

**San Mateo County Express Lanes Joint Powers Authority
(SMCEL-JPA)
Board of Directors Notice**

Meeting No. 68

Date: Friday, May 1, 2026	Join by Webinar: https://us02web.zoom.us/j/84269621963?pwd=b4uXR0VH4guZ1ztnivaAt1YNPemUvb.1
Time: 9:00 A.M.	
Primary Location: San Mateo County Transit District Office 1250 San Carlos Ave, 2 nd Fl. Auditorium, San Carlos, CA	Webinar ID: 842 6962 1963
	Password: 050126
	Join by Phone: (669) 900-6833

*****HYBRID MEETING - IN-PERSON AND BY VIDEOCONFERENCE*****

This meeting of the SMCEL-JPA Board of Directors will be held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public will be able to participate in the meeting remotely via the Zoom platform or in person at the location above. For information regarding how to participate in the meeting, either in person or remotely, please refer to the instructions at the end of the agenda.

Board of Directors: Michael Salazar (Chair), Carlos Romero (Vice Chair), Adam Rak, Julia Mates, Rico E. Medina and Stacy Jimenez

1.0 CALL TO ORDER/ ROLL CALL

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comment is limited to two minutes per speaker. Members of the public who wish to address the Board should complete a speaker's slip to make a public comment in person or raise their hand in Zoom to speak virtually.

3.0 APPROVAL OF CONSENT AGENDA

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

- 3.1 Approval of the minutes of Board of Directors special business meeting No. 67 dated March 6, 2026. ACTION p.1
- 3.2 Accept and enter into the record the Quarterly Investment Report for SMCEL-JPA for the quarter ending March 31, 2026. ACTION p. 6

4.0 REGULAR AGENDA

- 4.1 Receive a presentation on the Waterfall / Flow of Funds for Fiscal Year 2027 (FY27) and provide direction on key funding priorities. INFORMATION p. 9
- 4.2 Receive a presentation on the Preliminary Fiscal Year 2027 (FY27) SMCEL-JPA Operating Budget. INFORMATION p. 25

5.0 REPORTS

- a) Chairperson Report.
- b) Member Communication.
- c) Executive Council Report.
- d) Program Manager Report.

6.0 WRITTEN COMMUNICATIONS

None.

7.0 NEXT REGULAR MEETING

June 15, 2026

8.0 ADJOURNMENT

PUBLIC NOTICING: All notices of SMCEL-JPA regular Board meetings, standing committee meetings, and special meetings will be posted at the San Mateo County Court Yard, 555 County Center, Redwood City, CA, and on SMCEL-JPA's website at: <http://www.ccag.ca.gov>.

PUBLIC RECORDS: Public records that relate to any item on the open session agenda for a regular Board meeting, standing committee meeting, or special meeting are available for public inspection. Those public records that are distributed less than 72 hours prior to a regular Board meeting are available for public inspection at the same time they are distributed to all members, or a majority of the members, of the Board. The Board has designated the San Mateo County Express Lanes JPA (SMCEL-JPA), located at 555 County Center, 5th Floor, Redwood City, CA 94063, for the purpose of making public records available for inspection. Such public records are also available on SMCEL-JPA's website at: <http://www.ccag.ca.gov>.

Please note that SMCEL-JPA's office is temporarily closed to the public; please contact Mima Crume at (650) 599-1406 to arrange for inspection of public records.

ADA REQUESTS: Persons with disabilities who require auxiliary aids or services to participate in this meeting should contact Mima Crume at (650) 599-1406 or mcrume@smcgov.org by 10:00 a.m. prior to the meeting date.

PUBLIC PARTICIPATION DURING HYBRID MEETINGS: During hybrid meetings of the SMCEL-JPA Board, members of the public may address the Board as follows:

Written comments should be emailed in advance of the meeting. Please read the following instructions carefully:

1. Your written comment should be emailed to mcrume@smcgov.org.
2. Your email should include the specific agenda item on which you are commenting or note that your comment concerns an item that is not on the agenda.
3. Members of the public are limited to one comment per agenda item.
4. If your emailed comment is received at least 2 hours prior to the meeting, it will be provided to the SMCEL-JPA Board members, made publicly available on the SMCEL-JPA website along with the agenda. Emails received less than 2 hours before the meeting will be provided to the SMCEL-JPA Board members and included in the administrative record of the meeting as soon as practicable.

Spoken comments will be accepted during the meeting in person and through Zoom. Public comments will be taken first by speakers in person followed by via Zoom. Please read the following instructions carefully:

***In-person participation:**

1. If you wish to speak to the Board, please fill out a speaker's slip located on the 2nd floor auditorium side table against the wall. If you have anything that you wish distributed to the Board and included in the official record, please hand it to the SMCEL-JPA Clerk who will distribute the information to the Board members and staff.

***Remote participation:**

1. The SMCEL-JPA Board meeting may be accessed through Zoom at the online location indicated at the top of this agenda.
2. You may download the Zoom client or connect to the meeting using an internet browser. If using your browser, make sure you are using a current, up-to-date browser: Chrome 30+, Firefox 27+, Microsoft Edge 12+, Safari 7+. Certain functionality may be disabled in older browsers including Internet Explorer.
3. You will be asked to enter an email address and name. We request that you identify yourself by your name as this will be visible online and will be used to notify you that it is your turn to speak.
4. When the SMCEL-JPA Clerk or Chair call for the item on which you wish to speak, click on "raise hand." The Clerk will activate and unmute speakers in turn. Speakers will be notified shortly before they are called on to speak. If calling in via phone, press *9 to raise your hand and when called upon press *6 to unmute.
5. When called, please limit your remarks to the time allotted.

If you have any questions about this agenda, please contact SMCEL-JPA staff:

Acting Executive Director: Kaki Cheung (650) 459-3934

Clerk of the Board: Mima Crume (650) 599-1406

San Mateo County Express Lanes Joint Powers Authority Board of Directors Special Meeting Minutes

Meeting No. 67
March 6, 2026

This meeting of the SMCEL-JPA Board of Directors was held in person and by teleconference pursuant to Government Code Section 54953(e). Members of the public were able to participate in the meeting remotely via the Zoom platform or in person.

Board of Directors: Michael Salazar (Chair), Carlos Romero (Vice Chair), Adam Rak, Julia Mates, Rico E. Medina and Stacy Jimenez

1.0 CALL TO ORDER/ ROLL CALL

Chair Salazar called the meeting to order at 9:00 a.m. Roll call was taken.

AGENCY:	IN-PERSON:	ABSENT:	REMOTE AB 2449:	REMOTE Publicly Accessible Teleconference Location:
C/CAG	Stacy Jimenez			
C/CAG	Adam Rak			
C/CAG	Michael Salazar			
SMCTA	Carlos Romero			
SMCTA		Julia Mates		
SMCTA	Rico E. Medina			

Staff Present (In-Person):	Staff Present (Remote):
Sean Charpentier, Executive Council – C/CAG	Van Ocampo – C/CAG
April Chan, Executive Council – TA	
Mima Crume – Clerk of the Board	Members of the Public (In-Person):
Tim Fox – Legal Counsel	
Kaki Cheung – C/CAG	
Peter Skinner – TA	Members of the Public (Remote):
Kim Comstock – SMCEL-JPA	
Liz Justison – STV	

2.0 PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

Note: Public comments are limited to two minutes per speaker. Members of the public who wish to address the Board should complete a speaker’s slip to make a public comment in person or raise their hand in Zoom to speak virtually.

Public comment: None.

3.0 APPROVAL OF CONSENT AGENDA

This item is to set the final consent and regular agenda, and to approve the items listed on the consent agenda. All items on the consent agenda are approved by one action. There will be no separate discussion on these items unless members of the Board, staff or public request specific items to be removed for separate action.

Director Medina MOVED to approve the consent agenda items 3.1 to 3.6. Director Rak SECONDED. **MOTION CARRIED 5-0-0**

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- 3.1 Approval of the minutes of Board of Directors special business meeting No. 66 dated December 5, 2025. APPROVED
- 3.2 Review and approve Resolution SMCEL 26-01, ratifying the purchase of Cyber Liability Insurance for a six-month period for a not-to-exceed amount of \$10,000. APPROVED
- 3.3 Accept Statement of Sources and Uses for the Period Ending December 31, 2025. APPROVED
- 3.4 Accept and enter into the record the Quarterly Investment Report for SMCEL-JPA for the quarter ending December 31, 2025. APPROVED
- 3.5 Receive a Semiannual Update on the US 101 Express Lanes Variable Rate Bond. INFORMATION
- 3.6 Receive a quarterly update on the US 101 Express Lanes operations for the second quarter of FY26. INFORMATION

4.0 REGULAR AGENDA

- 4.1 Receive a presentation on the San Mateo County 101 Express Lanes Initial Performance Evaluation Study. INFORMATION

Liz Justison, Project Manager for the Program Management Team, provided a presentation on the San Mateo County 101 Express Lanes Initial Performance Evaluation Study. The presentation included background on the phased opening of the express lanes, study goals and evaluation metrics, data sources and limitations, key findings related to congestion reduction, travel time reliability, carpooling and transit usage, person throughput, and use of dynamic pricing technology. Ms. Justison noted that the study is preliminary in nature and that additional data collection and analysis are needed, particularly with respect to safety, transit usage, and vehicle occupancy verification.

Board discussion followed. Director Jimenez asked about the safety metrics being evaluated, including crashes related to weaving and speed, and staff explained

that future analysis would examine incident types, including rear-end and sideswipe collisions, and whether collision patterns normalize over time. Director Romero commented on the limitations of comparing post-pandemic and pre-pandemic traffic conditions, asked when a more comparable follow-up study could be conducted, and raised questions regarding the validity of the data sources used, including PEMS and self-declared occupancy data. Staff responded that a follow-up study could likely be conducted in approximately one year using the established methodology and publicly available data. Staff also discussed ongoing monitoring of vehicle occupancy detection technologies and efforts to improve data validation.

The Board received the presentation; no action was taken.

- 4.2 Receive a presentation on the Go Card (Equity Program), implementation, and early results. INFORMATION

Kim Comstock, Program Director for the Express Lanes, provided a presentation on the Go Card Equity Program, including implementation updates and early results. Ms. Comstock reported that the newly branded next-generation program launched in November 2025 and provides a \$200 mobility debit card that may be used for eligible transportation-related purchases, including transit, express lane tolls, micromobility, and other mobility services. She also described the role of 12 community partners in conducting outreach, assisting applicants, and approving applications.

