

FY 2027 Proposed Budget Overview

VIA Metropolitan Transit

August 18, 2026



Budget Topics

- Executive Summary
 - FY26 in Review
 - Financial Framework for FY27 Budgeting Process
- FY27 Priorities aligned to Strategic Pillars
- Ridership Trends FY23 – FY26F, and FY27 Ridership Forecast
- Summary of FY27 Proposed Budget
- FY27 Revenues: Sales Tax Review & Historical Performance
- FY27 Revenue Forecast Summary
- FY27 Operating Expense Summary
- FY27 Capital Budget Summary
- 5-Year Operating Forecast
- 5-Year Capital Improvement Plan
- 5-Year Reserve Balances
- Budget Risks, Mitigations & Next Steps





- Accelerated Better Bus Plan (BBP) implementation, with 70% of the plan implemented through FY26
- Expanded microtransit service through Transportation Network Company (TNCs) partnerships
- Continued ridership growth through Fixed-route, VIAtrans, Vanpool and VIA Link service improvements



- Advanced KSAM priorities, including VIA Rapid Green/Silver Line work and supporting capital planning
- Aligned workforce, operational capacity, and capital expenditures around VIA Rapid delivery needs
- Continued focus on State of Good Repair (SOGR) and core system infrastructure



- FY26 Forecast aligns with BBP and operator hiring acceleration
- Operating expense increases are attributable to front-line staffing, purchased transportation, and fuel
- FY26 sales tax forecast of \$318.6M supports core operations and accelerated initiatives

64

Net Promoter Score (NPS)

2.5M+

FY26 Ridership Estimate

70%

Better Bus Plan Implemented

1,000+

Bus Operator Staff

87%

Customer Satisfaction

Executive Summary - Financial Framework for FY27 Budgeting Process

1 Continue deploying KSAM Reserves

Continue using previously accumulated KSAM reserves for the purpose intended: advancing the capital program and VIA Rapid delivery

2 Begin 2024 Bond Debt Service

FY27 begins to carry the debt-service requirements associated with the 2024 bond financing as the capital program advances

3 Bring ATD II to Full Strength

Integrate ATD II as a full funding stream supporting VIA Rapid, microtransit and the regional mobility program

4 Reset the Operating Base

Reflects the recurring cost of expanded service, workforce capacity, purchased transportation and other external cost pressures in the ongoing budget versus one-time costs





Customer & Rider Experience

- **Expand the Transit Ambassador program**
 - Provide rider support, improved safety, customer communication and reliability
- **Enhance bus shelter program**
 - Provide greater convenience and protection for bus travelers during inclement weather conditions and ensures ongoing compliance with Americans with Disabilities Act (ADA) standards
- **Pilot late-night connectivity**
 - Providing flexible, late-night travel options during off-peak hours utilizing TNC partnerships

90%

Customer Satisfaction Score goal

10

Total number of Transit Ambassadors

150

Increased number of bus shelter improvements

>80%

VIATrans Reservation Line Service Level

1,400

Sales & Outreach contacts planned



Better Bus Plan & Service Delivery Improvements

- **Continue Better Bus Plan**
 - Continued focus on improving frequency with 61 fixed routes offering service every 30 minutes or better
- **Support VIAtrans demand**
 - Increasing accessibility and mobility for our high demand mobility offering, supporting equitable access to opportunity for residents of the San Antonio region
- **Expanded VIA Link coverage**
 - Expanding VIA Link service to 1 new zone and to better connect with the fixed route system

35.3M

Projected total customer trips in FY27

7.6%

Fixed Route ridership growth

8.4%

VIAtrans ridership growth

7

In-Service VIA Link zones by end of FY27

11.5%

VIA Link ridership growth



VIA Rapid Project Delivery

- **Major Green Line work moves forward for Go-Live in FY28**
 - Advance final engineering, and station construction along the Green Line corridor
 - Complete utility relocation, grade-level preparation, right-of-way coordination, and corridor construction sequencing
- **Align workforce, operations, and capital around VIA Rapid delivery**
 - Focus staffing and training efforts on new operators, customer-facing teams, and safety/security staff needed to support expanded and higher-frequency service
 - Prepare and implement service changes, detours, customer communication, and safety plans during construction

80%

Greenline project under construction or completed by end of FY27

1,000+

Maintain Bus Operator staff goal for FY27

33

New 40' Gillig buses replacing aging fleet

22,000

Fleet mechanical reliability miles

100%

Safety critical preventative maintenance services performed



Operations Excellence & Financial Stewardship

- **Operating Cadence & Accountability**

- Turn FY27 resources into measurable improvements in reliability, frequency, safety and customer experience
- Tie department initiatives to agency goals, performance metrics, and regular financial reviews to improve execution and decision-making

- **Address external cost pressures**

- Maintain long-term budget stability through realistic and defensible revenue assumptions and disciplined capital planning

19% or less

Bus Operator annual turnover

26

Roles reassigned or repurposed

27

Total net new roles added agency-wide

97.9%

IT Service Desk requests resolved within target time (SLA)

7% or better

Procurement cost savings target

Ridership Trends FY23 – FY26F, and FY27 Ridership Forecast

Ridership <i>(in Millions)</i>	FY23 Actuals	FY24 Actuals	FY25 Actuals	FY26 Forecast	FY27 Projection	% Growth FY26 vs FY27
Fixed Route	23.5	29.0	28.3	30.6	33.0	7.6%
Special Events	0.1	0.1	0.1	0.1	0.1	0.0%
VIAtrans	1.0	1.0	1.1	1.2	1.3	8.4%
VIA Link	0.3	0.4	0.6	0.8	0.9	11.5%
Total Ridership	24.9	30.5	30.1	32.7	35.3	7.7%



