



Bay Area Toll Authority

Draft FY 2026-27
Operating and Capital
Budget

May 27, 2026



Draft FY 2026-27 Operating Budget Overview

Key Assumptions

- 0.50% assumed traffic growth | 3.2% cost of living allowance (COLA) | 8% vacancy rate assumption

Revenue

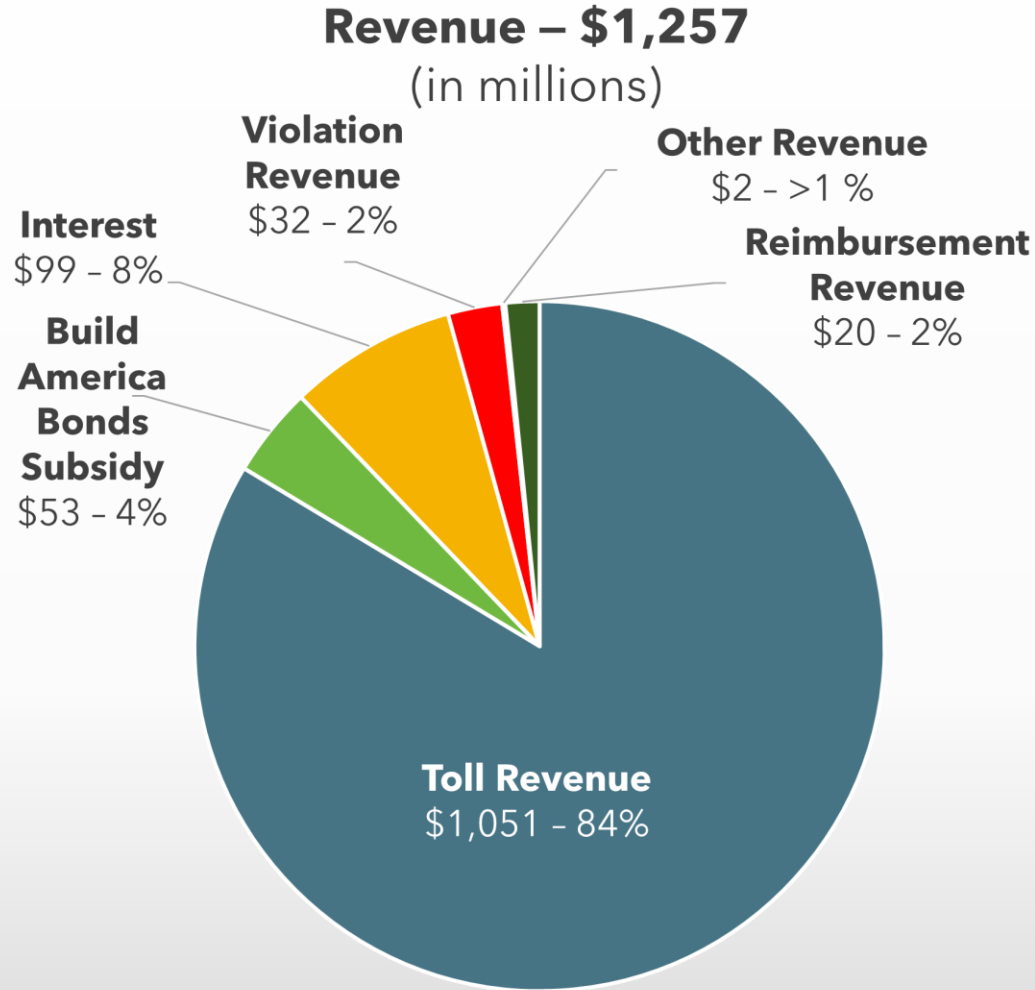
- First year of \$1B+ bridge toll revenue projected (+6.8%)
- Violation revenue projected at \$32 million, with completion of DMV hold catch up
- Overall revenue projected to increase 4.9%.

