

**Bay Area Toll Authority  
Oversight Committee**

**January 14, 2026**

**Agenda Item 6b-25-1473**

**Bay Area Toll Authority (BATA)  
Proposed Fiscal Year 2025-26 Operating and Capital Budget Amendment No. 1**

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**Subject:**

A request that the Committee refer Bay Area Toll Authority (BATA) Resolution No. 185, Revised – pertaining to the Fiscal Year (FY) 2025-26 Operating and Capital Budget Amendment No. 1, to the Authority for approval.

**Background:**

BATA Resolution No. 185, Revised, amends the FY 2025-26 Operating Budget to reflect an increase of \$3.3 million in total expense adjustments which will be funded by current revenue. These adjustments include reallocation of staffing resources to support program delivery, revised contract and project costs based on updated implementation schedules, funding to support the Enterprise Resource Planning (ERP) implementation, and carryover obligations from prior-year encumbrances. In addition, this amendment represents a strategic modification of BATA's toll bridge program activities in response to updated operational requirements. The proposed amendment to the FY 2025-26 BATA Rehabilitation Program includes a \$306.9 million increase to support critical bridge rehabilitation improvements.

**Operating Budget:**

The FY 2025-26 approved annual operating budget revenue remains at \$1.2 billion, while the operating budget expense is proposed to increase from \$905.8 million to \$907.8 million. Operating budget transfers and one-time expense is proposed to increase from \$32.8 million to \$34.1 million. With these changes, the total operating surplus would reduce from \$258.9 million to \$255.6 million.

Primary expense drivers for this budget amendment are as follows:

*1. Operating Costs Adjustments*

- Carryover of contract encumbrances for obligations that were not invoiced or completed in the prior fiscal year amounting to \$1.3 million will increase the consultant expenses. These services will be provided in the current year.
  - \$1.1 million are for the collection services on toll violations and delinquent FasTrak® accounts as toll recovery efforts continue.
  - \$100,000 to continue RM 2 project monitoring.
- Contract amendments totaling \$400,000 are proposed for work related to the All-Electronic Toll Collection Accounting System (ATCAS), including maintenance costs and data analysis services.
- The managed services provider to support the ERP system will incur an additional cost of \$300,000. An equivalent amount of \$300,000 for the contract will be funded by the Metropolitan Transportation Commission (MTC).

