



# Bay Area Toll Authority

Proposed FY 2026-27  
Operating and Capital  
Budget

June 24, 2026



# Proposed FY 2026-27 Operating Budget

## Summary of Changes: May Draft to Proposed Budget

*Update since May 27, 2026 Draft Presentation*

### Revenue Adjustment

- Increase of \$9.3 million projected interest revenue
  - Reflects higher interest rate expectations based on recent economic trends

### Expense Adjustment

- Increase in Toll Bridge Administration with a combined increase of \$590 thousand
  - Mainly due to staffing cost update
    - Updated COLA based on May 12, 2026 CPI released by the Bureau of Labor Statistics
    - Reallocation of positions to BATA
- Increase in transfer to MTC for special consulting and additional administrative draw of \$397 thousand
- Additional ERP implementation contribution of \$78 thousand

**\*Net Impact: Increases operating surplus by \$8.3 million**

# Proposed FY 2026-27 Operating Budget Overview

## Key Assumptions

- 0.50% assumed traffic growth | 3.8% cost-of-living adjustment (COLA) | 8% vacancy rate assumption

## Operating 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 5.7%.

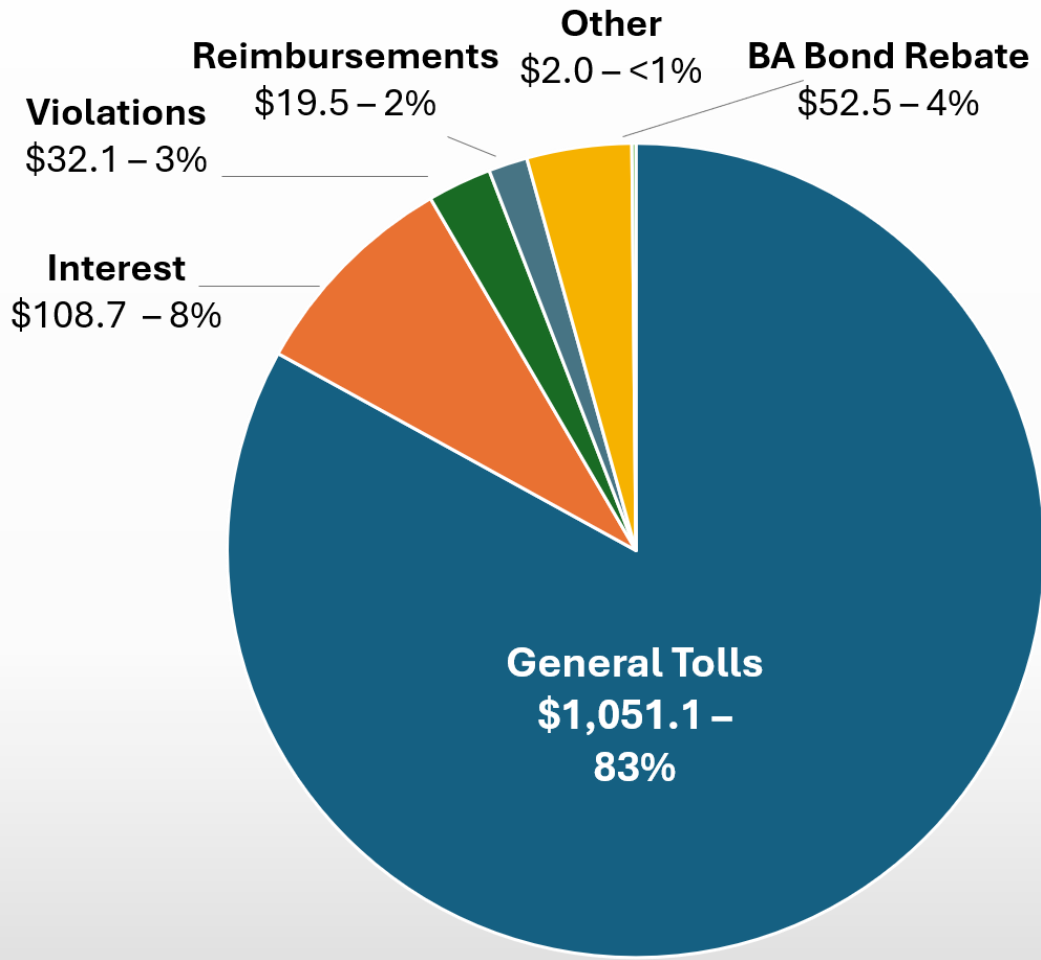
## Operating Expense

- Expenses projected to increase by 9.7%, 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: \$225.3 million**

# Proposed FY 2026-27 Operating Revenue

Revenue - \$1,265.9 (in millions)