Summary of FY27 Proposed Budget

\$431.4M

Total FY27 Revenue

Sales tax is 78.8% of revenue

\$382.8M

FY27 Proposed Operating Budget

+\$37.1M / +10.7% vs FY26 forecast

\$26.6M

FY27 One-Time Expenses

7.0% of Total Operating Budget
Preparation for service enhancements

2,521

FY27 Proposed Positions

+27 net new positions

\$371.8M

Capital Budget

72% focused on KSAM projects

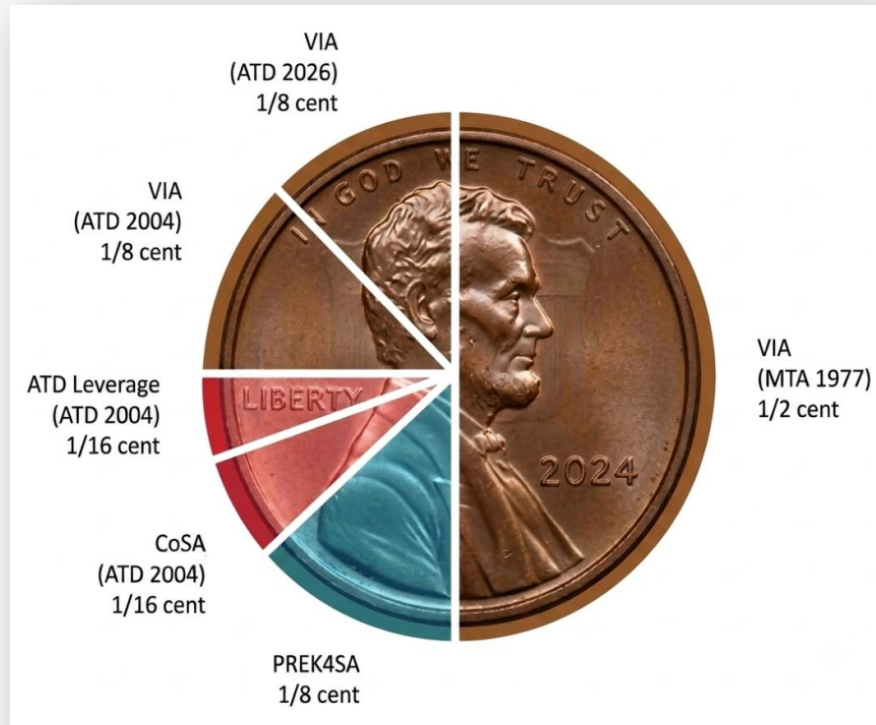


Key Highlights for FY27

- FY27 represents a foundational reset to align resources with Better Bus Plan acceleration and KSAM projects
- We isolated one-time costs to reflect how we are managing our daily operations versus the impact of preparations for KSAM and our modernized operating model
- FY27 incorporates the impact of external cost pressures which primarily impact benefits, fuel, purchased transportation, and liability reserves
- Operating budget growth is driven primarily by labor/fringes and purchased transportation

Sales Tax Allocation

~\$50M ATD sales tax transferred annually to CoSA & Bexar



VIA MTA

- \$237.7M projected in FY27
- MTA (1977) 1/2¢ delivers baseline funding for core transit operations

VIA ATD I & ATD II

- \$102.4M projected in FY27
- ATD (2004) 1/8¢ and ATD (2026) 1/8¢ allocations to fund regional mobility, micro-transit services, and VIA Rapid projects

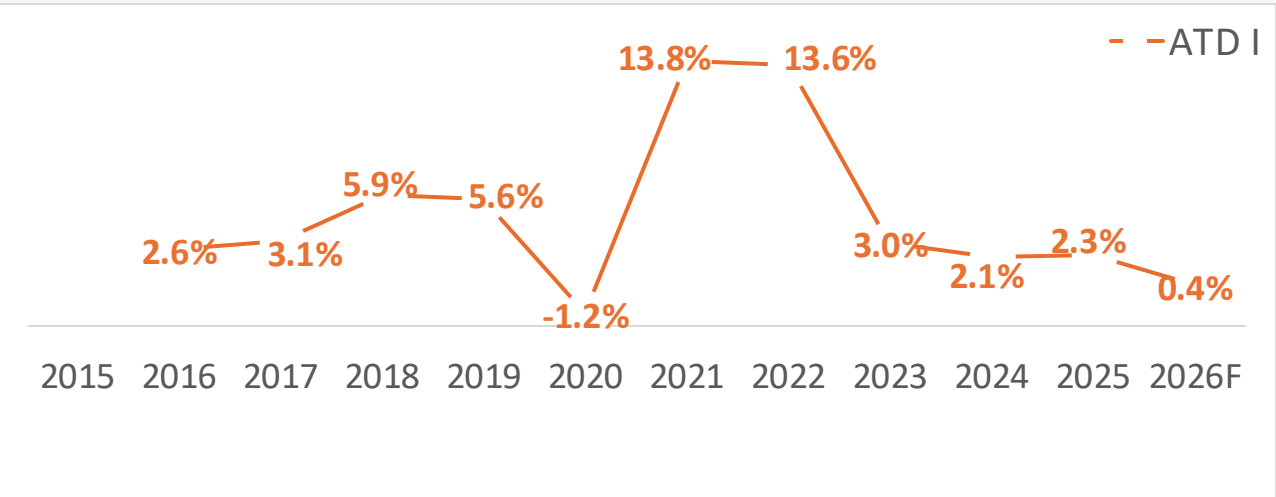
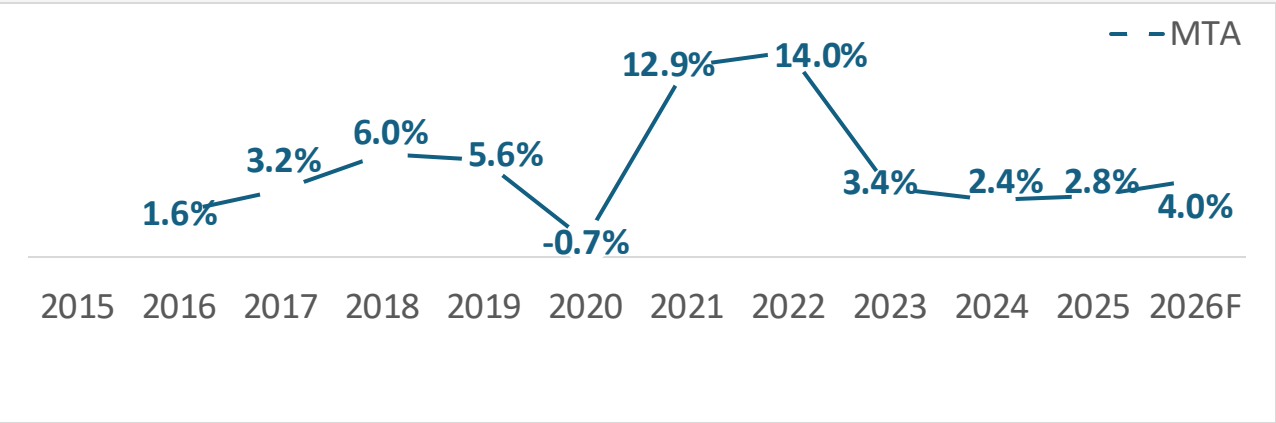
City of San Antonio

- Average of \$25M in annual funds
- ATD (2004) 1/16¢ funds City of San Antonio projects that improve mobility, ease congestion and enhance connectivity

Bexar County

- Average of \$25M in annual funds
- ATD (2004) 1/16¢ serves as grant-matching leverage funds for major regional mobility projects

Historical Sales Tax Performance FY15 to FY26F



Understanding sales tax growth rates

- FY15 through FY26 Compound Average Growth Rate (CAGR) is 4.9% for MTA and 4.6% for ATD I
- FY21 and FY22 each posted approximately 13%–14% growth as taxable sales rebounded from COVID disruption and stimulus-driven spending

A “new normal” post-COVID

- MTA normalized to ~2%–4%
- ATD slowed more sharply, reaching only ~0.4% in FY26F

FY27 Budget implications

- MTA has stabilized within a range of 2.4% - 4.0%
- ATD has stabilized within a range of 0.4% - 3.0%
- For the FY27 Budget sales tax is estimated with a growth rate of 2.5% for each sales tax stream