Operating Expenses

- Expenses projected to increase by 9.6%, driven by:
 - Shift of Caltrans work from Rehab into the operating budget, adding \$14.1 million
 - Caltrans maintenance increases for expanded electrical responsibilities + higher materials costs
 - Debt service represents two-thirds of total operating budget increase, due largely to increases in debt for RM3 and bridge capital

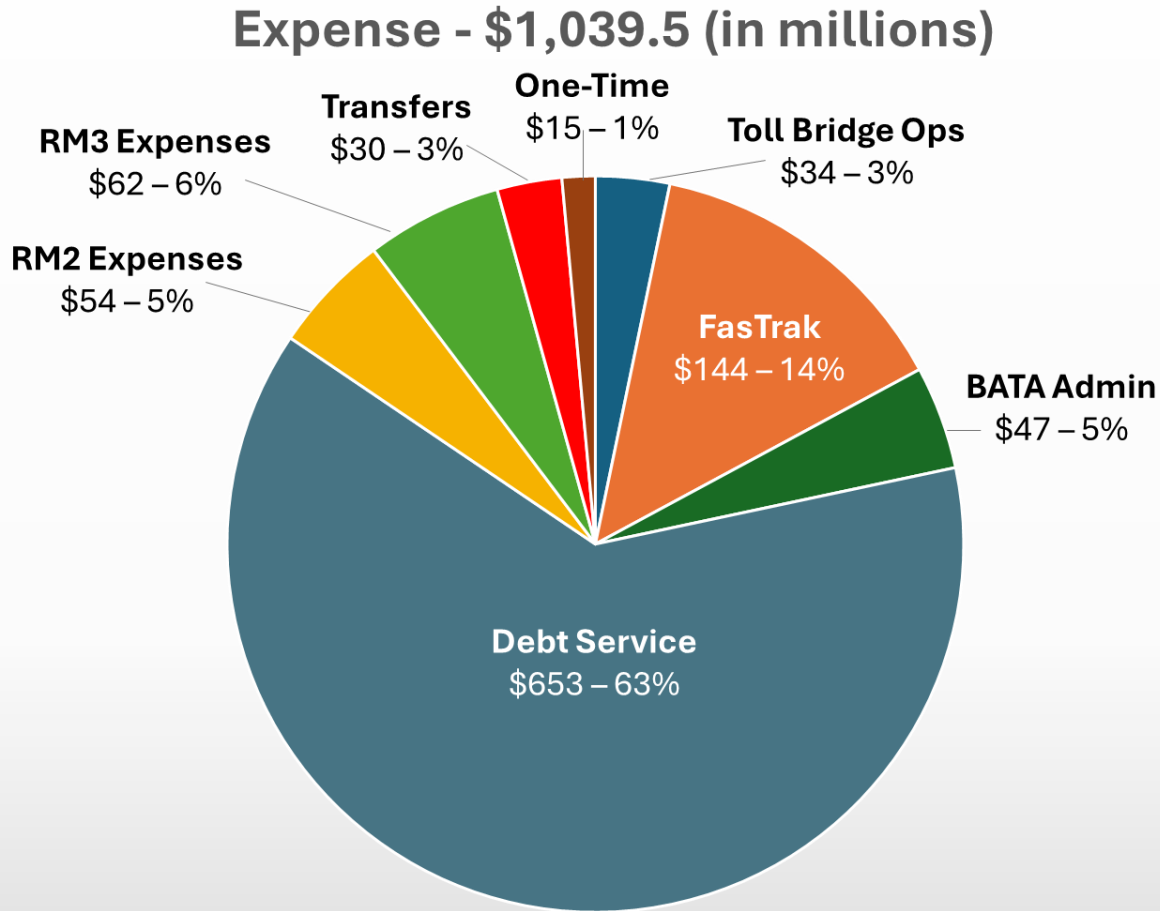
***Total Operating Surplus: \$217 million**