Ms. Comstock presented early program data covering the first three months of implementation, including the number of cards distributed, funding disbursed, card type selection, preliminary usage patterns, self-attestation rates, and demographic information. She noted that most users have selected physical cards and that the majority of observed spending to date has been on transit. She also highlighted improvements in data collection and reporting made possible through the new program platform.

During Board discussion, Director Romero asked about card utilization data and referenced the approximately 7,000 benefits distributed under the prior program model. Staff explained that the prior program distributed physical Clipper cards and Fastrak transponders in bulk, making detailed usage data unavailable, but noted that those benefits had already been distributed to recipients. Staff further explained that under the new program, unused funds may be recoverable after a specified period. Chair discussion also included positive feedback regarding the improved application experience under the new system.

The Board received the presentation; no action was taken.

- 4.3 Receive a presentation on Board Quorum and Joint Exercise of Powers Agreement Voting Threshold Options. INFORMATION

Kim Comstock, Program Director for the Express Lanes, provided a presentation regarding Board quorum and Joint Exercise of Powers Agreement voting

threshold options. Staff explained that while the Brown Act requires a majority of the six-member Board, or four members, to establish a quorum for a meeting, the current Joint Exercise of Powers Agreement requires five members in valid attendance for the Board to take action. Staff presented options for Board consideration, including potential amendment of the agreement to remove the five-member attendance requirement for voting, while clarifying and strengthening the provisions regarding which actions would require four affirmative votes and which would require five affirmative votes.

During Board discussion, Director Jimenez asked whether the JPA agreement required a quorum from each member agency separately, and legal counsel clarified that it does not; rather, the agreement is based on the total membership of the Board. Directors discussed the original purpose of the five-member requirement, including maintaining balance between the two member agencies, and acknowledged that the current Board has developed a strong working relationship and that the five-member requirement can create operational challenges. Directors expressed general support for reducing the voting attendance threshold to four members while retaining or clarifying a five-vote requirement for certain significant actions, such as issuance of debt and other major matters. There was discussion regarding whether approval of the annual budget should remain a four-vote or five-vote action. Staff indicated that a red-lined version of the proposed amendments could be brought back for Board consideration, and that any approved amendment would subsequently require approval by both member agencies.

The Board provided directions to staff to return with proposed amendment language for further consideration; no formal action was taken.

5.0 **REPORTS**

a) Chairperson Report.

The Chair reported that there were no items to report.

b) Member Communication.

There were no Member Communications.

c) Executive Council Report.

Sean Charpentier provided an update and thanked the Board for a productive meeting and announced that the San Mateo County Express Lanes received the 2024 Excellence in Transportation Award from Caltrans, including the Envision Silver Award, recognizing the program's performance and regional significance.

April Chan also reported that the agency will be relocating to a new office at 166 North Rollins Road in Millbrae. The move will occur in phases beginning in early May, with Board meetings anticipated to be held at the new location by June.

d) Program Manager Report.

Kim Comstock reported that there were no formal updates. She noted that March 3, 2026, marks the anniversary of the express lanes being fully operational since March 3, 2023.

6.0 **WRITTEN COMMUNICATIONS**

None.

7.0 **NEXT REGULAR MEETING**

April 3, 2026

8.0 **ADJOURNMENT**

San Mateo County Express Lanes Joint Powers Authority Agenda Report

Date: May 1, 2026

To: San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board of Directors

From: Kate Jordan Steiner, Chief Financial Officer

Subject: Accept and enter into the record the Quarterly Investment Report for SMCEL-JPA for the quarter ending March 31, 2026.

(For further information, contact Daniel Yap at yapd@samtrans.com)

RECOMMENDATION

Staff propose that the Board accept and enter into the record the Quarterly Investment Report for the quarter ending March 31, 2026.

FISCAL IMPACT

Not applicable.

SOURCE OF FUNDS

Not Applicable.

BACKGROUND

The San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) is required by its Investment Policy and California (CA) state law to submit a quarterly investment report to the Board within 45 days of quarter-end. The report provides transparency and accountability in managing public funds by detailing the investment portfolio's composition, performance, and compliance with legal and policy requirements.

Balances and Performance Highlights:

To maintain financial flexibility and immediate access to funds, SMCEL-JPA currently does not invest in long-term instruments. To ensure liquidity while continuing to build the Operating & Maintenance Reserve, Equity Program Fund, and other designated balances, the Authority holds funds in short-term government money market accounts. This approach ensures that resources remain readily available to

meet near-term cash flow needs, support program obligations, and align with prudent fiscal management as SMCEL-JPA strengthens its financial position. As balances grow over time, the Authority will explore opportunities to diversify and optimize its investment strategy in accordance with its investment policy and long-term objectives.

As of March 31, 2026, SMCEL-JPA’s total cash and cash equivalents totaled \$55.5 million, comprised of:

- Wells Fargo operating checking account (\$8.1 million)
- U.S. Bank trustee account (\$47.4 million)
 - o Invested solely in the First American Government Obligations Money Market Fund (Ticker: FGDXX, CUSIP: 31846V401), a highly liquid AAA rated fund and is in compliance with CA Government Code 53601. It is classified as a cash equivalent under Governmental Accounting Standards Board (GASB) definitions.

During the third quarter of Fiscal Year 2026, SMCEL-JPA earned \$0.4 million in interest income from the Wells Fargo and U.S. Bank Accounts. As of March 31, 2026 the Wells Fargo annualized fund yield was 3.66 percent, and the U.S. Bank yield was 3.23 percent.

Balances as of March 31, 2026:

Bank	Type	Interest Rate	Balance
US Bank	Liquid Cash	3.12%	\$47,410,094
Wells Fargo Bank	Liquid Cash	3.54%	\$8,085,156

Q3 Fiscal Year 2026 Financial Overview

The third quarter of Fiscal Year 2026 saw a solid strengthening of the cash position, driven primarily by robust toll revenue. The organization ended the quarter with a net cash flow increase of **\$2.89 million**.

Q3 FY 2026 Beginning Balance	\$52,607,867
Revenue & Income	
Total Toll Revenue	\$7,416,596
Total Investment Income	\$436,945
Total Inflows	\$7,853,541
Expenditures	
Total Transfers & Disbursements	-\$4,966,157
Q3 FY2026 Ending Balance	\$55,495,251
Net Q/Q Cash Flow Increase	\$2,887,384

Revenue/ Inflow

Total inflows for the quarter reached \$7,853,541. The revenue mix is heavily weighted toward operational collections:

- **Revenue:** Toll Revenue from Express Lanes contributed **\$7,416,596**, representing approximately **94.4%** of all inflows.
- **Investment Performance:** Total investment income combined for **\$436,945**.

Expenditures

- **Total Outflows:** The quarter recorded **\$4,966,157** in Transfers & Disbursements.
- **Efficiency:** The organization maintained a positive cash flow margin, with inflows exceeding expenditures by nearly \$2.9 million, ensuring a healthy liquidity cushion for the start of Q4.

Net Growth

The total cash balance increased by **5.49%** (\$2,887,384) over the three-month period, bringing the year-to-date cash balance increase to **17.77%** (\$8,372,264).

Key Takeaway

The financial health of the third quarter of Fiscal Year 2026 period remains strong, with Express Lane tolling serving as the primary engine for growth and successfully offsetting all disbursements.

Portfolio Compliance

The SMCEL-JPA's funds comply with the Investment Policy and relevant California Government Code provisions. The SMCEL-JPA also certifies its ability to meet expenditure requirements for the next six months.

ATTACHMENTS

None

San Mateo County Express Lanes Joint Powers Authority Agenda Report

Date: May 1, 2026

To: San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board of Directors

From: Kim Comstock, SMCEL- JPA Program Director

Subject: Receive a presentation on the Waterfall / Flow of Funds for Fiscal Year 2027 (FY27) and provide direction on key funding priorities.
(For further information, please contact Kim Comstock, kcomstock@smcgov.org)

RECOMMENDATION

Receive a presentation on the Waterfall / Flow of Funds for Fiscal Year 2027 (FY27) and provide direction on key funding priorities.

FISCAL IMPACT

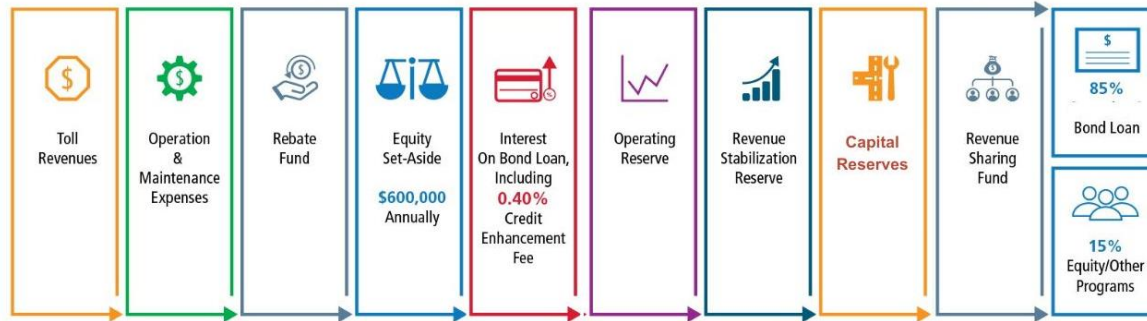
This is an informational report only. However, Board direction will inform allocation of approximately \$2.8 million in discretionary funds and finalization of the FY27 budget.

BACKGROUND

In 2020, the San Mateo County Transportation Authority (TA) issued \$100 million in bonds to fund construction of the US 101 Express Lanes and establish an equity program. The SMCEL-JPA entered into a Loan Agreement with the TA, requiring repayment through toll revenues.

As shown in Figure 1, the Loan Agreement establishes a defined Flow of Funds (waterfall) that governs how toll revenues are allocated, prioritizing:

- Operations and maintenance
- Required reserves
- Loan repayment
- Discretionary uses



FY27 FUNDING OVERVIEW

Toll revenues have remained strong, supporting these funding priorities.