FY27 Total Revenue Summary

\$431.4M

Total Revenue
FY27 Proposed

\$340.1M

Sales Tax
78.8% of revenue

\$53.7M

Grants
Preventive maintenance & capital support

\$17.1M

Farebox
4.5% recovery rate

\$19.6M

Investment Income
Based on investable cash

Revenue Source (\$ in Millions)	FY26 Forecast	FY27 Proposed	FY26 vs FY27	% Change	Notes on Revenue
MTA Sales Tax	\$231.8	\$237.7	\$5.9	2.5%	Funds core transit operations
ATD Sales Tax	50.0	51.2	1.2	2.4%	Funds Primo service and Vanpool
ATD II Sales Tax	36.8	51.2	14.4	39.1%	Funds VIA Rapid and VIA Link
Grants	50.9	53.7	2.8	5.5%	Federal/state support
Farebox	15.7	17.1	1.4	8.9%	Projected 35.3M trips in FY27
Investment Income	25.7	19.6	(6.1)	(23.7%)	Lower investable cash from capital spend
Intergovernmental Revenue	10.1	0.0	(10.1)	(100.0%)	One-Time \$10M from CoSA
Other Revenue	3.3	0.9	(2.4)	(72.7%)	From advertising, real estate revenue, interest and other
Total Revenue	\$424.3	\$431.4	\$7.1	1.7%	

FY27 Operating Expense Summary

\$382.8M

FY27 Operating Expense
+\$37.1M / +10.7%

\$259.6M

Labor & Fringes
Largest cost category

\$29.1M

Purchased Transportation
+\$7.7M / +36.0%

\$17.9M

Fuel & Utilities
+\$3.4M / +23.4%

\$26.6M

One-Time
KSAM, SOGR, VIA Rapid, other

Expense Category (\$ in Millions)	FY26 Forecast	FY27 Proposed	FY26 vs FY27	% Change
Labor & Fringes	\$238.8	\$259.6	\$20.8	8.7%
Services	37.9	41.2	3.3	8.7%
Materials & Supplies	22.3	23.6	1.3	5.8%
Fuel & Utilities	14.5	17.9	3.4	23.4%
Purchased Transportation	21.4	29.1	7.7	36.0%
Casualty & Liability	4.7	3.3	(1.4)	(29.8%)
Other	6.1	8.1	2.0	32.8%
Total Operating Expenses	\$345.7	\$382.8	\$37.1	10.7%

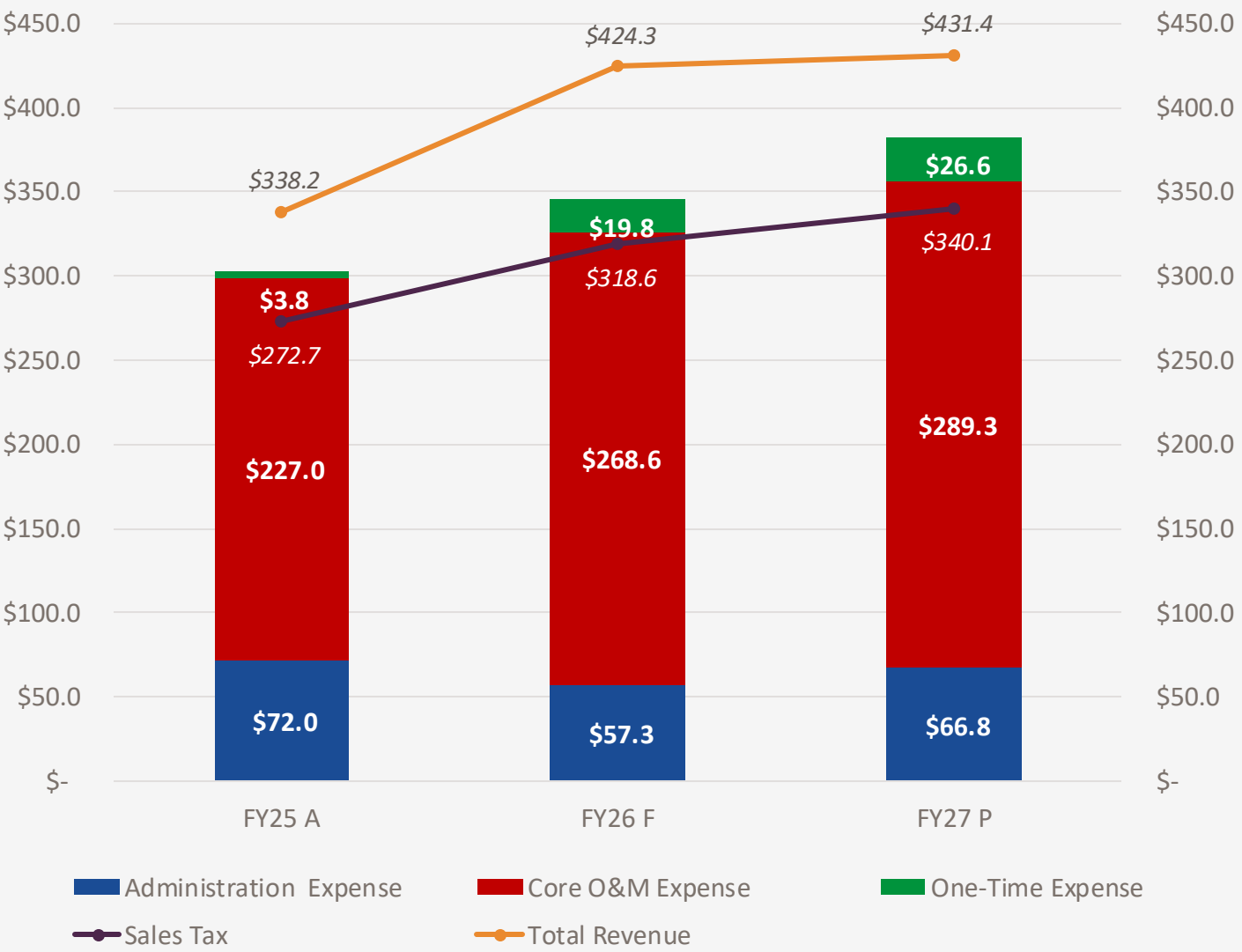
Comparison of Year over Year Budget

- Labor & Fringes: 3.5% salary increase (\$5.1M), VIAcare (\$7.9M) and Pension (\$6.8M)
- 27 net new positions: 13 Van Operators, 9 Transit Ambassadors, 4 KSAM support and 3 business support positions offset by reduction of 2 vacant positions
- Purchased transportation: VIA Link (\$3.0M) and Paratransit (\$2.8M)
- Fuel & Utilities: CNG price and service demand (\$2.7M)
- Other increases include costs associated with service expansion, maintaining current service levels, and KSAM

Note on FY27 One -Time expenses

- Account for \$26.6M, or 7.0%, of the total operating budget
- Include short-term lease of right-of-way, KSAM-support personnel, SOGR and other one-time funding

