Date: June 24, 2026
W.I.: 1251/1254, 1255/1256,1258

ABSTRACT

BATA Resolution No. 195

This resolution approves the Bay Area Toll Authority (BATA) FY 2026-27 Operating and Capital Budget.

Further discussion of the BATA Operating and Capital Budget is contained in the BATA Summary Sheets dated June 24, 2026. Budget schedules are included as Attachments A through H.

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BAY AREA TOLL AUTHORITY
RESOLUTION NO. 195

WHEREAS, Streets and Highways Code Sections § 30950 et seq. created the Bay Area Toll Authority ("BATA"); and

WHEREAS, Streets and Highways Code § 30950 et seq. transfers to BATA certain duties and responsibilities of the California Transportation Commission ("CTC") and California Department of Transportation ("Caltrans") for the toll bridges owned and operated by Caltrans in the San Francisco Bay Area; and

WHEREAS, in accordance with Streets and Highways Code §§ 30950.2 and 30886, BATA is responsible for the administration of all toll revenues from state-owned toll bridges within the jurisdiction of the Metropolitan Transportation Commission ("MTC"); and

WHEREAS, Bay Area bridges are defined in Streets and Highways Code § 30910 to include the Antioch, Benicia-Martinez, Carquinez, Richmond-San Rafael, San Francisco-Oakland, San Mateo-Hayward, and Dumbarton Bridges; and

WHEREAS, Streets and Highways Code § 30950.1 requires BATA to adopt an annual operating budget; and

WHEREAS, Streets and Highways Code § 30958 authorizes MTC to retain an amount not to exceed 1 percent of the gross revenues collected from tolls annually on Bay Area bridges to pay for administrative costs, after payments for debt service on outstanding bonds, and BATA's direct operating costs; and

WHEREAS, Streets & Highway Code § 30959 authorizes BATA to make direct contributions to MTC not to exceed 1 percent of annual bridge toll revenue and further authorizes BATA to make additional contributions in the form of loans to MTC provided such loans do not exceed 1 percent of bridge toll revenue and are fully repaid with interest at the rate that would apply to toll bridge revenue bonds of the same duration; and

WHEREAS, BATA staff has prepared a proposed budget for FY 2026-27 that includes anticipated revenues and expenses, as set forth in Attachment A to F, and reserve designations as set forth in Attachment G to this resolution, attached hereto and incorporated herein by this reference; and

WHEREAS, pursuant to Streets and Highways Code § 30952, the State of California Department of Transportation ("Caltrans") is responsible for the capital improvements of the state-owned toll bridges in accordance with programming and scheduling requirements as adopted by BATA; and

WHEREAS, Caltrans has requested that BATA adopt budget for capital outlay and support costs of the Regional Measure 1 (RM1) Program, Rehabilitation (Rehab) Program on the state-owned toll bridges, as listed on attachments to this resolution; and

WHEREAS, pursuant to Streets and Highways Code § 30914, BATA is responsible for the budgeting and disbursing of Regional Measure 2 (RM2) toll revenues for capital and operating projects in the Regional Traffic Relief Program; and

WHEREAS, pursuant to Streets and Highway Code § 30914.7, BATA is responsible for the budgeting and disbursing of Regional Measure 3 (RM3) toll revenues for capital and operating projects in the Bay Area Traffic Relief Plan; and

WHEREAS, pursuant to Streets and Highways Code§§ 30913 and 31010(b), BATA is authorized to budget and fund eligible AB 1171 Capital Program projects from toll bridge seismic

retrofit surcharge funds exceeding legal requirements to fund and finance the Seismic Retrofit Program (SRP); and

WHEREAS, in accordance with the bond covenants adopted under the Master Indenture and Supplemental Indentures and the Cooperative Agreement between BATA and Caltrans, BATA is required to maintain certain reserves and contingencies including a reserve for operations and maintenance at twice the adopted operating budget and a Self-Insurance Reserve of at least $50 million which are detailed in Attachment G of this resolution; and

WHEREAS, the proposed BATA budget for FY 2026-27 was presented to BATA for approval; now, therefore, be it

RESOLVED, that BATA approves the FY 2026-27 BATA operating and capital budget attached hereto as Attachment A to F and incorporated herein as though set forth in length; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the BATA operating and capital budget for FY 2026-27, provided that there shall be no increase in the overall BATA operating budget and capital budget without prior approval of BATA; and, be it further