Draft FY 2026-27 Operating Revenue



| Revenue | FY 2025-26 Amended Budget (millions) | FY 2026-27 Draft Budget (millions) | Change |
|----------------------|--------------------------------------|------------------------------------|-----------|
| General Tolls | \$984.6 | \$1,051.1 | 7% |
| Interest | \$103.5 | \$99.4 | (4%) |
| Violations | \$31.0 | \$34.1 | 10% |
| Reimbursements | \$16.4 | \$19.5 | 19% |
| BA Bond Rebate | \$61.9 | \$52.5 | (15%) |
| Total Revenue | \$1,197.4 | \$1,256.6 | 5% |

Draft FY 2026-27 Operating Expense



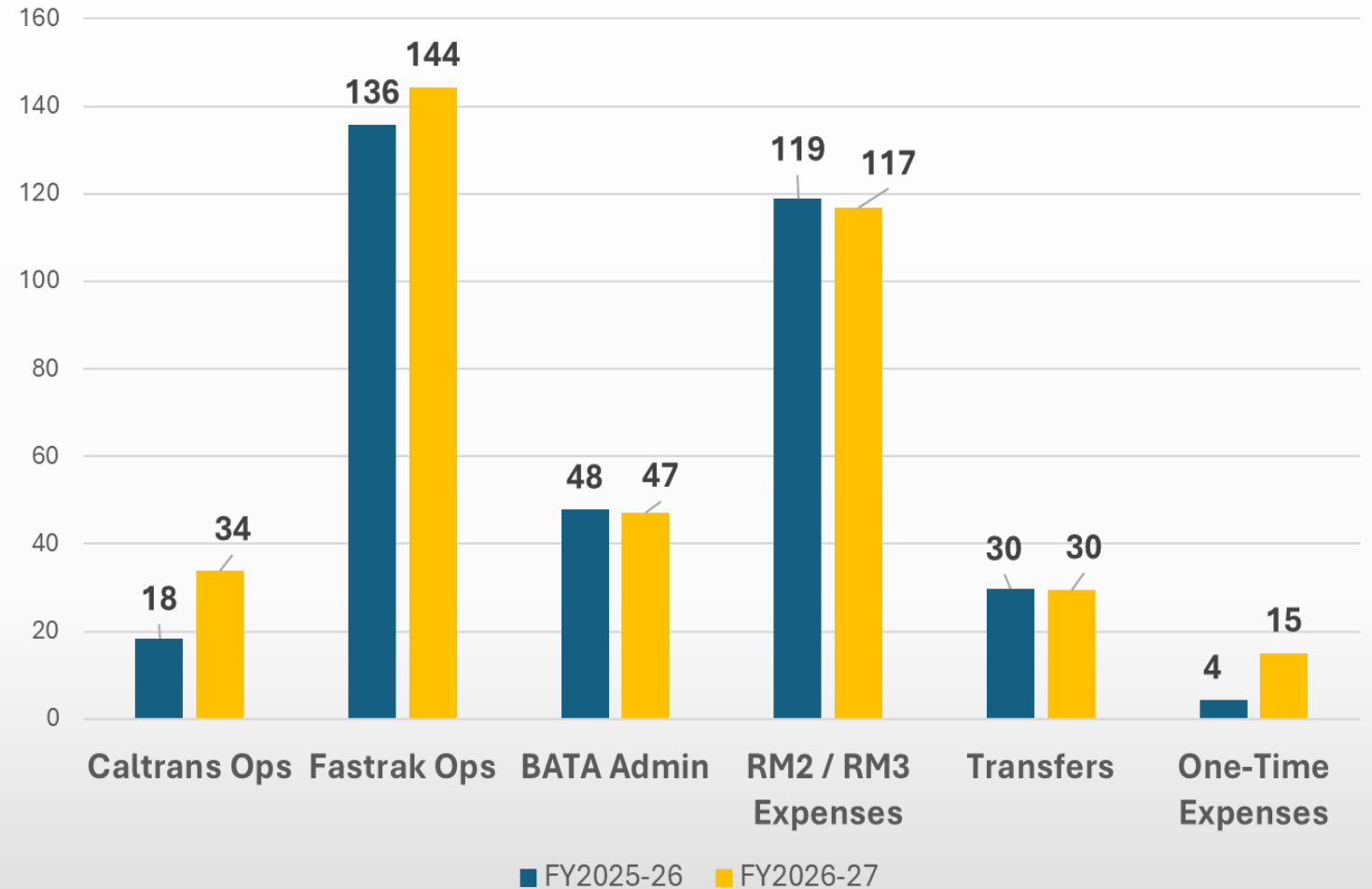
| Expense | FY 2025-26 Amended Budget (millions) | FY 2026-27 Draft Budget (millions) | Change |
|------------------------------------|--------------------------------------|------------------------------------|------------|
| Toll Bridge Ops | \$18.4 | \$33.8 | 83% |
| FasTrak Ops | \$135.7 | \$144.3 | 6% |
| BATA Admin | \$47.8 | \$47.1 | (1%) |
| Debt Service | \$587.0 | \$652.8 | 11% |
| RM2 Expenses | \$54.5 | \$54.6 | <1% |
| RM3 Expenses | \$64.4 | \$62.2 | (3%) |
| Transfers | \$29.8 | \$29.6 | (1%) |
| One-Time Expenses | \$4.3 | \$15.1 | 252% |
| Total Expenses | \$941.8 | \$1,039.5 | 10% |
| Operating Surplus (Deficit) | \$255.6 | \$217.0 | |