Total Operating Expenses versus Revenues



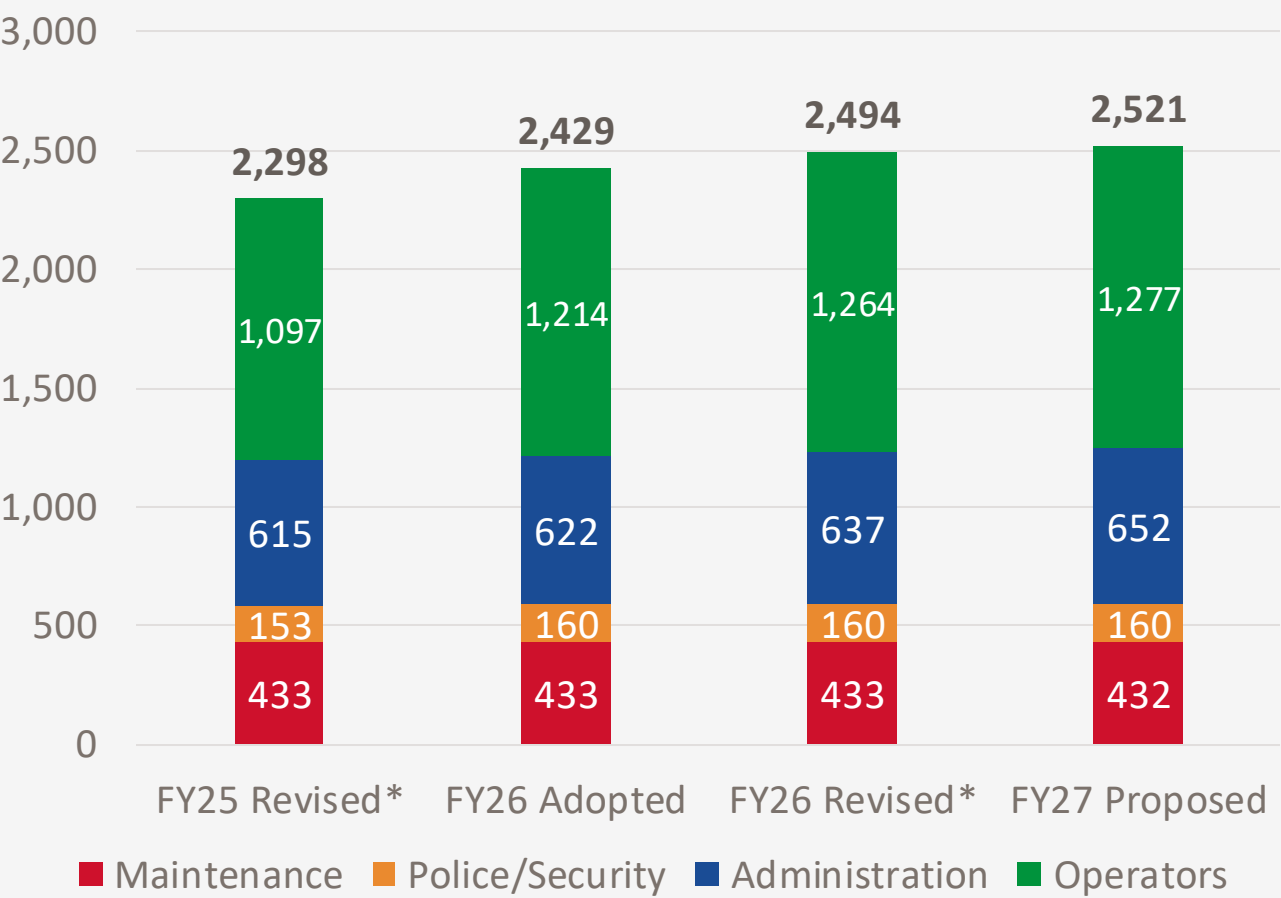
FY27 Operating Expenses

- Administrative Expenses (excluding one-time expenses) make up 18.8% of the overall budget
- Core Operating Expenses (excluding one-time expenses) make up 81.2% of the budget
- One-time expenses (includes KSAM) make up 7.0% of the budget

FY27 Revenues versus Operating Expenses

- Operating Expenses (excluding one-time expenses) is 82.6% of Total Revenue
- Total Operating Expenses (including one-time expenses) is 88.7% of Total Revenue

Authorized Position Summary (FY25 to FY27)



* Includes mid-year personnel changes.

Budget Summary by Group/Division

Group/Division (\$ in Millions)	FY26 Forecast	FY27 Proposed	FY26 vs FY27	% Change
Administrative Group	\$6.9	\$7.8	\$0.9	13.0%
General Counsel Group	8.9	9.9	1.0	11.2%
Business Support Services Group				
<i>Fiscal Management Division</i>	5.2	6.3	1.1	21.2%
<i>Human Resources Division</i>	5.8	6.2	0.4	6.9%
<i>Innovation & Technology Division</i>	13.3	13.5	0.2	1.5%
<i>Non-Departmental*</i>	54.9	69.9	15.0	27.3%
<i>Procurement Division</i>	2.3	2.5	0.2	8.7%
Operations Group				
<i>Fleet & Facilities Division</i>	75.0	83.2	8.2	10.9%
<i>Transportation Division</i>	123.8	128.2	4.4	3.6%
<i>Safety, Training & System Security Division</i>	14.9	17.6	2.7	18.1%
Marketing & Communications Group	7.4	8.0	0.6	8.1%
Customer, Care & Support Group	8.9	9.4	0.5	5.6%
Planning & Development Group	18.4	20.3	1.9	10.3%
Total Operating Expenses	\$345.7	\$382.8	\$37.1	10.7%

*Non-Departmental includes facility utilities and employee benefits, such as VIAcare, Pension, and OPEB.

FY27 Operating Expenses

- Non-Departmental increase of \$15M is mainly due to VIAcare (\$8.0M) & Pension (\$6.8M)
- Fleet & Facilities \$8.2M increase mainly due to CNG (\$2.7M), salary increases (\$2.9M), and bus parts
- Transportation increase of \$4.4M is due to purchased transportation for VIA Link (\$3.0M) and Paratransit (\$2.8M), offset against one-time costs (\$1.4M)
- STSS \$2.7M increase mainly due to salary increases for Security & Police Officers, and administrative staff

FY27 Capital Improvement Plan (CIP) Summary

\$371.8M

FY27 Capital Budget

\$1.1B

5-Year CIP

72%

KSAM Share

28%

Multi-Year Projects

Category (\$ in Millions)	FY27 Proposed	Funding Source
KSAM / VIA Rapid	\$268.5	Allocated Reserves from ATD Bond/ KSAM and Grant funding
Revenue Vehicles	65.1	Grants and local funding
Operational Facilities	15.7	Grants and local funding
Computer Hardware/Software	6.5	Local Funding
Passenger Facilities	7.1	Local Funding
Administrative Facilities	3.8	Local funding
Revenue Vehicle Components	3.2	Local Funding
Tools & Equipment/Misc.	1.9	Grants and Local Funding
Total CIP	\$371.8	