FY27 presents an opportunity to continue building reserves while making significant bond loan payments. Approximately \$21.9 million in accumulated funds is available to be allocated through the waterfall.

The FY27 approach reflects an annual application of the waterfall based on available funds and the adopted budget, aligning with industry practices and improving the clarity and timing of fund allocation.

Under the Flow of Funds, revenues are first applied to required obligations, followed by reserve funding, with the remaining funds allocated to the Revenue Sharing Fund (RSF). After these requirements are met, approximately \$18.8 million remains available to flow through the Revenue Sharing Fund.

RESERVES

Under the loan agreement between the SMCEL-JPA and TA, reserves are sized based on the approved annual budget and capital needs. Annual transfers bring the reserves to the required levels. If the current reserve balance is higher than required, funds can be released to the Revenue Fund.

Proposed FY27 reserve contributions or transfers and balances:

	Proposed FY27 Reserve Contributions / (Transfers)	Estimated FY27 Reserve Balance
Operating Reserve	\$163k	\$2.8M
Revenue Stabilization Reserve	(\$558k)	\$9.1M
Capital Reserve	\$1.7M	\$10.8M
Total	\$1.3M	\$22.7M

In FY26, the Capital Reserve was established by consolidating the Repair & Rehabilitation and Equipment Replacement reserves into a single fund and expanding its use to include future capital improvements. A recent asset inventory review provides a forward-looking estimate of capital needs and is recommended as a guide for future funding levels. These estimates are based on existing assets and do not include future system improvements or expansions, which will be incorporated through ongoing capital planning efforts.

REVENUE SHARING FUND (RSF)

Approximately \$18.8 million flows through the RSF. The Fund represents the primary source of discretionary funding available to the Board after required obligations are met.

- \$15.9M (85%) → Bond loan principal repayment
- \$2.85M (15%) → Discretionary use, including funding the Equity Program

Additional bond payments reduce long-term interest costs, while use of discretionary funds supports program priorities, including equity and future needs.

EQUITY PROGRAM FUNDING

The Equity Program requires approximately \$2.0 million annually to support approximately 7,500 income qualified participants.

- A portion is funded through the required set-aside (\$600,000)
- The remaining funding gap (approximately \$1.4M) may be addressed using RSF discretionary funds

Full funding enables the program to maintain its current participation level of 7500 users. Reduced funding would require scaling back participation or benefits.

BOARD DIRECTION

With approximately \$2.8 million in discretionary funds available, the Board is asked to provide direction on allocation of these funds. The allocation of discretionary funds reflects a balance between advancing equity program commitments, maintaining financial flexibility, and addressing long-term capital needs. Staff evaluated options based on financial sustainability, asset management priorities, and program continuity.

- Consider allocation of ~\$1.4M to the FY27 Equity Program to address the current funding gap
- Determine the use of the remaining ~\$1.4M, selecting one of the following:
 - Increase Capital Reserves
 - Apply to Bond Paydown
 - Set aside for the FY28 Equity Program

Each option reflects trade-offs between debt reduction, financial flexibility, and program investment.

Options/ Trade-offs	Pro	Con
Increase Capital Reserves	<ul style="list-style-type: none"> Advances readiness for Vehicle Occupancy Detection investments, including field equipment, cameras, and site preparation 	<ul style="list-style-type: none"> Does not reduce outstanding debt
Additional Bond Paydown	<ul style="list-style-type: none"> Reduces long term interest costs and shortens repayment timeline Strengthen financial position and debt profile 	<ul style="list-style-type: none"> Loan repayment uses funds permanently, reducing flexibility if revenues decline Does not address identified capital replacement needs
Equity Program Set Aside for FY28	<ul style="list-style-type: none"> Ensures future program funding stability 	<ul style="list-style-type: none"> Delays use of funds for current needs Defer investments in capital needs for the VOD program May result in over reserving if future revenue remains strong

STAFF RECOMMENDATION

Staff recommends the following approach to allocation of discretionary funds:

- Allocate approximately \$1.4M to the FY27 Equity Program to address the current funding gap and maintain program participation levels.
- Allocate the remaining ~\$1.4M to Capital Reserves to support upcoming capital needs, including Vehicle Occupancy Detection implementation and other system improvements.

This direction will inform finalization of the FY27 Budget.

Attachment:

- Waterfall / Flow of Funds for FY27 presentation



101 Express Lanes

Waterfall: Flow of Funds

Board of Directors Presentation

May 1, 2026

Item 4.1





FY27 Funding Priorities & Required Decisions

- Loan agreement overview
- Overview of the flow of funds / waterfall
- New Capital Reserve funding strategy
- Equity program funding needs
- Board direction on funding allocations



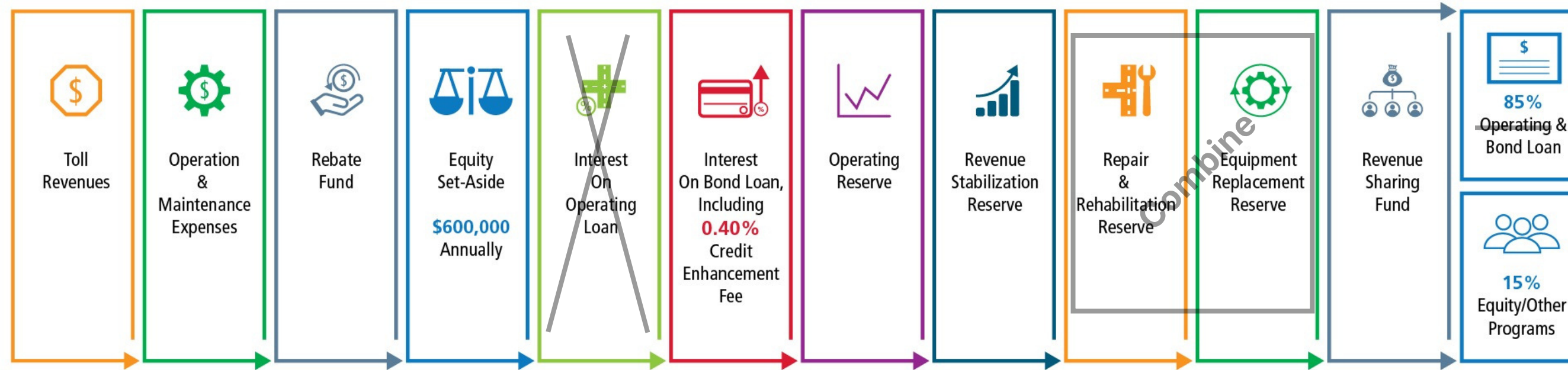
Loan Agreement Overview

- \$100M bond loan agreement with the TA that governs how revenue is allocated
- Requires funds to be distributed in a defined priority (“waterfall”)
- Establishes required reserve levels based on adopted budget
- Financial model ensures compliance and long-term planning

