	* City of San Mateo TDM TA			150,000	150,000
	* Vehicle Miles Traveled (VMT) Policy Adoption Technical Assistance - Carryover		240,000.00	240,000	-
	* VMT Policy Adoption - Carryover		240,000.00	240,000	-
	TOTAL	\$ 1,174,619	\$ 73,961,895	\$ 62,490,266	\$ (11,471,629)
1612	Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning				
	Initiative #1 Climate Adaptation		\$ 100,000	\$ -	\$ (100,000)
	Initiative #2 Climate Adaptation		100,000	-	(100,000)
	Initiative #3 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	Initiative #4 Greenhouse Gas (GHG) Reduction		100,000	-	(100,000)
	TBD		-	350,000	350,000
	TOTAL	\$ 289,874	\$ 400,000	\$ 350,000	\$ (50,000)
1614	Vehicle Miles Traveled - Reduction Planning for Priority Development Areas				
	Vehicle Miles Traveled		\$ 310,183	\$ -	\$ (310,183)
	TOTAL	\$ 309,999	\$ 310,183	\$ -	\$ (310,183)
1615	Connecting Housing and Transportation (REAP funded only)				
	* Housing Technical Assistance		\$ -	\$ 13,640,598	\$ 13,640,598
	REAP 2 Public Engagement		-	100,000	100,000
	* Housing Preservation Pilot Transfer of REAP 2.0 grant funding to BAHFA			15,000,000	15,000,000
	EPA Brownsfield Grant		58,933	-	(58,933)
	* Priority Sites Pilot Transfer of REAP 2.0 grant funding to BAHFA			28,000,000	28,000,000
	TOTAL	\$ 43,685	\$ 58,933	\$ 56,740,598	\$ 56,681,665
1622	Next-Generation Bay Area Freeways Study				
	Next-Generation Bay Area Freeways Study Operational Analysis		\$ 150,000	\$ 150,000	\$ -
	Next-Generation Freeways Implementation Planning		-	100,000	100,000
	Public Engagement and Outreach		250,000	17,727	(232,273)
	Public Engagement Carryover		82,878	250,000	167,122
	TOTAL	\$ 60,000	\$ 482,878	\$ 517,727	\$ 34,849
1621	Network Management - Planning for Implementation				
	Network Management		\$ 496,993	\$ 246,993	\$ (250,000)
	TOTAL	\$ 490,058	\$ 496,993	\$ 246,993	\$ (250,000)
	Total Consultant Contracts	\$ 46,382,281	\$ 244,229,222	\$ 300,346,178	\$ 56,116,956

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

Metropolitan Transportation Commission Capital Budget FY 2023-2024

Capital Projects

Revenue:

Transfer from Operating Reserve

Total Revenue

Expenses:

Security Upgrades

Hardware Deployment Pgm

SCCM and MAC Management Project

Veeam Backup Server

Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement

Hardware Support -OOW / Recovery

Hardware Replacement (GIS)

Hardware - Monitors

Committee Packet Automation System

ERP Planning and Discovery

Contract and Procurement Routing Module

Total Expenses

FY 2022-23 Budget	FY 2023-24 Draft
\$ 910,000	\$ 3,066,000
\$ 910,000	\$ 3,066,000
\$ 100,000	\$ 100,000
150,000	220,000
80,000	80,000
15,000	15,000
80,000	100,000
10,000	10,000
-	16,000
-	25,000
-	2,500,000
275,000	-
200,000	-
\$ 910,000	\$ 3,066,000

**Clipper Budget
FY 2023-24 Budget**

Clipper 1 Operating:

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

Clipper 2 Operating:

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

Clipper 1 Capital:

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	FY 2023-24 Life-To-Date (LTD)
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	\$ 67,064,250	\$ 65,048,448	\$ -	\$ 65,048,448
Clipper Cards	28,243,830	27,031,267	1,204,386	28,235,653
Low Carbon Transit Operations (LCTOP)	7,467,202	8,224,373	176,198	8,400,571
American Recovery and Reinvestment Act (ARRA)	11,167,891	11,167,891	-	11,167,891
Federal Transit Administration (FTA)	25,777,110	14,098,770	26,369	14,125,139
Surface Transportation Block Grant (STBG)	35,314,796	31,790,753	-	31,790,753
State Transit Assistance (STA)	26,515,452	21,946,540	-	21,946,540
Proposition 1B	1,045,170	1,115,383	-	1,115,383
San Francisco Municipal Transportation Agency (SFMTA)	4,253,603	8,005,421	-	8,005,421
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,799,165	2,975,000	-	2,975,000
Bay Area Rapid Transit (BART)	527,378	725,000	-	725,000
Exchange Fund	7,573,878	7,573,878	-	7,573,878
Bay Area Toll Authority (BATA)	29,953,905	26,520,751	-	26,520,751
Transit Operators	5,373,183	11,779,437	-	11,779,437
Water Emergency Transportation Authority (WETA)	657,307	603,707	-	603,707
Sales Tax	890,216	890,216	-	890,216
Clipper Escheatment	-	218,251	-	218,251
Total Revenue	\$ 254,624,336	\$ 239,715,086	\$ 1,406,954	\$ 241,122,039