FY27 Financial Summary & Net Cash Position

\$569.3M
Beginning Cash and Reserves

\$431.4M
Total Revenue

\$382.8M
Operating Expense

\$309.7M
Commitments & Reserves

\$402.5M
Ending Cash and Reserves

Category / Description (\$ in Millions)	FY27 Proposed	Notes / Key Drivers
Operating Revenues	\$17.9	Fares \$17.1M, agency revenues \$0.8M
Operating Expenses	(382.8)	System operations & maintenance
Net Operating Deficit	(364.8)	Subtotal: Operating gap
Non-Operating Revenues	413.4	Sales tax \$340.1M, Grants \$53.7M, Investment income \$19.6M
Debt Service & Other Non-operating Expenses	(36.7)	Principal & interest obligations
Net Cash Flow for Capital (CIP)	405.1	Available for capital investment
Capital Contributions & Self-Funded CIP (Net)	(178.6)	Total CIP (\$371.8M) offset by Capital Contributions/Grants \$193.2M
Beginning Cash & Investments	569.3	Carried forward from FY26 (MTA - \$355.5M and ATD - \$213.8M)
Commitments & Reserve Requirements	309.7	Board-mandated reserves
Ending Cash / Reserve Balance	\$402.5	Net Position (\$92.8M Unrestricted Cash Available)

Five-Year Operating Forecast & Five-Year Capital Improvement Plan FY 2027 – FY 2031



FY27 – FY31 Five-Year Operating Forecast

\$431.4M

Total FY27 Revenue
Sales tax is 78.8% of revenue

\$382.8M

FY27 Proposed Operating Budget
+\$37.1M / +10.7% vs FY26 forecast

\$26.6M

FY27 One-Time Expenses
Preparation for service enhancements

2,521

FY27 Proposed Positions
+27 net positions

\$1.1B

Capital Budget
62% focused on KSAM projects

Expense Category (\$ in Millions)	FY27 Proposed	FY28	FY29	FY30	FY31
Labor & Fringes	\$259.6	\$260.3	\$269.4	\$275.5	\$288.7
Services	41.2	34.7	36.4	36.8	38.8
Materials & Supplies	23.6	24.5	25.5	26.4	28.0
Fuel & Utilities	17.9	18.9	20.0	20.7	22.0
Purchased Transportation	29.1	27.5	28.6	29.8	31.0
Other	11.4	14.0	14.3	14.4	14.8
Total Operating Expenses	\$382.8	\$379.9	\$394.2	\$403.6	\$423.3

FY27 – FY31 Five-Year CIP

\$371.8M

FY27 Capital Budget

\$1.1B

5-Year CIP

62%

KSAM Share

38%

Multi-Year Projects

Expense Category (\$ in Millions)	FY26F	FY27	FY28	FY29	FY30	FY31	FY27 – FY31 Total
KSAM / VIA Rapid	\$124.9	\$268.5	\$262.8	\$88.6	\$47.8	\$6.5	\$674.2
Revenue Vehicles	27.5	65.1	59.6	77.5	61.4	70.5	334.1
Operational Facilities	7.9	15.7	11.8	7.6	0.1	0.1	35.3
Passenger Facilities	7.8	7.1	0.5	10.2	0.0	0.0	17.8
Revenue Vehicle Components	3.5	3.2	2.5	2.4	0.0	0.0	8.0
Tools & Equipment/Misc.	2.2	1.9	0.2	0.1	0.1	0.1	2.5
IT Hardware & Software	1.8	6.5	1.9	1.3	0.3	0.3	10.3
Administrative Facilities	1.3	3.8	0.0	0.0	0.0	0.0	3.9
Service Vehicles	0.9	0.0	0.1	2.0	0.0	1.3	3.4
Total CIP	\$177.8	\$371.8	\$339.4	\$189.7	\$109.7	\$78.8	\$1,089.5

FY27 – FY31 Reserve Balances

\$402.5M

FY27 Reserve Ending Balance

(\$361.1M)

5-Year Change in Reserves

60

Working Capital (Days)

60

Stabilization Fund (Days)

Reserve Ending Balances (\$ in Millions)	FY27 Proposed	FY28	FY29	FY30	FY31
Bond Construction Fund	\$3.3	\$3.3	\$3.3	\$3.3	\$3.3
Bond Debt Service Fund	10.8	10.8	10.8	10.8	10.8
TxDOT Grant Funds	0.4	0.0	0.0	0.0	0.0
Restricted Cash	90.1	0.0	0.0	0.0	0.0
Stabilization Fund	62.9	62.0	64.4	65.9	69.2
Working Capital	62.9	62.0	64.4	65.9	69.2
Retainage	1.6	1.6	1.6	1.6	1.6
KSAM Reserve	52.7	39.0	39.0	39.0	39.0
Capital Grant Local Share	25.0	0.0	0.0	0.0	0.0
Unrestricted Cash Reserve	92.8	105.6	35.2	17.9	15.1
Total	\$402.5	\$284.3	\$218.7	\$204.4	\$208.2
Change in Reserves	(\$166.8)	(\$118.2)	(\$65.6)	(\$14.3)	\$3.8

Note: Based on FY27-FY31 projections as of August 17, 2026.

KSAM Overview & Timeline

VIA Rapid Green Line & Silver Line

VIA Link



Evolution of the KSAM Program 2020 - 2023

March 2020

COVID-19 shuts down San Antonio.
VIA receives a total of \$270M in
ARP funds through 2021



2021

VIA develops Initial KSAM Financial Plan
and Acceleration Strategy



February 2022

Green Line receives FTA Rating
Est cost: \$377.0M



June 2023

Green Line NEPA and 30% Design
Est. Cost: \$440.9M with financing



November 2020

Voters overwhelmingly (68%) Approve
Proposition A to reallocate 1/8 cent for
public transit in 2026



2021 - 2023

Significant inflation affects
global and domestic markets:
2021 (4.6%), 2022 (8.0%), 2023 (4.1%)



March 2022

To combat inflation, the Federal
Reserves begins aggressively
increasing interest rates



Evolution of the KSAM Program 2024 – 2027

March 2024
Silver Line receives FTA Rating
Est cost: \$289.2M

San Antonio's Silver Line gets nod of approval from Biden Administration



June 2025
VIA breaks ground on Green Line



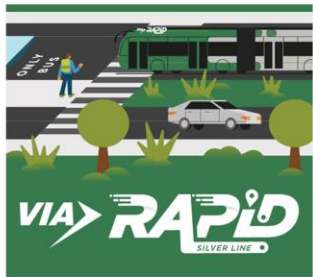
August 2026
Project cost estimates for the Green and Silver Lines updated
We Are Here



April 2027 (target)
Receive Silver Line Small Starts Grant Agreement



December 2024
Green Line Full Funding Grant Agreement received from FTA
Est. Cost: \$480.8M with financing