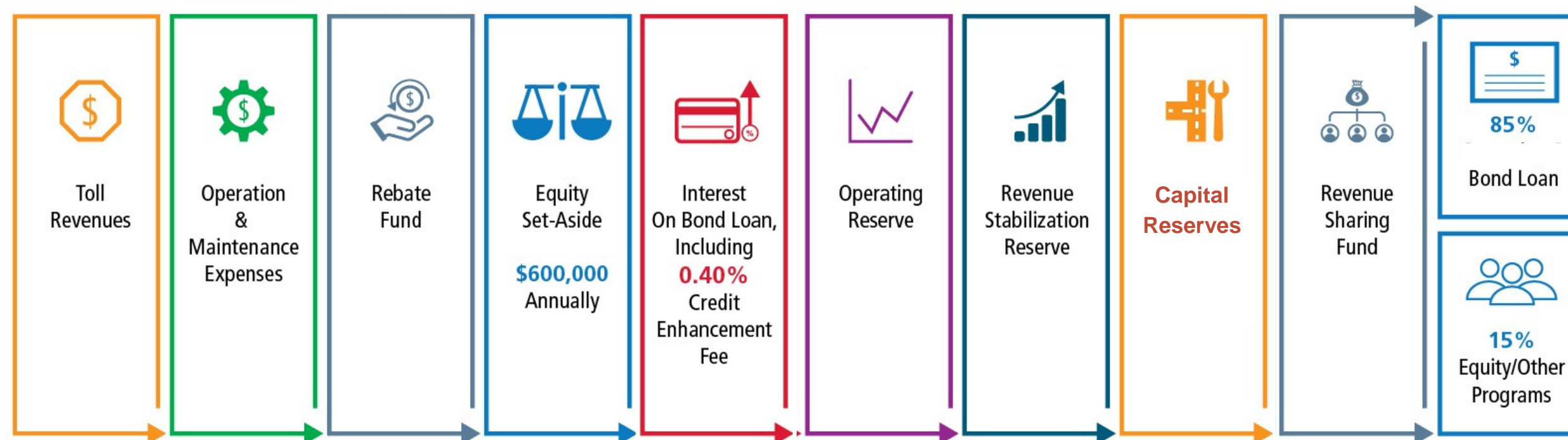


Flow of Funds Overview: FY27 Update

Priority Order

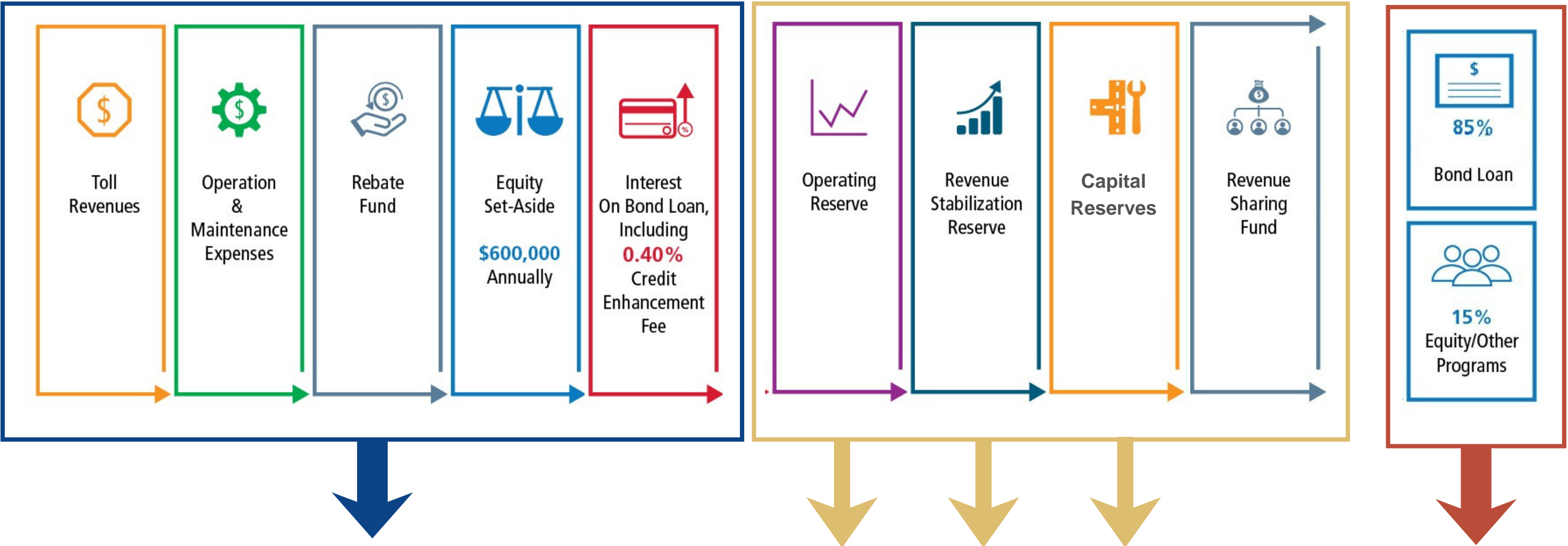


Key Change: Operating Loan Paid in Full and Capital Reserve Added



Flow of Funds Overview: FY27

Funds first go to required obligations, then reserves, and finally to discretionary uses.



Payments are made monthly

Transfers are made annually

Maintain 1/6 of O&M	Maintain 25% of Revenue	New Reserve and funding strategy
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85% to Bond Loan + 15% is for any lawful purpose.



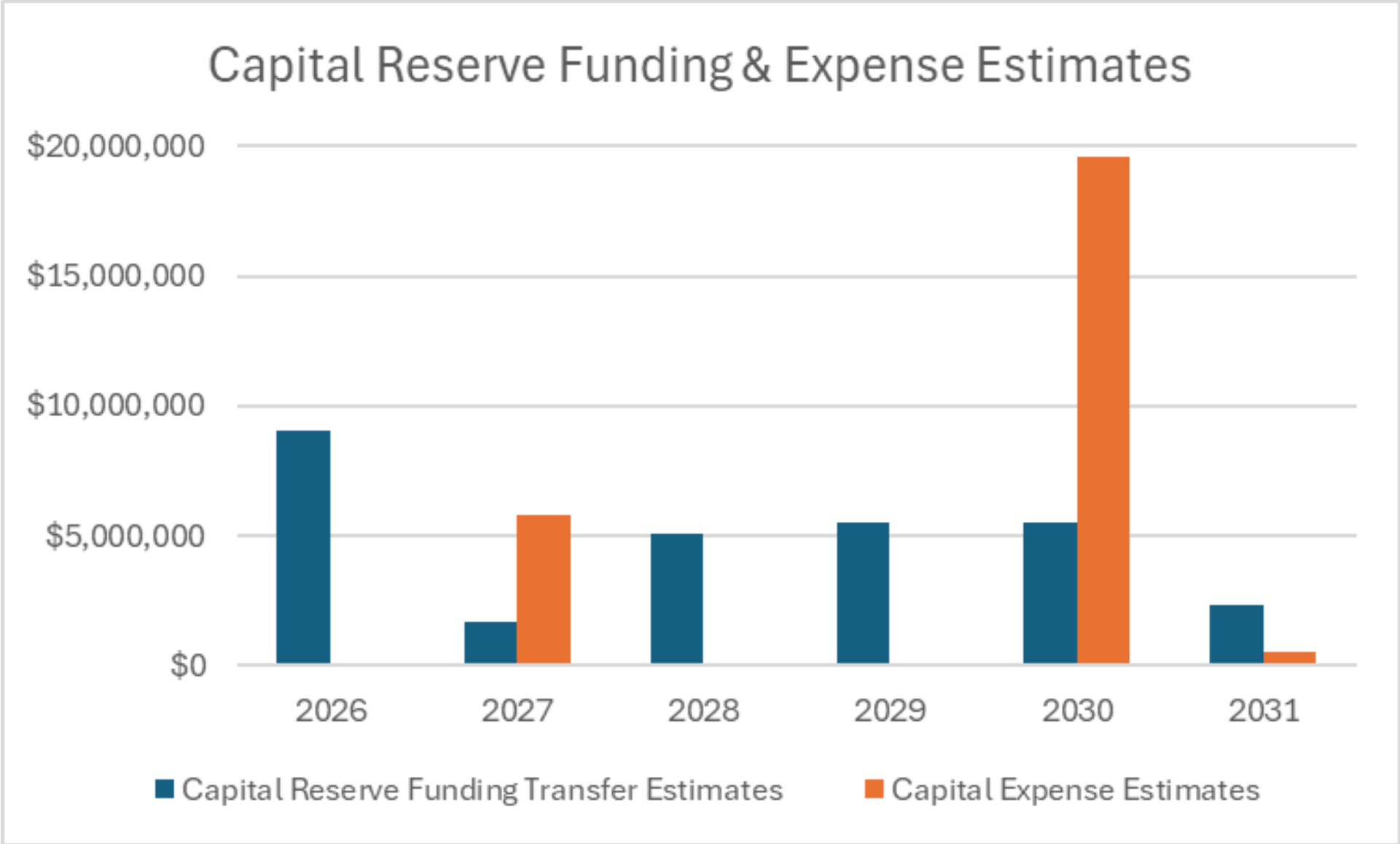
Capital Reserve

Capital Expense Initial Forecast

- Based on **existing** assets useful life.
- Needs are driven by shorter life cycles of some of our assets, such as cameras, sensors, and power systems.
- Civil infrastructure has a higher cost, less frequent.

Capital Reserve Funding Plan

- Uses a phased approach to prioritize near-term needs while smoothing future costs.
- It provides a baseline funding level—not a capital expenditure plan.



These estimates are **not static**—they will be updated annually based on actual asset conditions, timing, and expenditures.

Note: FY2027 Operating Budget for capital expenses (\$2M) reflects budget authority and is based on the likelihood of needs within the year.



Equity Program Annual Cost & Funding

Maintaining 7,500 Go Card Per Year at \$200 per Card

Annual program cost (~\$2.0M) exceeds set-aside (\$600K), requiring ~\$1.4M from revenue sharing.

Fiscal Year	2027	2028	2029	2030
Annual Equity Program Costs	\$2,025,296	\$2,025,296	\$2,025,296	\$2,025,296
Carryover from previous year	\$50,299	\$0	\$0	\$0
Flow of Funds Equity Set Aside	\$600,000	\$600,000	\$600,000	\$600,000
Revenue Sharing Funds: Equity Program Contribution	\$1,374,997	\$1,425,296	\$1,425,296	\$1,425,296



Waterfall: Flow of Funds - Projected Outcomes

Estimated accumulated amount available: \$21,882,981

Reserve Requirements:

Reserve Name	Estimated Transfer Needed: <u>FY27</u>	FY27: Projected Reserve Balance	Notes
Operating Reserve	\$162,961	\$2,800,963	Maintain 1/6 of O&M based on FY27 Preliminary Budget
Revenue Stabilization Reserve	(\$557,820)	\$9,147,209	Maintain 25% of Revenue. No contribution needed for FY27 based on FY27 Preliminary Budget
Capital Reserves	\$1,692,879	\$10,772,879	Balance recommended for 2027

Revenue Sharing Fund	Projected Amount Available	Notes
85% to Bond Loan	\$15,900,000	With payment, outstanding loan = \$77,490,000
15% to Equity or Other	\$2,855,836	Approximately \$1.4 annually needed for Equity.



Waterfall: Flow of Funds

Use of Remaining Funds (\$1.4M): Trade-Offs

Assumes ~\$1.4M allocated to FY27 Equity Program

1. Increase Capital Reserves

✓ **Pro:** Advanced readiness for Vehicle Occupancy Detection investments, including field equipment, cameras and site preparation.

⚠ **Con:** Does not reduce outstanding debt

2. Additional Bond Paydown

✓ **Pro:** Reduces long term interest costs and shortens repayment timeline. Strengthen financial position and debt profile.

⚠ **Con:** Loan repayment uses funds permanently, reducing flexibility if revenues decline. Does not address identified capital needs.

3. Equity Program Set Aside for FY28

✓ **Pro:** Ensures future program funding stability

⚠ **Con:** Delays use of funds for current needs. Defer investments in capital needs. May result in over reserving if future revenue remains strong

Each option reflects a trade-off between financial flexibility, debt reduction, and program investment.



Waterfall: Flow of Funds

Staff Recommendation: Fund Equity Gap and Strengthen Capital Reserves

- **85% = \$15.9M**
 - Pay Bond Loan Principal
- **15% = \$2.8M**
 - Fund the FY27 equity program gap of \$1.4M
 - Increase Capital Reserve to add additional funds for future capital improvements, such as Vehicle Occupancy Detection (field equipment, camera, etc.)



Waterfall: Flow of Funds

Board Decisions Requested:

- 1. Confirm baseline funding approach**
 - Capital Reserve funding strategy
- 2. Approve allocation from Revenue Sharing Funds**
 - ~\$1.4M to Equity Program (FY27 gap)
- 3. Determine use of remaining Revenue Sharing Funds (~\$1.4M)**
 - Increase Capital Reserves
 - Apply to Bond Paydown
 - Set aside for FY28 Equity Program



Questions?



San Mateo County Express Lanes Joint Powers Authority Agenda Report

DATE: May 1, 2026

TO: San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA)
Board of Directors

FROM: Kate Jordan Steiner, Chief Financial Officer

SUBJECT: Receive a Presentation on the Preliminary Fiscal Year 2027 (FY27) SMCEL-JPA
Operating Budget.