RESOLVED, that BATA delegates to the Oversight Committee the authority to approve all contracts and expenditures for operating and capital costs in BATA's budget for FY 2026-27, providing that there shall be no increase in the overall budget without prior approval of BATA; and be it further

RESOLVED, that the BATA Executive Director or the responsible BATA staff person designated by the Executive Director, shall submit written requests to the BATA Oversight Committee for approval of consultants, professional services, and other expenditures authorized in the BATA budget for FY 2026-27; and, be it further

RESOLVED, that BATA adopts FY 2026-27, capital budget for RM 2, RM 3, Rehab, AB 1171, Core Capacity Challenge, Other Capital Projects, and FasTrak® Capital Systems for the state-owned toll bridges, as listed in Attachments B through G; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to close projects and reallocate remaining budget within the authorized Rehabilitation Program Budget List and to move funds between designated contingency projects and active projects provided there is no overall increase to the total approved Rehabilitation Program Budget; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to utilize generally available cash and reserves to meet any operational and cash-flow shortfall and as an advance for project cash flow purposes provided the advance is repaid from project funds by the close of the fiscal year; and be it further

RESOLVED, that BATA's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts, projects, and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2026-27, and be it further

RESOLVED, that the Authority authorizes fund reserve designations, effective July 1, 2026, as listed in Attachment H; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to use available operating reserves to prepay or retire the BATA share of all pensions and OPEB obligations; and be it further

RESOLVED, that the Executive Director or Chief Financial Officer are authorized to utilize the resources authorized under Streets and Highway Code Section 30959 to make direct contributions to MTC to assist MTC with the retirement of MTC pension liabilities; and be it further

RESOLVED, that BATA's Chief Financial Officer is authorized to establish and restrict an operating reserve equivalent to two times the annual operations and maintenance budget and a risk reserve of $750 million, and to fund the reserve with transfers approved in the annual adopted budget as well as all available funds; and be it further

RESOLVED, that the Executive Director and Chief Financial Officer are authorized to create and designate a liability reserve and to transfer from available funds up to $5 million for FY 2026-27. The liability reserve may be used for all costs of defense including settlements, judgments and attorneys fees. Funds may be obligated by any of the General Counsel, Executive Director, and Chief Financial Officer consistent with their respective duties and existing authorizations as they relate to BATA. Any additional approvals for expenditures shall be reviewed by the BATA Oversight Committee, except that the General Counsel and/or Executive Director are authorized to take such actions as may be necessary to preserve BATA's rights or defend BATA on an urgent basis between meetings of the Committee. If such action is taken, it shall be reported on at the next Committee meeting for which the report can be placed on the agenda in compliance with the Brown Act. No further expenditures are authorized from the Liability Reserve without prior approval of the BATA Oversight Committee. These amendments are reflective of the intent of the original resolution and are retroactive in effect; and, be it further

RESOLVED, that the Executive Director or designee shall furnish the BATA Oversight 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 Committee.

BAY AREA TOLL AUTHORITY

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Sue Noack, Chair

The above resolution was entered into by the Bay Area Toll Authority at a regular meeting of the Authority held in San Francisco, California and at other remote locations, on June 24, 2026.

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Attachments

BATA Resolution No. 195
FY 2026-27 Operating and Capital Budget

Attachment A: FY 2026-27 Operating Budget

Attachment B: Other Capital Project Budget, which shows the adopted capital budget for the Core Capacity Challenge and Other Capital Projects.

Attachment C: Rehabilitation Program, which shows capital outlay and capital outlay support budget for the toll bridges (comprised of Attachment C-1 and C-2 detailing the FY 2026-27 budget and allocations).

Attachment D: RM2 Capital Program Budget, which includes all RM2 capital projects listed as part of the Regional Traffic Relief Plan.

Attachment E: AB 1171 Capital Program Budget.

Attachment F: RM3 Capital Program Budget, which includes all RM3 capital projects listed as part of the Bay Area Traffic Relief Plan.

Attachment G: FasTrak® Capital Systems Budget.

Attachment H: Fund Reserve Designations, effective July 1, 2026.