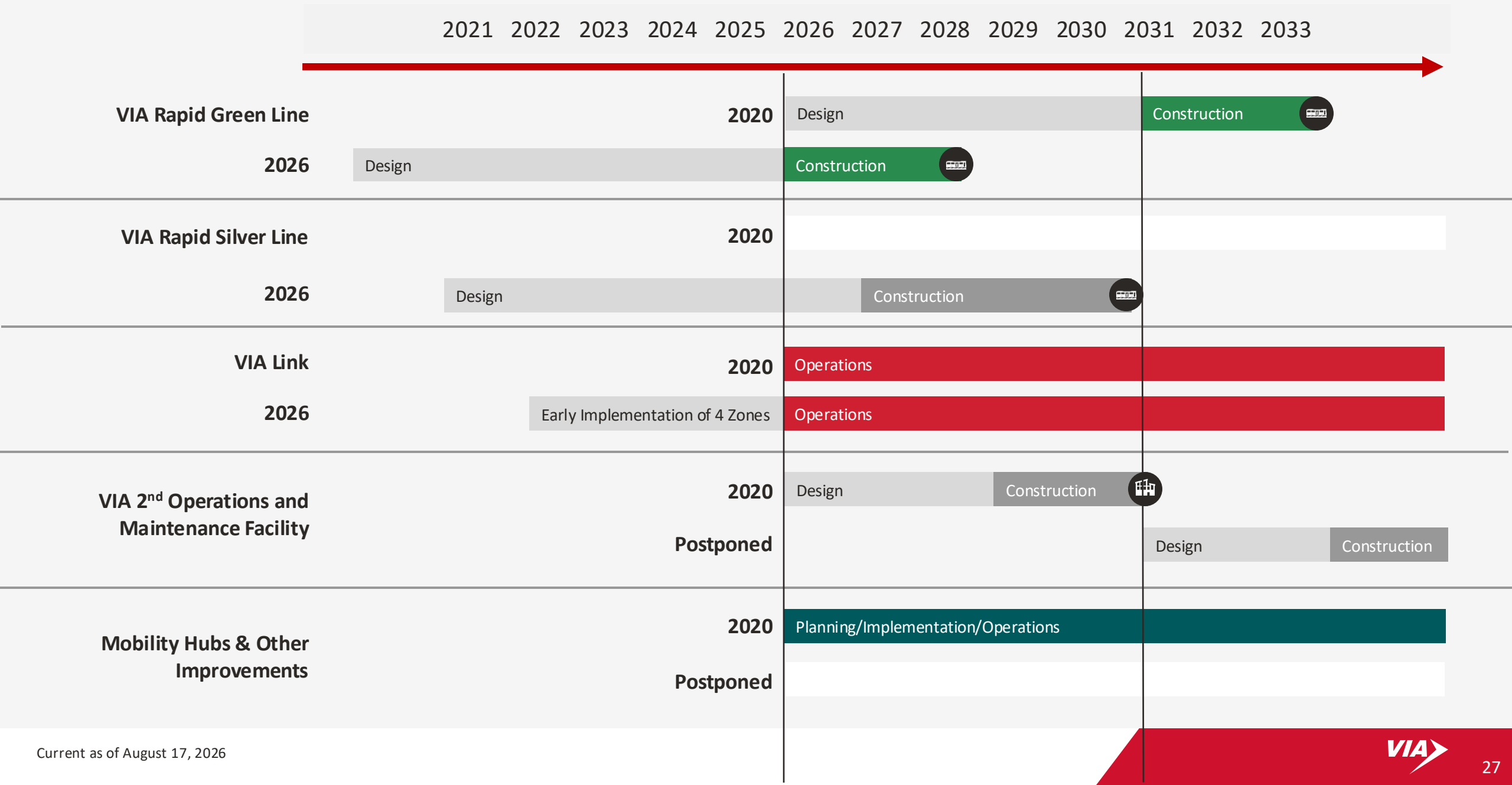


03 SEP 2024 Silver Line Moves Closer to Reality with Funding

October 2026 (target)
Conduct Silver Line Risk Workshop

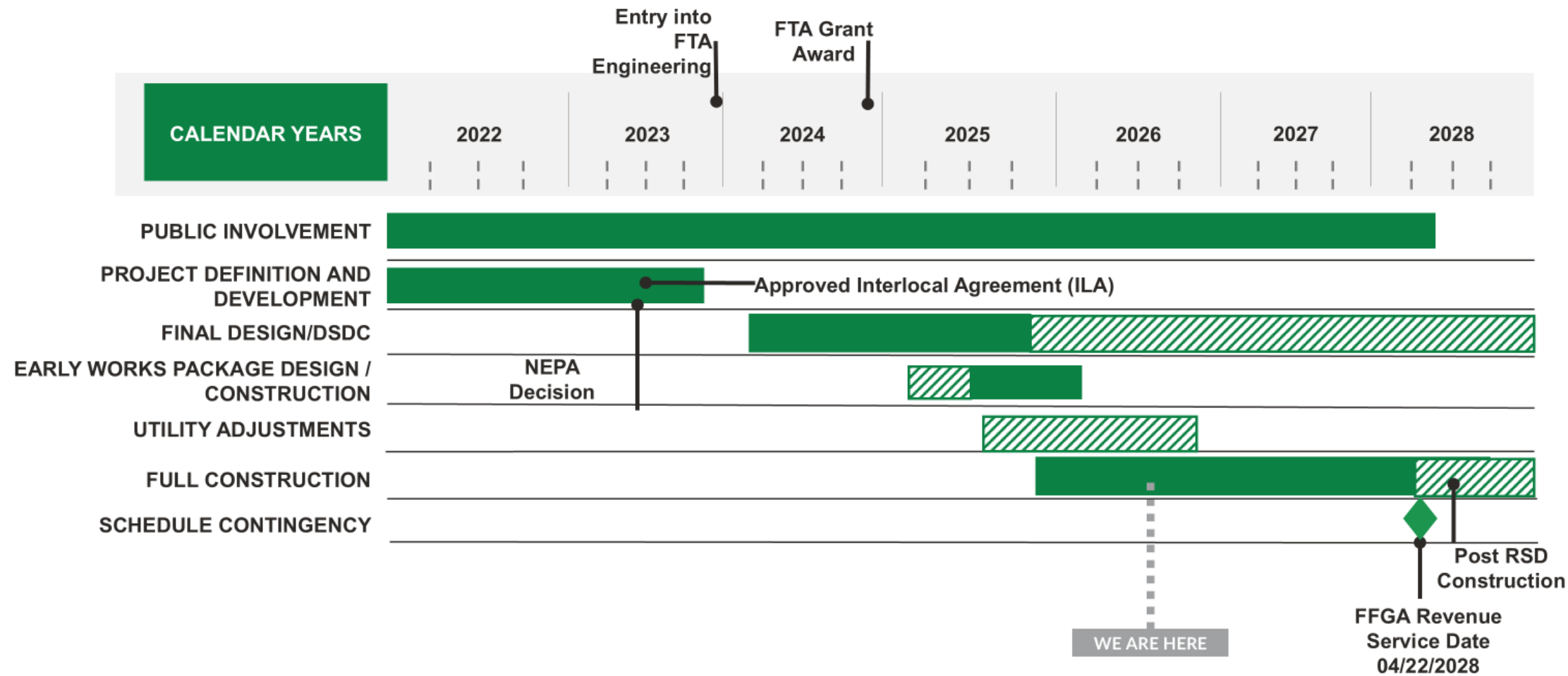


KSAM Program Schedule 2020 - August 2026



Implementation of the KSAM Acceleration Strategy





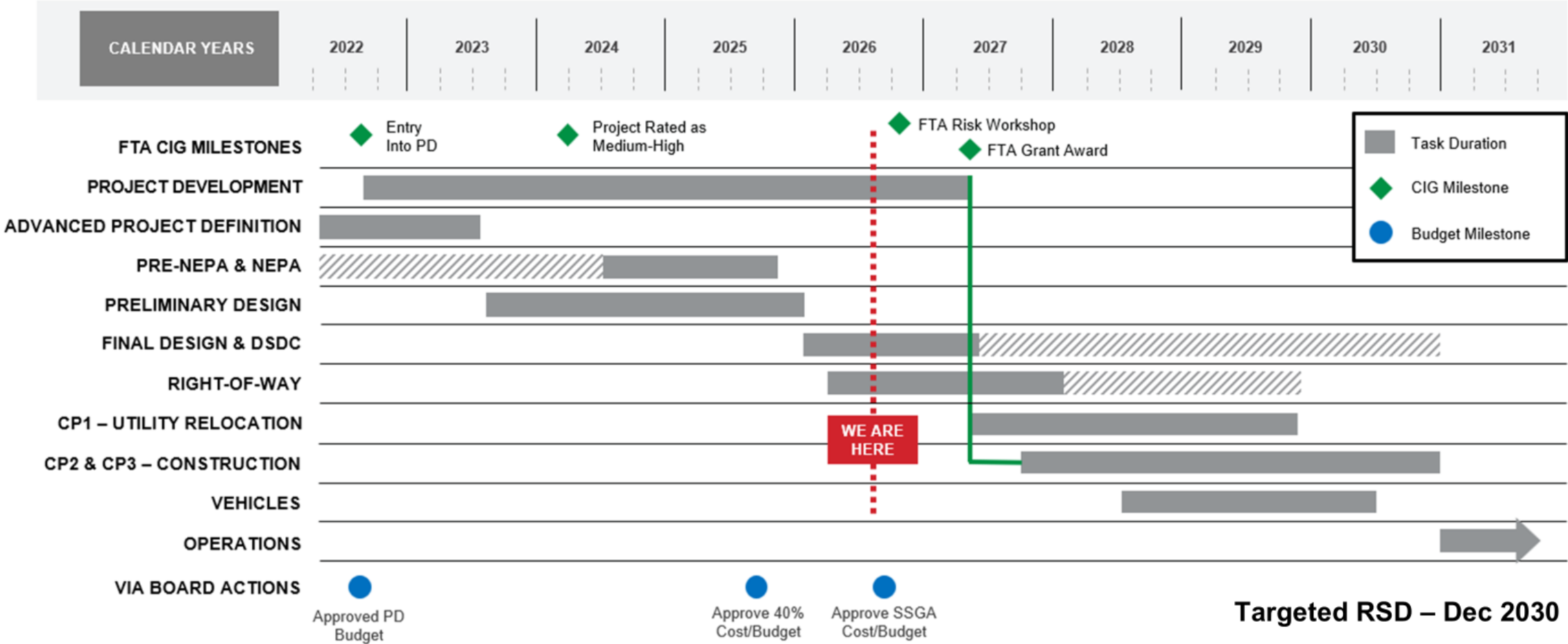
Current as of July 31, 2026

Silver Line Service Project Schedule



PROJECT SCHEDULE

SILVER LINE SERVICE



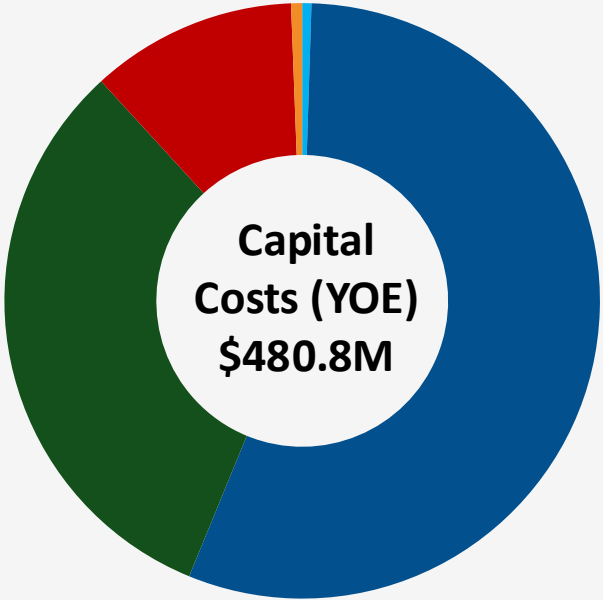
Current as of July 31, 2026

ART Green Line Baseline Financial Plan

FTA Grant Agreement December 2024

PROJECT FUNDING SOURCE	\$480.8M
Federal Funds	\$270.4M
STBG Funds	\$2.6M
New Starts Grant	\$267.8M
Local Bonds	\$153.7M
ATD Revenue Bonds	\$153.7M
Local Funds	\$56.8M
VIA Project Funds*	\$54.1M
Texas Mobility Funds	\$2.7M

**Also referred to as KSAM Reserve*



FEDERAL STBG FUNDS