(For further information or questions, contact Kate Jordan Steiner at
steinerkj@samtrans.com)

RECOMMENDATION

That the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA) Board receives a presentation on the Preliminary Fiscal Year 2027 (FY27) SMCEL-JPA Operating Budget. Staff will present a FY27 budget proposal for Board adoption at the June 15th, 2026 Board meeting.

FISCAL IMPACT

Adoption of the FY27 SMCEL-JPA Budget would provide budget authority for \$23,902,955 in anticipated expenditures for the upcoming fiscal year.

SOURCE OF FUNDS

Funding sources for the FY27 SMCEL-JPA Budget mainly come from Toll Revenues, Violations, Fees and Penalties, Interest Income, Toll Revenue Set Aside from Prior Years and Revenue Sharing Funds designated for the Equity Program, and Capital Reserve to support the Capital Rehabilitation and Replacement requirements for the fiscal year.

BACKGROUND

Management and operation of the Express Lanes is governed by the SMCEL-JPA, a six-member joint powers authority (the Board) consisting of the following:

- Three (3) San Mateo County Transportation Authority (SMCTA) Board members; and
- Three (3) City/County Association of Governments of San Mateo County (C/CAG) Board members.

The San Mateo County Express Lanes extend over 22 miles within San Mateo County and facilitate travel in both northbound and southbound directions along US 101. It stretches from the Interstate 380 in South San Francisco to the Santa Clara County Line, providing a continuous link to the Santa Clara County's Express Lanes.

The FY27 SMCEL-JPA Budget provides funding for the operations and maintenance of the lanes, Equity Program costs, administration and overhead, bond-related expenses, and Capital Rehabilitation and Replacement requirements.

FY27 PRELIMINARY BUDGET

Toll-free trips have increased every quarter for the past five (5) consecutive quarters and continue to account for an increasing percentage of the total trip volume, driving lower Toll Revenues and Violations/Fees/Penalties in the FY26 Forecast and a flat to modest growth in the FY27 Preliminary Budget. Currently, the share of toll-free trips to total trip volume is at 47.3%. It must be noted that this performance measure relies on self-reported data which has known limitations. Along with enhanced enforcement efforts from the California Highway Patrol (CHP), advanced Vehicle Occupation Detection (VOD) technologies will be explored in FY27 to reduce reliance on self-reported transponder declarations, promoting better accuracy that can be a tool in improving Toll Revenue collection.

For FY27, the new Equity Program (Go Card Program) will have a full year of implementation with an estimated cost of \$2.0 million (M). The Equity Program supports transportation access and toll discounts for low-income and underserved communities.

Required capital expenditures have been identified for FY27. The Capital Rehabilitation and Replacement Project is budgeted at \$2.0M which will be funded by Capital Reserve coming from the Flow of Funds pending its board approval. Certain capital expenditures in the amount of \$300,000 will be funded from the Toll Operations and Maintenance (BAIFA) line.

Bond Principal Balance for FY27 is assumed at \$93.39M. Any payment to the Principal Balance is dependent upon the approval of the proposed use of the accumulated surplus in the Revenue Fund as reflected in the Flow of Funds. There is separate item that will be presented to the Board to discuss this in more detail on May 1, 2026. Any budget impact arising from Flow of Funds decisions will be incorporated in the proposed budget that will be presented to the Board in June. Since the Flow of Funds considers the accumulated surplus in its entirety, the Capital Reserve Projected Contribution will now be reflected in the Flow of Funds document and hence removed from the budget statement.

For a comparative schedule of the FY25 Actuals, FY26 Adopted Budget, FY26 Forecast, and FY27 Preliminary Budget please refer to Attachment A. The line numbers for each revenue and expense item are detailed below and refer to the corresponding line numbers on Attachment A.

LINE 10: TOTAL SOURCES

Total revenues for FY27 are projected at \$40.0M, an increase of \$2.6M (7.0%) compared to FY26 Forecast. The FY26 Forecast shows a total revenue of \$37.4M, a decrease of \$2.9M (7.3%)

from the FY26 Adopted Budget.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
TOTAL SOURCES	37,388,271	40,323,114	37,388,596	40,014,131	2,625,535	7.0%

LINE 2: TOLL REVENUES \$30.4M – INCREASED BY \$0.3M COMPARED TO FY26 FORECAST

This line item pertains to the collection of Toll Revenues for San Mateo County’s Express Lanes paid by FasTrak® account users.

The FY27 Preliminary Budget for Toll Revenues is \$30.4M, based on an estimated year-over-year growth rate of 2% in trip volume. Toll-free trips have increased every quarter for the past five consecutive quarters, and the trend is expected to continue. For Q2 FY26, toll-free trips account for 47.3% (1.8M trips) compared to Q2 FY25 43.7% (1.6M trips). The FY27 Preliminary Budget estimate builds on the FY26 Forecast reflecting an average quarterly increase of \$82K.

The FY26 Forecast is \$30.0M, derived from a straight-line projection of actual performance from Q4 FY23 through Q2 FY26. The forecast incorporates an ongoing shift toward toll-free trips, resulting in lower revenue relative to the adopted budget.

The FY26 Adopted budget of \$31.3M assumed a steady traffic and a 6.8% year-over year growth in trip volume.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Toll Revenues	29,701,622	31,297,387	30,028,842	30,356,062	327,220	1.1%

LINE 3: TOLL VIOLATIONS, FEES AND PENALTIES \$4.8M – FLAT COMPARED TO FY26 FORECAST

This line item includes revenue from Express Lanes toll violation notices, consisting of toll charges, administrative fees, and penalties for non-payment or toll evasion.

The FY27 Preliminary Budget is projected at \$4.8M and assumes no material deviation from trends reflected in the FY26 Forecast.

The FY26 Forecast totals \$4.8M, based on annualized FY26 actuals through January 2026. It is \$1.3M below the FY26 Adopted Budget, due to lower collections from the Department of Motor

Vehicle (DMV) and third-party collection agencies combined with the decreasing percentage of violation trips.

Trip Categories	FY2026	
	Q1	Q2
Toll-Free Trips	46.7%	47.3%
Tolled Trips	43.6%	44.2%
Violation Trips	9.7%	8.5%
Total	100.0%	100.0%

The FY26 Adopted Budget of \$6.1M was based on average toll violation revenue, fees and penalties collected from July 2024 through March 2025.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Toll Violations, Fees and Penalties	5,438,410	6,118,374	4,832,773	4,832,773	-	0.0%

LINE 6: SET ASIDE PRIOR YEARS BALANCE EQUITY PROGRAM \$50K –DECREASED BY \$941K COMPARED TO FY26 FORECAST

This line item reflects prior years’ toll revenue allocated for the administration of the San Mateo 101 Express Lanes Equity Program.

Under the loan agreement between San Mateo County Transportation Authority (SMCTA) and San Mateo County Express Lanes Joint Powers authority (SMCEL-JPA), \$600K has been allocated annually since FY23 to support the Equity Program. Beginning FY23, \$600K per year has been set aside to support the Equity Program.

As of June 30, 2025, \$808K of these funds have been expended, resulting in a remaining balance of \$992K available for carryforward into FY26. The FY26 Forecast includes funding of \$992K from the available toll revenue carryforward to support the Equity Program. In addition, \$550K will be utilized from the FY26 toll revenue allocation to fully fund the FY26 Equity Program total cost of \$1.5M.

FY26 Forecast Equity Program Funding Source:

- Set Aside Prior Years Balance: \$992K
- FY26 Toll Revenue Set Aside: \$550K
- Revenue Sharing Fund: \$0K

Staff projects as of June 30, 2026, \$2.3M of these funds will have been expended, resulting in a remaining balance of \$50K available for carryforward into FY27. The FY27 Preliminary Budget includes funding of \$50K from the available toll revenue carryforward to support the Equity Program. In addition, \$600K will be utilized from the FY27 toll revenue allocation and \$1.4M

from the Revenue Sharing Fund (if approved by the Board) to fully support the FY27 Equity Program total cost of \$2.025M.

FY27 Preliminary Budget Equity Program Funding Source:

- Set Aside Prior Years Balance: \$50K
- FY27 Toll Revenue Set Aside: \$600K
- Revenue Sharing Fund: \$1.375M

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Set Aside Prior Years Balance - Equity Program	-	1,014,594	991,781	50,299	(941,482)	-94.9%

LINE 7: REVENUE SHARING FUNDS EQUITY PROGRAM \$1.4M – INCREASED BY \$1.4M COMPARED TO FY26 FORECAST

In accordance with the loan agreement between SMCEL-JPA and SMCTA, a Revenue Sharing Fund has been established to support the Equity Program and other eligible projects. Funding sources to support the Equity Program are applied in the following order: 1) Toll Revenue Set Aside Prior Years Balance; 2) Current Year’s Toll Revenue allocation; and (3) Revenue Sharing Funds (RSF).

There is no allocated RSF in the FY26 Forecast since the Equity Program costs will be fully funded by prior year set-aside balances and the FY26 toll revenue allocation.

The FY27 Preliminary Budget is projected at \$1.4M. RSF is new in FY27 as we anticipate growth in program participation with full year implementation of the new Equity Program.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Revenue Sharing Funds - Equity Program	-	488,406	-	1,374,997	1,374,997	100.0%

LINE 8: MISCELLANEOUS REVENUE (INTEREST INCOME) \$1.4M –DECREASE BY \$0.1M COMPARED TO FY26 FORECAST

This line item reflects the interest income from SMCEL-JPA’s annual investment holdings.

The FY26 Forecast assumes an investment balance of \$50.3M at an average interest rate of 3.1% compared to the FY26 Adopted Budget, which assumed a lower investment balance of \$42.6M and an average interest rate of 3.3%.

The FY27 Preliminary Budget includes projected interest earnings of \$1.4M, based on an assumed

investment balance of \$50.3M and an average interest rate of 2.8% reflective of anticipated rate cuts for the fiscal year.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Miscellaneous Revenue (Interest Income)	1,603,075	1,404,353	1,535,200	1,400,000	(135,200)	-8.8%

LINE 9: CAPITAL RESERVE \$2.0M

This is a new item in the budget. The Board approved the establishment of the Capital Reserve in June 2025 to ensure adequate resources for the repair, rehabilitation, and replacement of Express Lanes capital assets as they reach the end of their useful life. Based on the current review of the capital expenditure schedule for the Express Lanes, there is a required \$2.0M investment in FY27.