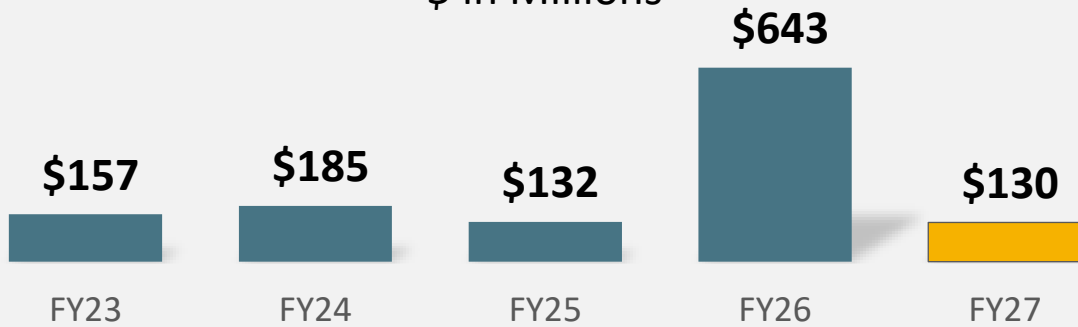
Draft FY 2026-27 Budget - Non-Debt Service Operating Expense

- **RM2 and RM3 expenses** – required transit operating contributions; RM3 includes use of WETA carryover funding
- **FasTrak®** – moderate increase to maintain the system
- **One-time expenses** – \$13.5 million purchase of *FasTrak®* tags to enable retirement of old Title 21 tags

Non-Debt Service Operating Expenses (millions)



Five Year Annual Rehab Budget
\$ in Millions



Notable changes between Capital Improvement Plan (CIP) and FY 2026-27 Draft

- RSR Paint Project advanced in earlier FY
- Reduction in Tech. & Transportation Support Elements
- Moved operational support projects to the operating budget
- Expected contracts execution: painting, joint repairs, navigational aid and fender

DRAFT FY 2026-27 Rehabilitation Program Budget

Draft FY 2026-27 Budget by Category
\$ in Millions

| Category | FY 2024-33 10-Year CIP | FY 2027 CIP | FY 2027 Draft |
|---|------------------------------|----------------|------------------|
| Bridge Preservation | \$1,228 | \$138 | \$63 |
| Technology & Transportation Support Elements | \$537 | \$118 | \$42 |
| Routine Preservation | \$525 | \$77 | \$25 |
| Total | \$2,292 | \$333 | \$130 |