\$2.6M (0.5%)

NEW STARTS GRANT
\$267.8M (55.7%)

ATD REVENUE BONDS
\$153.7M (32.0%)

VIA PROJECT FUNDS
\$54.1M (11.2%)

TEXAS MOBILITY FUNDS
\$2.7M (0.6%)

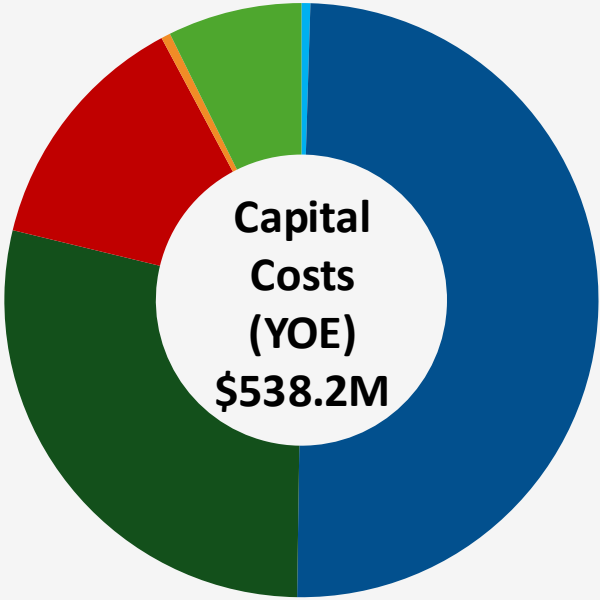
Notes: Totals may not sum due to rounding.

ART Green Line Updated Financial Plan

Updated August 2026

PROJECT FUNDING SOURCE		\$538.2M
Federal Funds		\$270.4M
STBG Funds		\$2.6M
New Starts Grant		\$267.8M
Local Bonds		\$153.7M
ATD Revenue Bonds		\$153.7M
Local Funds		\$114.2M
VIA Project Funds*	+\$57.4M	\$72.2M
Texas Mobility Funds	+\$18.1M	\$2.7M
ATD II Revenues	+\$39.3M	\$39.3M

*Also referred to as KSAM Reserve



FEDERAL STBG FUNDS	ATD REVENUE BONDS
\$2.6M (0.5%)	\$153.7M (28.6%)
NEW STARTS GRANT	VIA PROJECT FUNDS
\$267.8M (49.7%)	\$72.2M (13.4%)
ATD II REVENUES (PAY-GO)	TEXAS MOBILITY FUNDS
\$39.3M (7.3%)	\$2.7M (0.5%)

Notes: Totals may not sum due to rounding.