SOURCES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Capital Reserve	-	-	-	2,000,000	2,000,000	100.0%

LINE 34: TOTAL USES

Total expenditure for FY27 is projected at \$23.9M, a decrease of \$1.7M (6.7%) compared to FY26 Forecast. The FY26 Forecast shows a total expenditure of \$25.6M, a decrease of \$11.5M (30.9%) from the FY26 Adopted Budget.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
TOTAL USES	15,711,379	37,080,077	25,620,706	23,902,955	(1,717,751)	-6.7%

LINE 13: TOLL OPERATIONS AND MAINTENANCE (BAIFA) \$6.3M– INCREASED BY \$49K COMPARED TO FY26 FORECAST

This line reflects the Bay Area Infrastructure Financial Authority’s (BAIFA) operation of the Express Lanes toll system, including toll collection, traffic data management, transmission of information to the Bay Area Toll Authority (BATA) customer service center, system performance monitoring, roadway operations support, and maintenance of toll system equipment and software.

The FY27 Preliminary Budget of \$6.3M covers:

- Program Management
- Toll Systems Operations and Maintenance
- Regional Operations Center (ROC) / 511 Monitoring
- Roadway Maintenance Costs Not Covered by Caltrans
- Backhaul AT&T Host and Fiber Costs – Southwest Power Pool (SPP) data expenditures have been reclassified from Program Management to this line item and FY26 Forecast reflects this alignment
- Contingency – a portion of this contingency will fund \$300K of capital expenditure

FY27 Preliminary Budget shows an increase of \$49K over the FY26 Forecast primarily due to anticipated wage growth \$206K across the variable cost components, partially offset by a decrease in Toll Systems Operations and Maintenance driven by a one-time change order of \$139K in FY26 that is not expected in FY27.

FY26 Forecast is at \$6.2M, a \$461K decrease from the FY26 Adopted Budget primarily driven by lower Roadway Maintenance Cost limited to routine maintenance with no major roadway projects, and a lower Southwest Power Pool (SPP) service utilization.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Toll Operations and Maintenance (BAIFA)	4,799,991	6,681,000	6,220,000	6,269,000	49,000	0.8%
Program Management		663,239	686,000	721,000	35,000	5.1%
Toll Systems - Fixed		2,228,152	2,228,000	2,089,000	(139,000)	-6.2%
Toll Systems - Variable		1,092,074	1,092,000	1,185,000	93,000	8.5%
Regional Operations Center (ROC) - Fixed		444,083	454,000	493,000	39,000	8.6%
Other Costs not covered by Caltrans		1,089,131	787,000	826,000	39,000	5.0%
Backhaul - AT&T Host Costs & Fiber Costs		557,353	365,000	385,000	20,000	5.5%
Contingency (10%)		606,968	608,000	570,000	(38,000)	-6.3%

LINE 14: FasTrak Customer Service (BATA) \$4.2M – INCREASED BY \$0.5M COMPARED TO FY26 FORECAST

This line item provides customer service for FasTrak® account holders on the US 101 Express Lanes in San Mateo County such as payment processing and issuance of toll evasion violation notices.

The FY27 Preliminary Budget is projected at \$4.2M, an increase of \$494K over the FY26 Forecast primarily driven by the inclusion of the projected Toll Revenue Transaction Fees showing as a new component in this line item.

The FY26 Forecast of \$3.7M reflects an increase of \$38K over the FY26 Adopted Budget. This is driven by the Toll Revenue Transaction Fees that were not incorporated in the FY26 Adopted Budget. Contingency funds budgeted for FY26 are partially funding said expenses.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
FasTrak Customer Service (BATA)	3,451,570	3,670,000	3,708,271	4,202,000	493,729	13.3%
Customer Service Center		2,342,757	2,198,640	2,265,000	66,360	3.0%
FasTrak Maintenance & Accounting		89,679	98,006	101,000	2,994	3.1%
Credit Card and Banking Fees		828,462	916,421	944,000	27,579	3.0%
Direct Costs		75,480	75,480	78,000	2,520	3.3%
Contingency / Toll Revenue Tran Fees		333,622	419,724	814,000	394,276	93.9%

LINE 15: EXPRESS LANE MAINTENANCE \$0.8M – FLAT COMPARED TO FY26 FORECAST

This line represents the cost of maintenance provided by Caltrans for the Express Lanes.

The FY27 Preliminary Budget of \$0.8M reflects the maximum value of the Caltrans maintenance contract, ensuring sufficient budget authority should it be required.

- \$0.5M is allocated for direct maintenance: labor, equipment, and repair materials
- \$0.3M supports Traffic Management Program (TIMP) operations, including real-time surveillance and incident response

The FY26 Forecast and FY26 Adopted Budget reflect the same maximum contract value as standard practice to provide sufficient budget authority should the need arise.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Express Lane Maintenance	57,399	847,000	847,000	847,000	-	0.0%

LINE 16: EXPRESS LANE ENHANCED ENFORCEMENT (CHP) \$0.6M – INCREASED BY \$16K COMPARED TO FY26 FORECAST

This line item covers the cost for enforcement services provided by the California Highway Patrol (CHP) to support express lane operations.

FY27 Preliminary Budget is \$0.6M, representing a slight increase of \$16K over the FY26 Forecast to support additional Motorcycle officer and sergeant hours (39 hours) and associated Motorcycle mileage (542 miles) to sustain enforcement efforts.

The FY26 Forecast of \$0.6M shows an increase of \$148K from the FY26 Adopted Budget, reflecting enhanced enforcement efforts over original plan. This includes additional CHP/Motorcycle officer and sergeant hours (991 hours) and vehicle mileage (14,353 miles).

The FY26 Adopted Budget of \$0.4M was based on 2,417 officer hours and 34,975 vehicle miles.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Express Lane Enhanced Enforcement (CHP)	580,949	422,000	569,810	585,489	15,678	2.8%

LINE 17: CONSULTANT \$1.8M – INCREASED BY \$0.7M COMPARED TO FY26 FORECAST

This line item includes consulting services for the Policy Program Management (PPM) contract to support technical studies and analysis, program coordination, and marketing activities.

The FY27 Preliminary Budget is \$1.8M, an increase of \$695K over the FY26 Forecast driven by the following:

- \$350K for Vehicle Occupancy Detection (VOD) evaluation to reduce toll revenue leakage, deferred in FY26 and reinstated in FY27.
- \$345K for increased scope in the PPM contract to support the VOD efforts, related Express Lanes programs and marketing activities.

The FY26 Forecast is \$1.1M, a decrease of \$285K from the FY26 Adopted Budget. The lower forecast reflects the deferral of the VOD evaluation \$350K, partially offset by increased costs from previous consultant of \$65K due to a contract extension associated with delays in the launch of the new Equity Program.

The FY26 Adopted Budget was developed to include an anticipated new PPM contract of \$1M, and \$350K for the VOD technical study and program support.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Consultant	1,408,600	1,420,000	1,135,000	1,830,000	695,000	61.2%
Policy Program Management		1,070,000	1,135,000	1,480,000	345,000	30.4%
Allowance for Technical Studies/Services		350,000	-	350,000	350,000	100.0%

LINE 18: INSURANCE \$0.7M – INCREASED BY \$25K COMPARED TO FY26 FORECAST

This line item is for the annual premium for Property Insurance, General Liability, Cybersecurity and Public Officials Liability coverage.

The FY27 Preliminary Budget is \$0.7M, reflecting a \$25K growth over the FY26 Forecast driven by the anticipated premium increase for General Liability Insurance.

The FY26 Forecast is consistent with the FY26 Adopted Budget.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Insurance	597,492	650,000	650,000	675,000	25,000	3.8%

LINE 19: CLAIMS RESERVE AND PAYMENT \$50K - FLAT COMPARED TO FY26 FORECAST

This line item covers claims payments.

The FY27 Preliminary Budget includes \$50K to cover claims payments for the full express lane corridor.

The FY26 Forecast is consistent with FY26 Adopted Budget.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Claims Reserve and Payment	-	50,000	50,000	50,000	-	0.0%

LINE 20: UTILITIES \$144K - FLAT COMPARED TO FY26 FORECAST

This line item covers utility costs associated with Express Lanes operations, primarily from Pacific, Gas and Electric (PG&E).

The FY27 Preliminary Budget allocates \$144K, reflecting an expected monthly utility expense of approximately \$12K.

The FY26 Forecast is consistent with the FY26 Adopted Budget with the same assumption of \$12K monthly anticipated utility expense.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Utilities	131,783	144,000	144,000	144,000	-	0.0%

LINE 21: EQUITY PROGRAM ADMINISTRATION AND COSTS \$2.0M – INCREASED BY \$0.5M COMPARED TO FY26 FORECAST

This line item includes costs associated with the full-year administration and implementation of

the new Equity Program (Next Gen Debit Card - Go Card Program).

In November 2023, the SMCEL-JPA Board approved significant changes to the Equity Program, with the implementation of the Next Gen Debit Card Program anticipated in late summer 2025. In November 2025, the new program was launched, replacing Clipper Cards and FasTrak® toll tag/transponders, which are phased out.

Key components of the new program include agreements with community-based organizations (CBO) to administer and promote the San Mateo 101 Express Lanes Equity Program, a contract to develop the Next Gen Program Management Platform, and funding for the distribution of 7,500 mobility debit cards at \$200 each.

The FY27 Preliminary Budget increased by \$483K from the FY26 Forecast driven by the increase in the card issuance from 5,000 to 7,500, reflecting the program's full year of implementation.

FY27 Preliminary Budget (\$2.0M):

- \$1.5M Next Gen Debit Cards: 7,500 debit cards at \$200 each, plus associated card fees
- \$170K Administration Costs: Debit card distribution and program promotion through 14 community-based organizations (CBO)
- \$150K Next Gen Maintenance: Monthly license fee of \$12,480
- \$186K Contingency: Assumed at 10%

FY27 Funding Sources (\$2.0M):

1. Set Aside Prior Years Balance: \$50K
2. FY27 Toll Revenue Set Aside: \$600K
3. Revenue Sharing Fund: \$1.375M

The FY26 Forecast is \$1.5M, a decrease of \$561K from the FY26 Adopted Budget primarily due to the delay in launch of the new program.