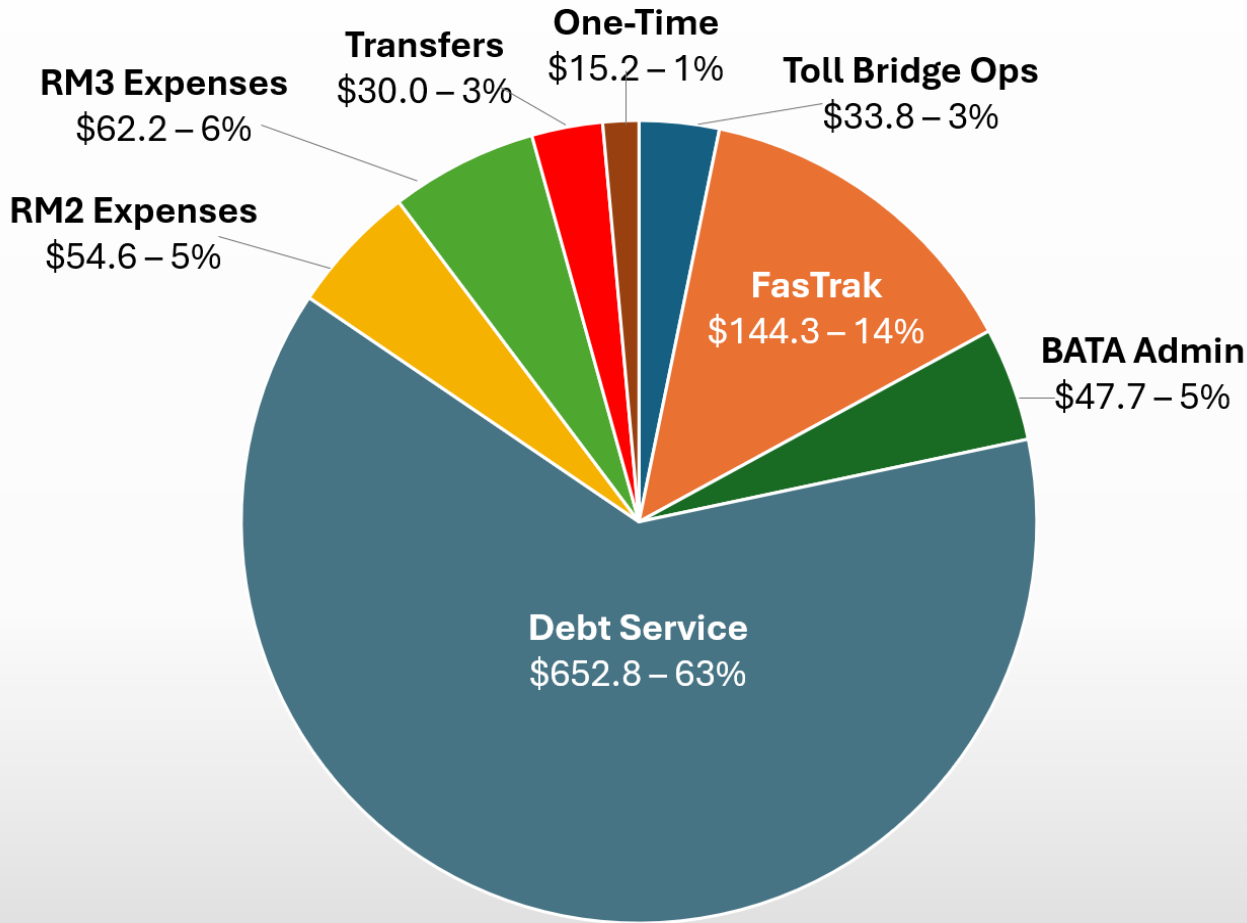


Revenue	FY 2025-26 Amendment No. 1 (millions)	FY 2026-27 Proposed (millions)	Change
General Tolls	\$984.6	\$1,051.1	7%
Interest	\$103.5	\$108.7	5%
Violations	\$29.1	\$32.1	10%
Reimbursements	\$16.4	\$19.5	19%
BA Bond Rebate	\$61.9	\$52.5	(15%)
Other	\$1.9	\$2.0	~5%
<b>Total Revenue</b>	<b>\$1,197.4</b>	<b>\$1,265.9</b>	<b>6%</b>



# Proposed FY 2026-27 Operating Expense

Expense - \$1,040.6 (in millions)



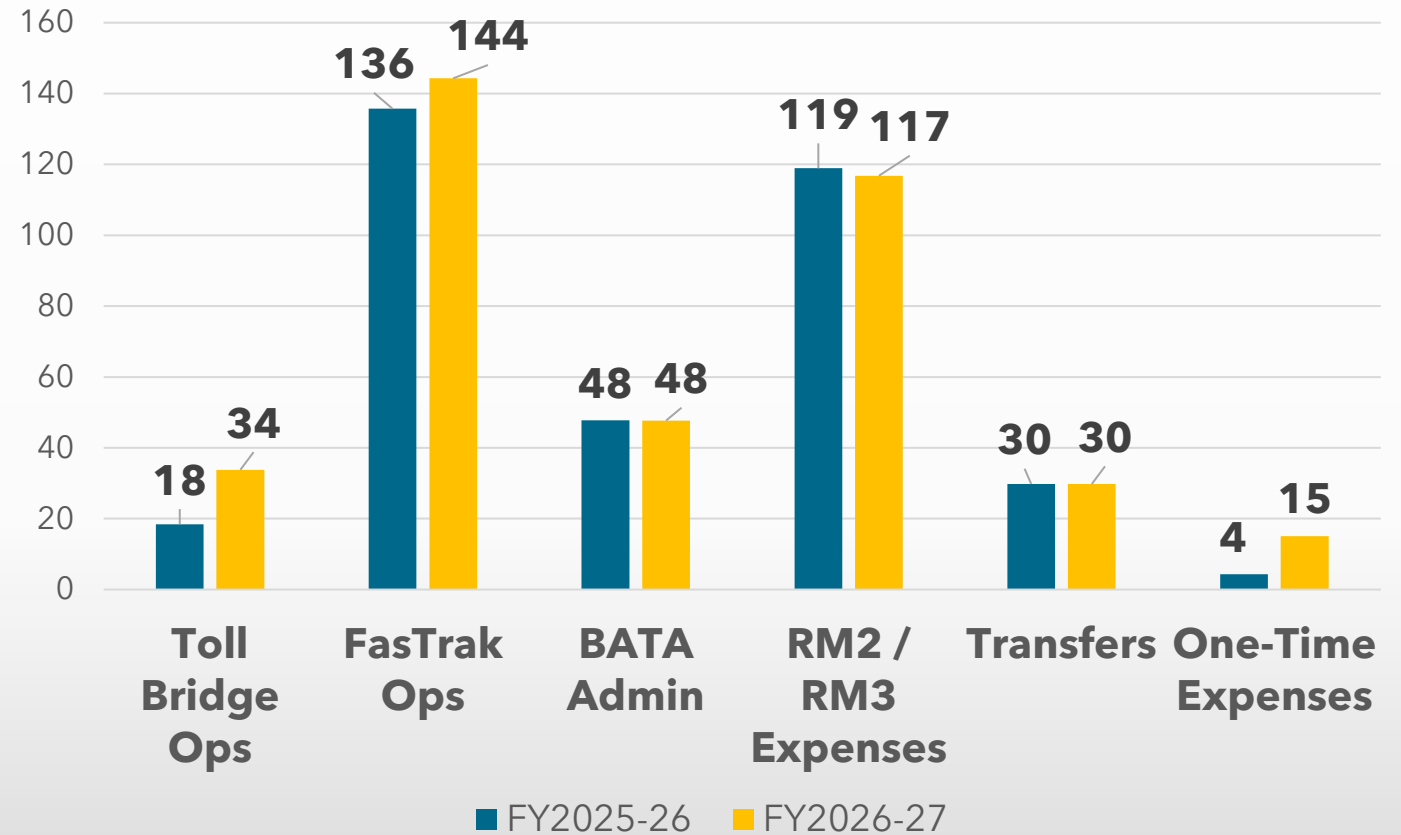
Expense	FY 2025-26 Amendment No. 1 (millions)	FY 2026-27 Proposed (millions)	Change
Toll Bridge Ops	\$18.4	\$33.8	83%
FasTrak Ops	\$135.7	\$144.3	6%
BATA Admin	\$47.8	\$47.7	<1%
Debt Service	\$587.0	\$652.8	11%
RM2 Expenses	\$54.5	\$54.6	<1%
RM3 Expenses	\$64.4	\$62.2	(3%)
Transfers	\$29.8	\$30.0	(1%)
One-Time Expenses	\$4.3	\$15.2	255%
<b>Total Expenses</b>	<b>\$941.8</b>	<b>\$1,040.6</b>	<b>10%</b>
<b>Operating Surplus (Deficit)</b>	<b>\$255.6</b>	<b>\$225.3</b>	