Expense:

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

Clipper 2 Capital:

	Actuals Life-to-Date (LTD) 2/28/2023	FY 2022-23 Amendment No. 1	FY 2023-24 Draft	FY 2023-24 Life-To-Date (LTD)
Revenue:				
Surface Transportation Block Grant (STBG)	\$ 9,477,616	\$ 9,477,616	\$ 250,000	\$ 9,727,616
Federal Transit Administration (FTA)	61,480,793	176,438,364	-	176,438,364
Prop 1B/LCTOP	349,150	-	96,857	96,857
Congestion Mitigation and Air Quality (CMAQ)	730,642	1,621,068	-	1,621,068
BATA	22,369,101	22,859,802	-	22,859,802
State of Good Repair (SGR)	25,866,580	54,496,690	8,037,328	62,534,017
State Transit Assistance (STA)	2,884,592	8,989,992	3,065,000	12,054,992
Clipper Cards	-	7,000,000	5,000,000	12,000,000
Low Carbon Transit Operations (LCTOP)	-	452,961	-	452,961
Inactive Cards	-	135,000	-	135,000
Total Revenue	\$ 123,158,475	\$ 281,471,493	\$ 16,449,185	\$ 297,920,678

Expense:

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

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

Actuals Life-to-Date (LTD) 02/28/2023	FY 2022-23 Amendment No. 1 Life To Date	FY 2023-24 Draft	FY 2023-24 Life To Date
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Bay Bridge Forward 2016 (2656)
Revenue:

Surface Transportation Block Grant (STBG)	\$ 44,453	\$ 1,299,819	\$ 387,430	\$ 1,687,249
Service Authority for Freeways and Expressways (SAFE)	25,000	6,231,144	-	6,231,144
Congestion Mitigation and Air Quality (CMAQ)	41,178	-	756,813	756,813
Exchange	123,557	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	597,327	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	-	17,866,000	700,000	18,566,000
Total Revenue	\$ 840,015	\$ 29,896,963	\$ 1,844,243	\$ 31,741,206

Expense:

Staff Costs	\$ 85,795	\$ 50,181	\$ 387,430	\$ 437,611
Consultants	769,761	29,846,782	1,456,813	31,303,595
Total Expense	\$ 855,557	\$ 29,896,963	\$ 1,844,243	\$ 31,741,206

Bay Bridge Forward 2020 (2657)
Revenue:

Surface Transportation Block Grant (STBG) - New Regional Measure 2 (RM2) Capital	\$ 435,408	\$ 10,749,675	\$ 4,450,000	\$ 15,199,675
Congestion Mitigation and Air Quality (CMAQ)		4,825,455	-	4,825,455
Bay Area Toll Authority (BATA) Local Partnership		12,709,362	-	12,709,362
Bay Area Toll Authority (BATA) Rehabilitation		5,000,000	(5,000,000)	-
Alameda County Transportation Commission (ACTC)	900,716	2,000,000	-	2,000,000
	737,626	20,757,833	-	20,757,833
Total Revenue	\$ 2,073,751	\$ 56,042,325	\$ (550,000)	\$ 55,492,325

Expense:

Staff Costs	\$ 95,524	\$ 124,675	\$ -	\$ 124,675
Construction Implementation			-	-
Consultants	2,038,390	55,917,650	(550,000)	55,367,650
Total Expense	\$ 2,133,914	\$ 56,042,325	\$ (550,000)	\$ 55,492,325

Bay Area Forward - Richmond San Rafael Forward (2658)
Revenue:

Surface Transportation Block Grant (STBG)	\$ 35,154	\$ 55,812	\$ -	\$ 55,812
Active Transportation Program (Cycle 5)			4,302,000	4,302,000
Exchange	-	1,146,000	-	1,146,000
Total Revenue	\$ 35,154	\$ 1,201,812	\$ 4,302,000	\$ 5,503,812

Expense:

Staff Costs	\$ 35,688	\$ 55,812	\$ -	\$ 55,812
Consultants	-	222,000	4,302,000	4,524,000
Total Expense	\$ 35,688	\$ 277,812	\$ 4,302,000	\$ 4,579,812

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

Surface Transportation Block Grant (STBG)	-	14,000,000	-	14,000,000
Total Revenue	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000

Expense:

Staff Costs	\$ -	\$ -	\$ -	\$ -
Consultants		14,000,000	-	14,000,000
Total Expense	\$ -	\$ 14,000,000	\$ -	\$ 14,000,000

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

Attachment G

Exchange Program - Summary

MTC Resolution 3989

As of April 28, 2023

Resolution 3989

MTC Exchange Program

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

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

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

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