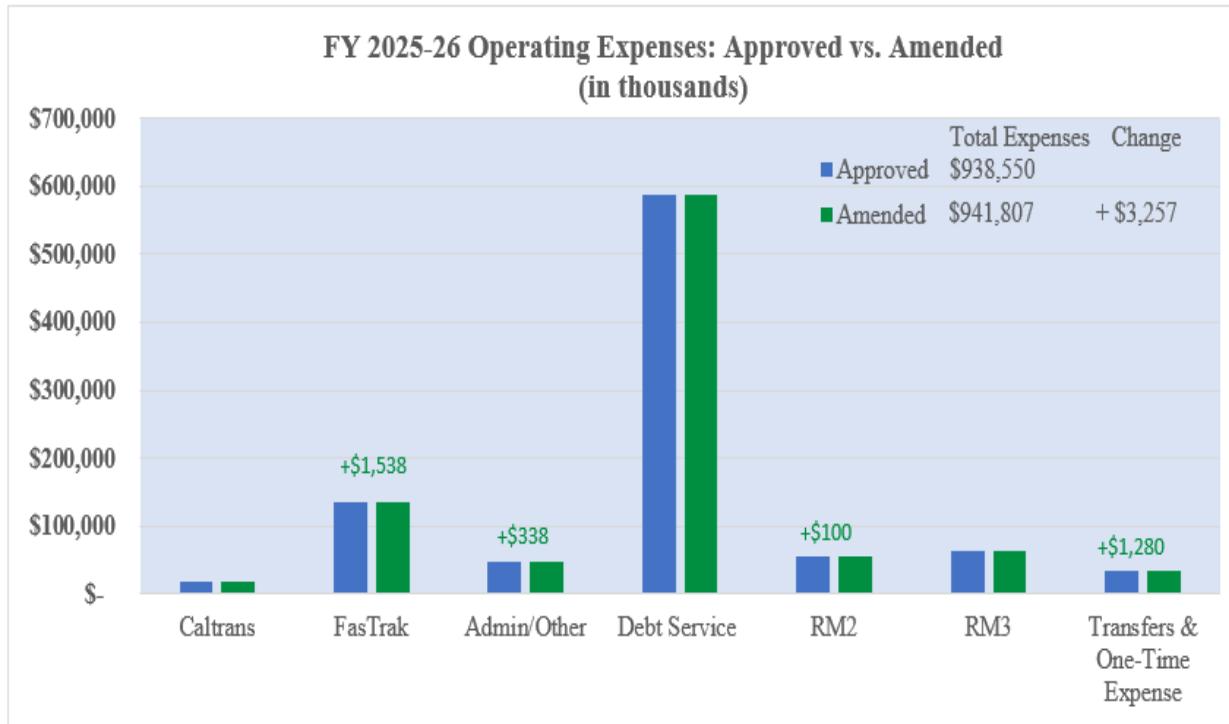
2. *Staffing Adjustments*

- Two temporary staff positions are requested and will be funded by toll revenue and BATA's existing contingency budget. These positions are classified as Tier II positions and do not add to the existing 430 full-time equivalent headcount.
  - The Tolling Services and Revenue Section requests an \$86,000 increase to fund a new temporary junior staff position to support cash receipts. This role will be funded by toll revenue.
  - The Capital Delivery, Asset Management, Roadside Tolling (CART) Section requests an adjustment of \$207,000 for a principal temporary staff to support Regional Measure (RM) 3 funded rail project risk management and delivery. This position will be funded through BATA's existing contingency budget.

3. *Transfers Adjustment*

- Transfers to MTC will increase by \$1.3 million to support existing contract amendment for the ERP implementation.

Total change to the operating budget expenses of \$3.3 million ensures the budget reflects current expenditure needs while maintaining fiscal balance. Changes are summarized in the chart below (details are included in Attachment A).



### **Rehabilitation Program:**

The proposed amendment to the FY 2025-26 BATA Rehabilitation Program includes a budget increase of \$306.9 million. Approximately \$271.5 million of this amount will be directed to the San Mateo-Hayward Bridge trestle repair project and the Richmond-San Rafael Bridge (RSR) structural painting project. The remaining \$35.4 million will supplement funds for Richmond-San Rafael Modified Pilot West Bound Improvement project preliminary design studies and unforeseen cost overruns for utility work related to the RSR B2 package and restore contingency funds. This will ensure continued responsiveness to emergency construction needs and sustain active bridge rehabilitation efforts.

Total FY 2025-26 life-to-date amended budget will be \$2,829 million, up from the FY 2025-26 approved budget of \$2,522 million which is summarized below (details are included in Attachment C-1 and C-2).

**BATA Rehab Program (in millions)**

	<u><b>FY 2025-26</b></u>		<u><b>FY 2025-26</b></u>
	<u><b>Life-To-Date</b></u>	<u><b>Amendment</b></u>	<u><b>Life-To-Date</b></u>
	<u><b>Approved</b></u>	<u><b>Amended</b></u>	
Caltrans	\$1,568.1	\$ 295.9	\$1,864.0
BATA	\$ 953.7	\$ 11.0	\$ 964.7
<b>Total</b>	<b>\$2,521.8</b>	<b>\$ 306.9</b>	<b>\$2,828.7</b>

**Capital Programs:**

There are no amendments to the Capital Programs budget.

The proposed amendments are essential and are designed to address updated operational requirements, ensure continuity of critical programs, and maintain alignment with BATA's long-term strategic priorities.

Approval of these amendments will enable the Authority to implement necessary financial modifications that support program delivery, strengthen risk management, and preserve fiscal stability while responding to emerging infrastructure and operational needs.

**Recommendations:**

Staff recommends that BATA Resolution No. 185, Revised, Proposed FY 2025-26 Operating and Capital Budget Amendment No. 1, be referred to the Authority for approval.

**Attachments:**

Bay Area Toll Authority (BATA) Resolution No. 185, Revised FY 2025-26 Operating and Capital Budget Amendment No. 1

- Attachment A – Operating Budget Amendment No. 1
- Attachment B - Capital Projects
- Attachment C-1 - Rehabilitation Program Budget Summary Amendment No. 1
- Attachment C-2 - Rehabilitation Program Budget by Program Amendment No. 1
- Attachment D - Regional Measure 2 Regional Traffic Relief Program

Capital Budget Summary

- Attachment E - AB 1171 Capital Program Budget Summary
- Attachment F - Regional Measure 3 Bay Area Traffic Relief Plan Capital Budget Summary
- Attachment G - Fund Reserve Designations (effective July 1, 2025)
- Presentation



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