Bay Area Toll Authority

Draft FY 2026-27 Operating and Capital Budget

May 27, 2026

BAY AREA TOLL AUTHORITY

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

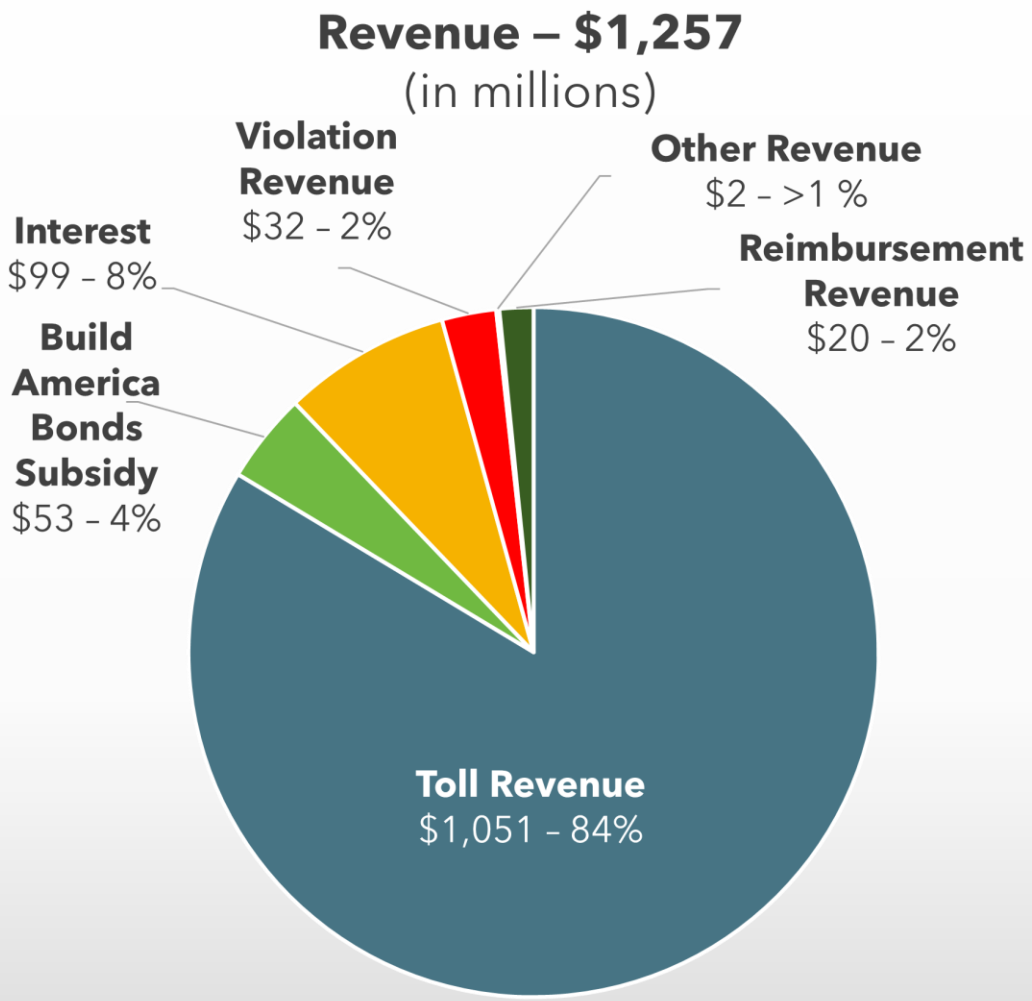
- First year of $1B+ bridge toll revenue projected (+6.8%)
- Violation revenue projected at $32 million, with completion of DMV hold catch up
- Overall revenue projected to increase 4.9%.