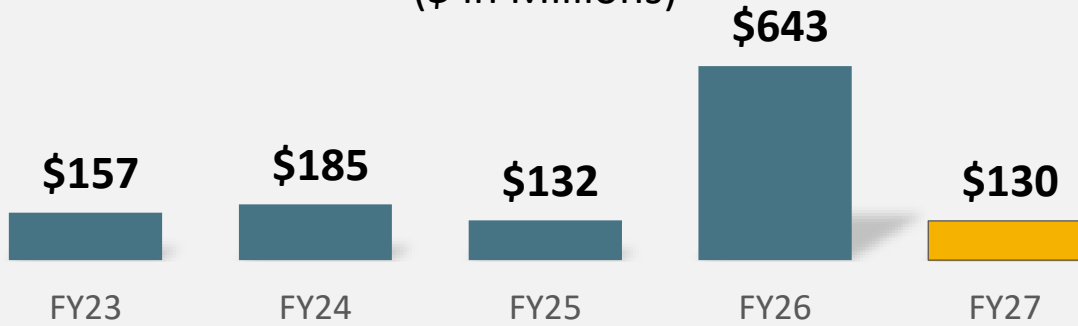
# Proposed FY 2026-27 Non-Debt Service Operating Expense

- **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 Proposed FY 2026-27**

- RSR Paint Project advanced in earlier FY
- Reduction in Tech. & Transportation Support Elements
- Moved operational support projects to the operating budget
- Potential budget amendments as rehab projects advance to construction: painting, joint repairs, navigational aid and fender

# PROPOSED FY 2026-27 Rehabilitation Program Budget

**Proposed FY 2026-27 Budget by Category**  
(\$ in Millions)

Category	FY 2024-33 10-Year CIP	FY 2027 CIP	FY 2027 Proposed
<b>Bridge Preservation</b>	\$1,228	\$138	\$63
<b>Technology &amp; Transportation Support Elements</b>	\$537	\$118	\$42
<b>Routine Preservation</b>	\$525	\$77	\$25
<b>Total</b>	<b>\$2,292</b>	<b>\$333</b>	<b>\$130</b>