- Clipper Cards/FasTrak Toll Tag/Transponders: \$50K increase, old program continued longer than planned (Oct 2025)
- Next Gen Debit Cards: \$498K decrease driven by a reduced number of debit card issuance from 7,500 to 5,000
- Administration Costs: \$79K lower due to reduced debit card issuance and program promotion
- Next Gen Implementation: \$3K increase due to slightly higher implementation cost
- Next Gen Maintenance: \$38K decrease due to less months to cover the monthly license fee
- Contingency: retained the same contingency level for FY26 Adopted Budget

FY26 Funding Sources (\$1.5M):

1. Set Aside Prior Years Balance: \$992K
2. FY26 Toll Revenue Set Aside: \$550K

3. Revenue Sharing Fund: \$0

Key Differences FY26 Forecast vs FY27 Preliminary Budget

Category	FY2026 Forecast	FY2027 Preliminary Budget
Total Budget	\$1.5M	\$2.0M
Main Program	Clipper/FasTrak + Next Gen Go Cards	Next Gen Go Cards
Benefit Mechanism	Clipper/FasTrak Tags + Mobility Debit Cards	Mobility Debit Cards
Administration	12 Community-Based Organizations (CBOs), including Samaritan House	14 Community-Based Organizations (CBOs), including Samaritan House
Debit Card Distribution	5,000 cards @ \$200 = \$1.0M	7,500 cards @ \$200 = \$1.5M
Funding Composition	Carryforward, Toll Revenue	Carryforward, Toll Revenue, Revenue Sharing

Equity Program Sources and Uses of Funds

SOURCES	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Toll Revenue Set Aside	600,000	549,701	600,000	50,299	9.2%
Allocated Bond Funds	-	-	-	-	0.0%
SMCTA Measure A (ACR TDM)	-	-	-	-	0.0%
Set Aside Prior Years Balance	1,014,594	991,781	50,299	(941,481)	-94.9%
Revenue Sharing Funds	488,406	-	1,374,997	1,374,997	100.0%
Total Funding Sources	2,103,000	1,541,481	2,025,296	483,815	31.4%
USES					
Clipper Cards and FasTrak Toll Tag/Transponders	26,000	76,125	-	(76,125)	-100.0%
Next Gen Debit Cards	1,513,000	1,015,000	1,520,000	505,000	49.8%
Administration Costs	221,000	141,996	169,600	27,604	19.4%
Next Gen Implementation	27,000	30,000	-	(30,000)	-100.0%
Next Gen Maintenance	125,000	87,360	149,760	62,400	71.4%
Contingency	191,000	191,000	185,936	(5,064)	-2.7%
Equity Program Administration and Costs	2,103,000	1,541,481	2,025,296	483,815	31.4%

LINE 22: STAFF SUPPORT & ADMINISTRATIVE OVERHEAD \$1.9M – INCREASED BY \$0.4M COMPARED TO FY26 FORECAST

This line item includes staff wages, benefits, and administrative overhead from the San Mateo County Transit District/TA (District) and the City/County Association of Governments of San Mateo County (C/CAG) to support the operations of the SMCEL-JPA.

The FY27 Preliminary Budget is projected at \$1.9M, an increase of \$0.4M over the FY26 Forecast.

- Total Staffing: 6.98 full-time equivalents (FTEs), including 5.23 FTEs for San Mateo County Transit District/SMCTA and 1.75 FTEs for C/CAG.
- Total Wages and Benefits: \$972K for the District and \$708K for C/CAG
- District’s Agency Indirect Administration (AIA) Costs: \$173K
- Primary cost drivers:
 - Increase in District/SMCTA staff time attributed to a lower FY26 Forecast reflecting

- less than anticipated staff time charges
- Increased C/CAG cost due to the full year funding of the new Program Director position. There was a delay in hiring for this role in FY26 as reflected in the FY26 Forecast.
- Increase in AIA cost based on the FY27 draft Internal Cost Allocation Plan (ICAP).

The FY26 Forecast is projected at \$1.4M, based on year-to-date actuals, and represents a decrease of \$258K from FY26 Adopted Budget due to lower-than-planned staff time charges from the District/SMCTA and the delay in hiring the new Program Director.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Staff Support & Admin Overhead	855,148	1,702,200	1,444,194	1,853,835	409,640	28.4%

LINE 23: BOARD OF DIRECTORS AND RELATED COSTS \$20K – INCREASED BY \$4.5K COMPARED TO FY26 FORECAST

This line item includes expenses for the Board of Directors such as board meeting refreshments, media services, and Automatic Data Processing (ADP) fees for honoraria payments.

The FY27 Preliminary Budget of \$20K represents a \$4.5K increase over the FY26 Forecast based on 10 projected board meetings compared to 8 for the FY26 Forecast, driving the media services costs (i.e. recording and streaming).

The FY26 Forecast of \$15K shows a slight increase of \$1.3K over the FY26 Adopted Budget due to a minimal increase in board refreshments and media expenses.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Board of Directors and Related Costs	11,073	13,900	15,227	19,750	4,523	29.7%
Honoraria / ADP Fees	4,469	5,400	5,400	5,400	-	0.0%
Board Meeting Refreshments	740	1,500	2,200	2,200	-	0.0%
Pen Media AV	5,865	7,000	7,627	12,150	4,523	59.3%

LINE 24: OTHER ADMINISTRATIVE COSTS \$0.3M – INCREASED BY \$0.1M COMPARED TO FY26 FORECAST

This line includes Promotional Advertising, Seminar/Training and Business Travel, Dues and Subscriptions, Software Maintenance and License, Legal Services, and Office Supplies and Printing.

The FY27 Preliminary Budget is projected at \$0.3M, an increase of \$111K over the FY26 Forecast, mainly due to:

- Promotional Advertising: \$40K increase in anticipation of utilizing subcontractors for marketing activities
- Seminar/Training & Travel: \$22K increase in business travel costs for District/TA and C/CAG staff
- Dues and Subscription: \$1K increase to include anticipated program needs.
- Software Maintenance & License: \$3K increase driven by higher cost for Granicus (facilitates upload of meeting videos to website)
- Legal Services: \$40K increase in anticipation of additional legal support for VOD and Caltrans maintenance contract
- Audit and Bank Fees: \$2K increase due to higher cost for audit services
- Office Supplies and Printing: \$3K increase to support higher anticipated participation in the Equity Program

The FY26 Forecast is \$172K, a decrease of \$56K from the FY26 Adopted Budget mainly due to lower Promotional Advertising costs driven by capacity constraints from the Communications team.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Other Administrative Costs	97,893	227,910	171,755	283,148	111,393	64.9%
Promotional Advertising	3,829	90,000	40,000	80,000	40,000	100.0%
Seminar/Training & Business Travel	4,796	19,500	12,151	34,500	22,349	183.9%
Dues and Subscriptions	18,656	22,000	26,600	27,600	1,000	3.8%
Software Maintenance & License	24,486	36,934	36,934	39,628	2,694	7.3%
Legal Services	15,610	30,000	20,000	60,000	40,000	200.0%
Audit & Bank Fees	30,517	22,476	32,070	34,420	2,350	7.3%
Office Supplies and Printing	-	7,000	4,000	7,000	3,000	75.0%

LINE 26: CREDIT FEE \$0.4M – DECREASED BY \$1.2K COMPARED TO FY26 FORECAST

The Credit Fee is a cost associated with the \$100.0M bond issuance secured by the SMCTA in 2020 to support capital, financing, and ongoing costs of the US 101 Express Lanes Project for the San Mateo County Express Lanes Joint Powers Authority (SMCEL-JPA). This fee compensates the SMCTA for assuming risk and managing the issuance and ongoing administration of the bond. Part of the bond proceeds covered the capitalized interest for the first three years. After March 2, 2024, capitalized interest was no longer available, but additional payments have been made to reduce the principal.

As of March 2026, the bond loan balance stands at \$93.39M with a credit fee of 0.40%. The FY27 Preliminary Budget assumes said loan balance and credit fee. The FY26 Forecast is based on estimated monthly fees of \$31,237, while the FY26 Adopted Budget assumed an outstanding bond

par of \$93.7M at the same 0.40% rate.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Credit Fee	400,000	374,840	374,840	373,560	(1,280)	-0.3%

LINE 27: SMCEL-JPA BOND RELATED DEBT FEES \$0.4M –DECREASED BY \$4K COMPARED TO FY26 FORECAST

The Debt Fees are costs associated with the \$100.0M bond issuance secured by the SMCTA in 2020. These fees include Letter of Credit (LOC) fees, Remarketing fees, Commissions, and Legal/Bond Counsel fees.

The FY27 Preliminary Budget projects a budget of \$410K, a decrease of \$4.2K from the FY26 Forecast primarily due to the \$320K bond principal paydown in FY26. The FY27 Preliminary Budget includes:

- Letter of Credit (LOC) Fees: \$338K
- Remarketing Fees: \$63K
- Commissions: \$500
- Legal/Bond Counsel (Norton Rose Fulbright): \$8K

The FY26 Forecast is projected at \$414K, consistent with the FY26 Adopted Budget.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
SMCEL-JPA Bond Related Debt Fees	393,074	414,377	414,377	410,128	(4,249)	-1.0%

LINE 28: SMCEL-JPA BOND INTEREST \$2.3M – FLAT COMPARED TO FY26 FORECAST

The bond interest relates to the \$100.0M bond issuance secured by the SMCTA in 2020.

The FY27 Preliminary Budget of \$2.3M is based on the remaining principal balance of \$93.39M at a 2.5% interest rate, consistent with the FY26 Forecast.

The FY26 Forecast of \$2.3M reflects a reduction of \$945K from the FY26 Adopted Budget driven by a lower principal balance of \$93.39M resulting from the bond principal paydown of \$320K and a lower assumed interest rate of 2.5%.