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

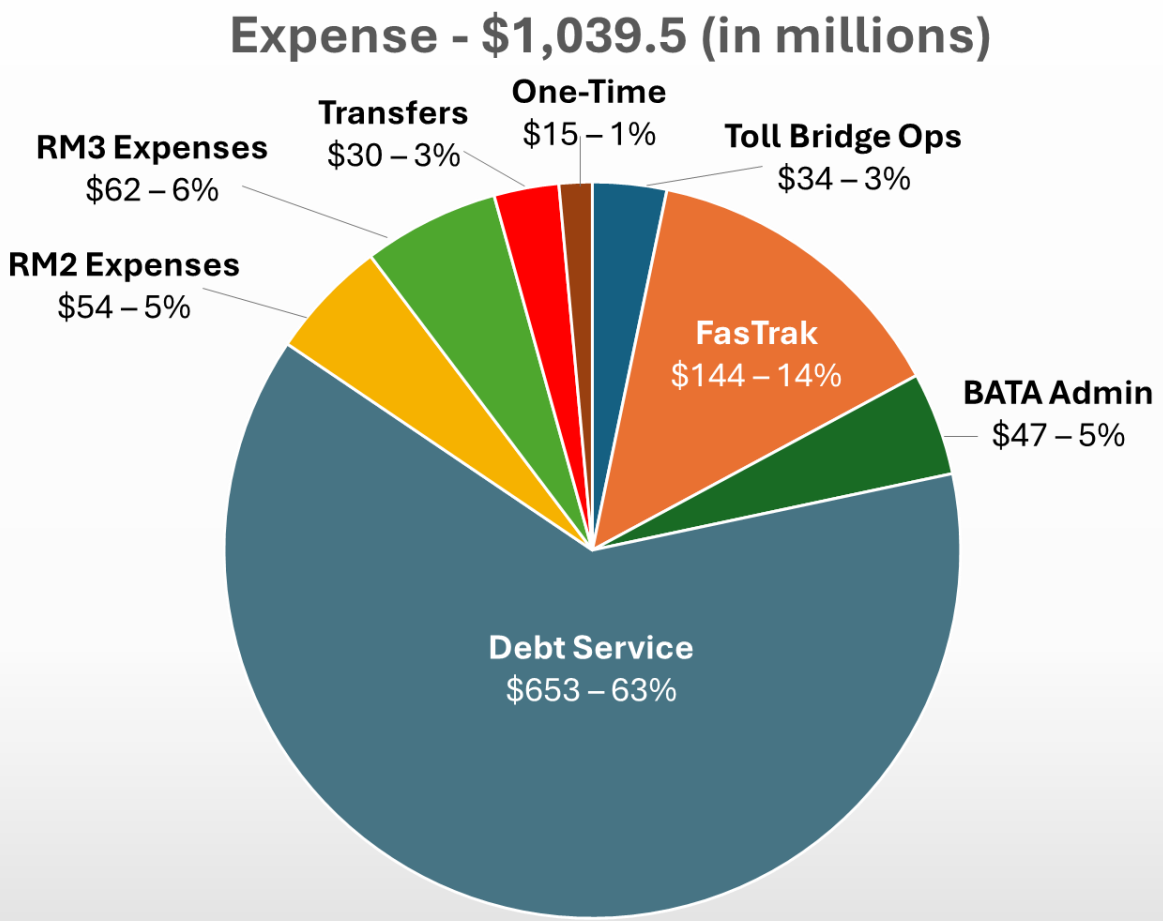
*Total Operating Surplus: $217 million

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%**

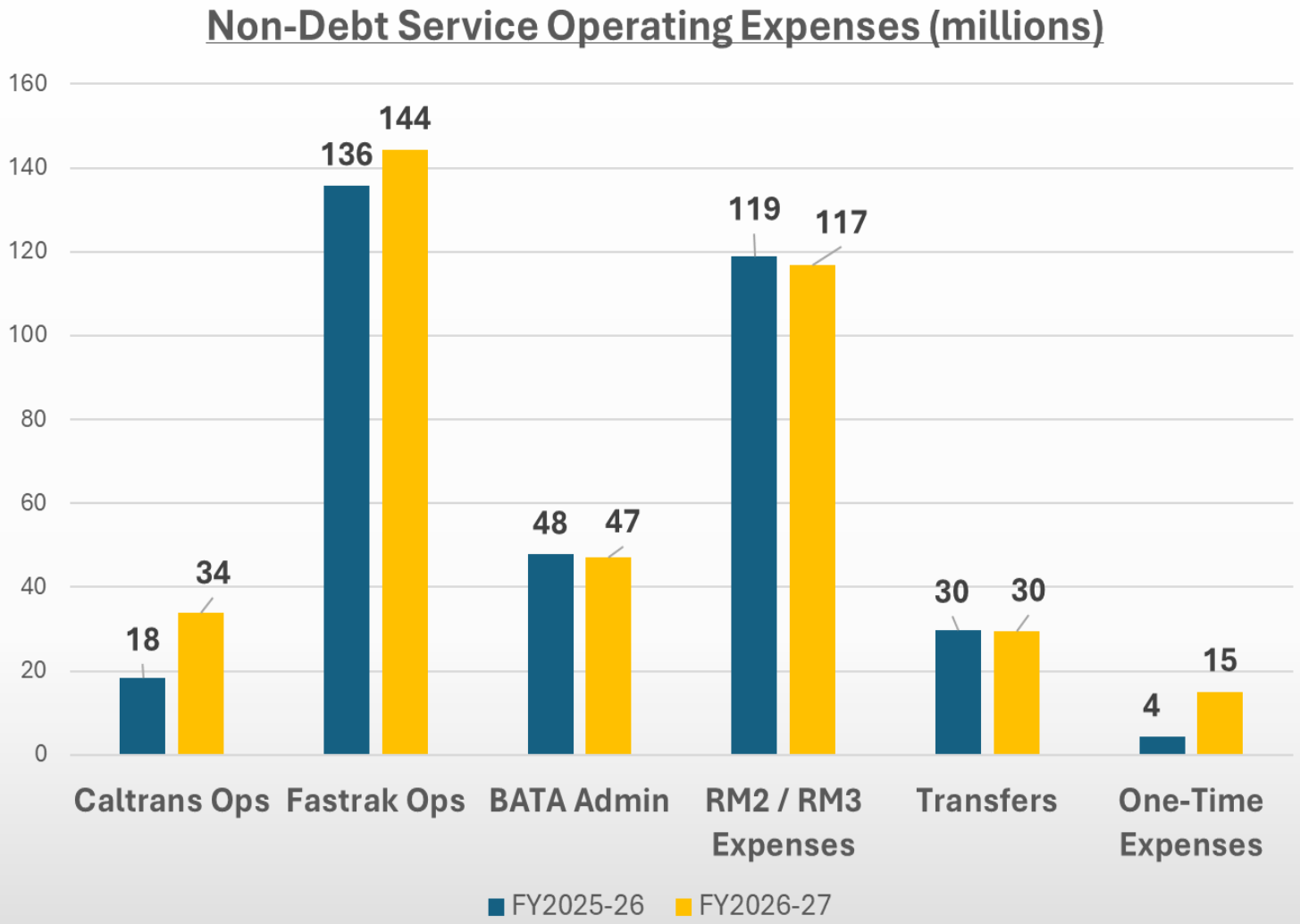
Draft FY 2026-27 Operating Expense

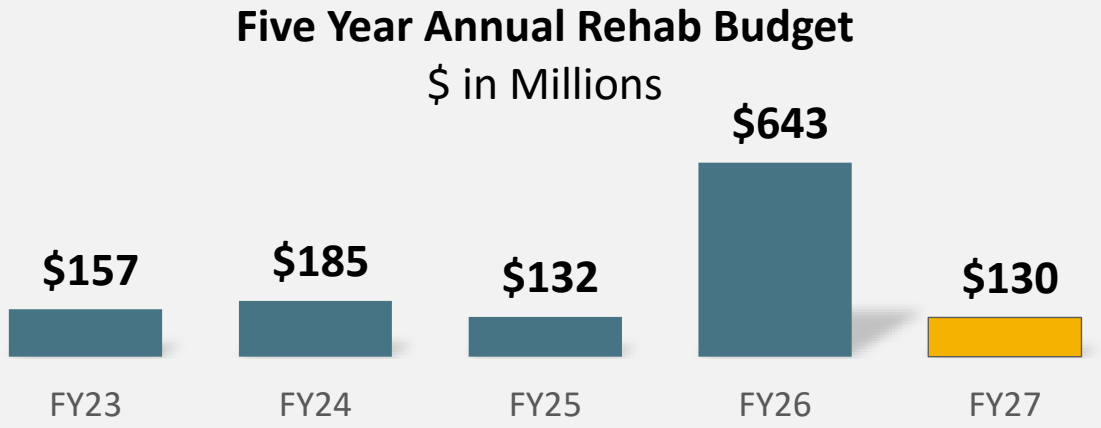


Expense	FY 2025-26 Amended Budget (millions)	FY 2026-27 Draft Budget (millions)	Change
Toll Bridge Ops	$18.4	$33.8	83%
FasTrak Ops	$135.7	$144.3	6%
BATA Admin	$47.8	$47.1	(1%)
Debt Service	$587.0	$652.8	11%
RM2 Expenses	$54.5	$54.6	<1%
RM3 Expenses	$64.4	$62.2	(3%)
Transfers	$29.8	$29.6	(1%)
One-Time 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





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**