The FY26 Adopted Budget was based on a principal balance of \$93.71M at a 3.5% interest rate.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
SMCEL-JPA Bond Interest	1,408,192	3,279,850	2,334,750	2,334,750	-	0.0%

LINE 30: CAPITAL REHABILITATION AND REPLACEMENT PROJECT \$2.0M

This new budget line is established to secure budget authority for anticipated capital asset repair, rehabilitation and replacement. Based on the current review of the capital expenditure schedule for the Express Lanes, there is a recommended \$2.0M investment for FY27 that will be funded by Capital Reserve from the Flow of Funds, pending its board approval.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Capital Rehabilitation and Replacement Project	-	-	-	2,000,000	2,000,000	100.0%

LINE 32: OPERATING LOAN PAYOFF \$0M – DECREASED BY \$6.0M COMPARED TO FY26

The San Mateo County Transportation Authority (SMCTA) and the City/County Association of Government of San Mateo County (C/CAG) are member agencies of SMCEL-JPA. Both agencies advanced funds to cover the SMCEL-JPA operations since the agency’s formation in FY20. These advances were intended to support operations until SMCEL-JPA began receiving sufficient toll revenue to cover its operating and maintenance costs. The operating loan agreements were to be repaid with interest, based on the net earning rate of the San Mateo County Investment Pool Fund. Since FY23, SMCEL-JPA has collected enough toll revenue to fully cover its operations and maintenance costs and has generated a net surplus. With surpluses from FY23 and FY24, the agency had sufficient reserves to fully repay the outstanding operating loan balance to both SMCTA and C/CAG in July 2025.

The FY26 operating loan amount of \$5,968,622 had been fully repaid in July 2025 as follows:

- \$3,226,820 - San Mateo County Transportation Authority
- \$2,741,802 - City/County Association of Governments of San Mateo County

FY27 Preliminary Budget is \$0 due to full payment of FY27, in FY26.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Operating Loan Payoff	-	6,000,000	6,000,000	-	(6,000,000)	-100.0%

LINE 33: CAPITAL RESERVE PROJECTED CONTRIBUTION \$0M

The loan agreement includes two capital reserve accounts (Repair & Rehabilitation Fund and Equipment Replacement Reserve Fund) now collectively referred to as the Capital Reserve, which are funded in connection with related capital expenditures. The FY26 Adopted Budget established a Capital Reserve Projected Contribution of \$9.1M.

As the Capital Reserve is funded through the flow of funds which allocates accumulated surplus in its entirety, effective FY26, future Capital Reserve contributions including the \$9.1M will be reflected in the flow of funds and removed from the Budget Statement.

USES	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY27 PRELIMINARY vs FY26 FORECAST	PERCENTAGE CHANGE
Capital Reserve Projected Contribution	-	9,080,000	-	-	-	0.0%

LINE 35: TOTAL PROJECTED SOURCES OVER USES

The FY27 Preliminary Budget projects a surplus of \$16.1M, while the FY26 Forecast results in a surplus of \$11.8M. These surplus funds will be allocated in accordance with the flow of funds established in the loan agreement, with the Board determining the allocation of any remaining funds to the Revenue Sharing Funds at the end of the waterfall.

NEXT STEPS

After presenting the FY27 Preliminary Budget on the May Board, the following steps will be undertaken:

- Make the necessary updates on the budget per Flow of Funds discussion on May 1, 2026;
- Issue a Notice of Public Hearing on the adoption of the FY27 Proposed Budget; and
- Present the FY27 Proposed Budget for adoption on the June Board.

ATTACHMENTS:

1. FY27 SMCEL-JPA Preliminary Budget
2. FY27 Preliminary Budget Presentation

SAN MATEO COUNTY EXPRESS LANES JOINT POWERS AUTHORITY
FY2027
PRELIMINARY BUDGET

	FY2025 ACTUALS	FY2026 ADOPTED BUDGET	FY2026 FORECAST	FY2027 PRELIMINARY BUDGET	FY2027 PRELIM BUDGET vs FY26 FORECAST \$ VARIANCE	FY2027 PRELIM BUDGET vs FY26 FORECAST % VARIANCE
1 SOURCES						
2 Toll Revenues	\$ 29,701,622	\$ 31,297,387	\$ 30,028,842	\$ 30,356,062	\$ 327,220	1.1%
3 Toll Violations, Fees and Penalties	5,438,410	6,118,374	4,832,773	4,832,773	-	0.0%
4 Allocated Bond Funds - Equity Program	245,164	-	-	-	-	0.0%
5 SMCTA Measure A (ACR TDM) - Equity Program	400,000	-	-	-	-	0.0%
6 Set Aside Prior Years Balance - Equity Program	-	1,014,594	991,781	50,299	(941,482)	-94.9%
7 Revenue Sharing Funds - Equity Program	-	488,406	-	1,374,997	1,374,997	100.0%
8 Miscellaneous Revenue (Interest Income)	1,603,075	1,404,353	1,535,200	1,400,000	(135,200)	-8.8%
9 Capital Reserve	-	-	-	2,000,000	2,000,000	100.0%
10 TOTAL SOURCES	\$ 37,388,271	\$ 40,323,114	\$ 37,388,596	\$ 40,014,131	\$ 2,625,535	7.0%
11 USES						
13 Toll Operations and Maintenance (BAIFA)	\$ 4,799,991	\$ 6,681,000	\$ 6,220,000	\$ 6,269,000	\$ 49,000	0.8%
14 FasTrak Customer Service (BATA)	3,451,570	3,670,000	3,708,271	4,202,000	493,729	13.3%
15 Express Lane Maintenance	57,399	847,000	847,000	847,000	-	0.0%
16 Express Lane Enhanced Enforcement (CHP)	580,949	422,000	569,810	585,489	15,678	2.8%
17 Consultant	1,408,600	1,420,000	1,135,000	1,830,000	695,000	61.2%
18 Insurance	597,492	650,000	650,000	675,000	25,000	3.8%
19 Claims Reserve and Payment	-	50,000	50,000	50,000	-	0.0%
20 Utilities	131,783	144,000	144,000	144,000	-	0.0%
21 Equity Program Administration and Costs	1,283,994	2,103,000	1,541,481	2,025,296	483,815	31.4%
22 Staff Support & Admin Overhead	855,148	1,702,200	1,444,194	1,853,835	409,640	28.4%
23 Board of Directors and Related Costs	11,073	13,900	15,227	19,750	4,523	29.7%
24 Other Administrative Costs	97,893	227,910	171,755	283,148	111,393	64.9%
25 Interest Expense on Operating Advances	234,220	-	-	-	-	0.0%
26 Credit Fee	400,000	374,840	374,840	373,560	(1,280)	(0.3%)
27 SMCEL-JPA Bond Related Debt Fees	393,074	414,377	414,377	410,128	(4,249)	(1.0%)
28 SMCEL-JPA Bond Interest	1,408,192	3,279,850	2,334,750	2,334,750	-	0.0%
30 Capital Rehabilitation and Replacement Project	-	-	-	2,000,000	2,000,000	100.0%
31 Operating Loan Payoff	\$ -	\$ 6,000,000	\$ 6,000,000	\$ -	\$ (6,000,000)	-100.0%
33 Capital Reserve Projected Contribution	-	9,080,000	-	-	-	0.0%
34 TOTAL USES	\$ 15,711,379	\$ 37,080,077	\$ 25,620,706	\$ 23,902,955	\$ (1,717,751)	(6.7%)
35 PROJECTED SOURCES OVER USES	\$ 21,676,892	\$ 3,243,037	\$ 11,767,890	\$ 16,111,176	\$ 4,343,286	36.9%



Fiscal Year 2027
Preliminary Budget

Item # 4.2

Agenda

- Budget Assumptions
- Sources / Uses
- Equity Program
- Net Position: Sources over Uses

FY26 Forecast: Sources Over Uses (\$ Millions)

	FY2026 BUDGET	FY2026 FORECAST	% CHANGE
Total Sources	\$ 40.32	\$ 37.39	-7.3%
Total Uses	37.08	25.62	-30.9%
Projected Sources over Uses	\$ 3.24	\$ 11.77	262.9%

FY26 Forecast



Uses **\$11.46M**

 Toll O&M (BAIFA): \$461K

 Equity Program Cost: \$562K

 Staff Support & Consultant: \$543K

 Bond Interest Expense: \$945K

 Capital Reserve Contribution:
\$9.1M

FY27 Preliminary Budget Assumptions



Sources (\$ Millions)

	FY2026 FORECAST	FY2027 PRELIMINARY	% CHANGE
Toll Revenues	\$30.03	\$30.36	1.1%
Toll Violations Fees and Penalties	4.83	4.83	0.0%
Set Aside Prior Years Balance – Equity Program	0.99	0.05	-94.9%
Revenue Sharing Funds – Equity Program*	-	1.37	100.0%
Miscellaneous Revenue (Interest Income)	1.54	1.40	-8.8%
Capital Reserve*	-	2.00	100.0%
TOTAL SOURCES	\$37.39	\$40.01	7.0%

Uses (\$ Millions)

	FY2026 FORECAST	FY2027 PRELIMINARY	% CHANGE
Toll Operations and Maintenance (BAIFA)	\$6.22	\$6.27	0.8%
FasTrak Customer Service (BATA)	3.71	4.20	13.3%
Express Lane Maintenance (Caltrans)	0.85	0.85	0.0%
Express Lane Enhanced Enforcement (CHP)	0.57	0.59	2.8%
Equity Program Administration and Costs	1.54	2.03	31.4%
Administrative and Support Expenses	3.61	4.86	34.5%
SMCEL-JPA Bond Related Fees	3.12	3.12	-0.2%
Capital Rehabilitation and Replacement	-	2.00	100.0%
Operating Loan Payoff	6.00	-	-100.0%
TOTAL USES	\$25.62	\$23.90	-6.7%

Equity Program

- 14 community-based organizations

Equity Program Sources and Uses (\$ Millions)

	FY2027 PRELIMINARY
Sources	
Set Aside Prior Years Balance	\$ 0.05
Toll Revenue Set Aside	0.60
Revenue Sharing Funds*	1.37
Total Funding Sources	\$ 2.03
Uses	
Next Gen Debit Card	\$ 1.52
Administrative Costs	0.17
Maintenance and Contingency Costs	0.34
Equity Program Administration and Costs	\$ 2.03
Net Position	\$ 0.00

Net Position: Sources Over Uses (\$ Millions)

	FY2026 FORECAST	FY2027 PRELIMINARY	% CHANGE
Total Sources	\$ 37.39	\$ 40.01	7.0%
Total Uses	25.62	23.90	-6.7%
Projected Sources over Uses	\$ 11.77	\$ 16.11	36.9%

Next Steps





Questions?