Green Line Baseline Financial Plan

Major Funding Sources

FTA New Starts Grant

- Full Funding Grant Agreement (FFGA) signed December 2024
- \$267.8M is set and cannot be increased
- Grant agreement requires changes to project scope and budget to be reported to FTA

ATD Bond Issuance

- \$153.3M total bond issuance in July 2024
 - \$140M deposited in construction fund
 - \$13.3M closing and financing costs
- Issued against ATD I credit but planned to be repaid from ATD II revenues

VIA Project Funds

- Funds earmarked as KSAM Reserve
- To be drawn down as local match after bond proceeds are expended

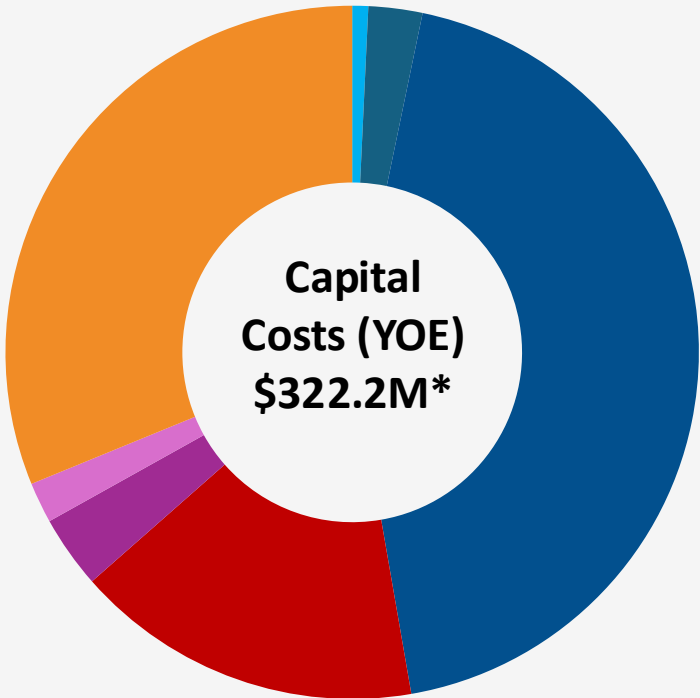


ART Silver Line Baseline Financial Plan

Prior Update December 2025

PROJECT FUNDING SOURCE	\$322.2M
Federal Funds	\$152.3M
STBG Funds	\$2.4M
CIG Small Starts Grant – pre-award	\$8.1M
CIG Small Starts Grant	\$141.8M
Local Funds	\$169.9M
VIA Project Funds	\$52.3M
(includes \$0.6M STBG Match)	
ATD II Revenues	\$10.9M
COSA PD Contribution*	-
TxDOT Mobility Funds	\$6.1M
Bexar County Funds	\$100.5M

* Reallocated to non-KSAM capital projects



Notes: Totals may not sum due to rounding. Cost estimate and financial plan are preliminary and subject to change.

FEDERAL STBG FUNDS

\$2.4M (0.7%)

CIG PRE-AWARD GRANT FUNDS

\$8.1M (2.5%)

SMALL STARTS GRANT

\$141.8M (44.0%)

VIA PROJECT FUNDS

\$52.3M (16.2%)

ATD II REVENUES

\$10.9M (3.4%)

TxDOT Mobility Funds

\$6.1M (1.9%)

COSA PD CONTRIBUTION

-

BEXAR COUNTY FUNDS

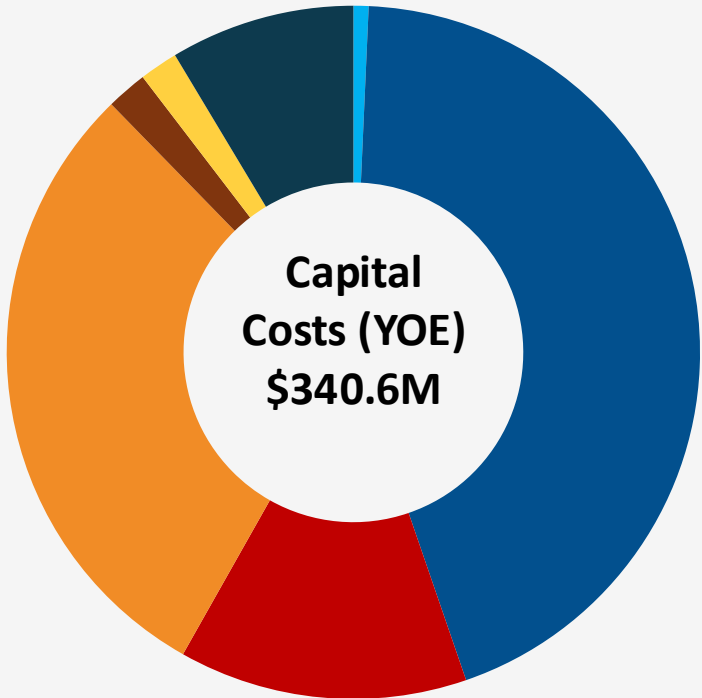
\$100.5M (31.2%)

ART Silver Line Interim Updated Financial Plan

Updated August 2026

PROJECT FUNDING SOURCE		\$340.6M
Federal Funds		\$152.3M
STBG Funds		\$2.4M
CIG Small Starts Grant		\$149.9M
Local Funds	+\$18.4M	\$188.3M
VIA Project Funds (includes \$0.6M STBG Match)	-\$6.5M	\$45.8M
Bexar County Funds		\$100.5M
Bexar County Funds' Interest Accrued	+\$6.5M	\$6.5M
Texas Mobility Funds		\$6.1M
ATD II Revenues	+\$18.4M	\$29.3M

- Note:
- Project cost estimate updated based on Green Line actual cost to date
 - This estimate will be updated before SSGA



Notes: Totals may not sum due to rounding. Cost estimate and financial plan are preliminary and subject to change.

FEDERAL STBG FUNDS
\$2.4M (0.7%)

SMALL STARTS GRANT
\$149.9M (44.0%)

VIA PROJECT FUNDS
\$45.8M (13.5%)

BEXAR COUNTY FUNDS
\$100.5M (29.5%)

BEXAR COUNTY INTEREST
\$6.5M (1.9%)

TEXAS MOBILITY FUNDS
\$6.1M (1.8%)

ATD II REVENUES (PAY-GO)
\$29.3M (8.6%)

ART Silver Line Financial Plan

Major Funding Sources

FTA Small Starts Grant

- Small Starts Grant Agreement (SSGA) targeted for April 2027
- FTA Risk Workshop in October 2026 will lock in FTA share (maximum \$149.9M)

Bexar County Contribution

- \$100.5M already deposited in VIA's account but use is contingent on securing FTA grant
- Interest accrued on funds is also used to fund project

VIA Project Funds

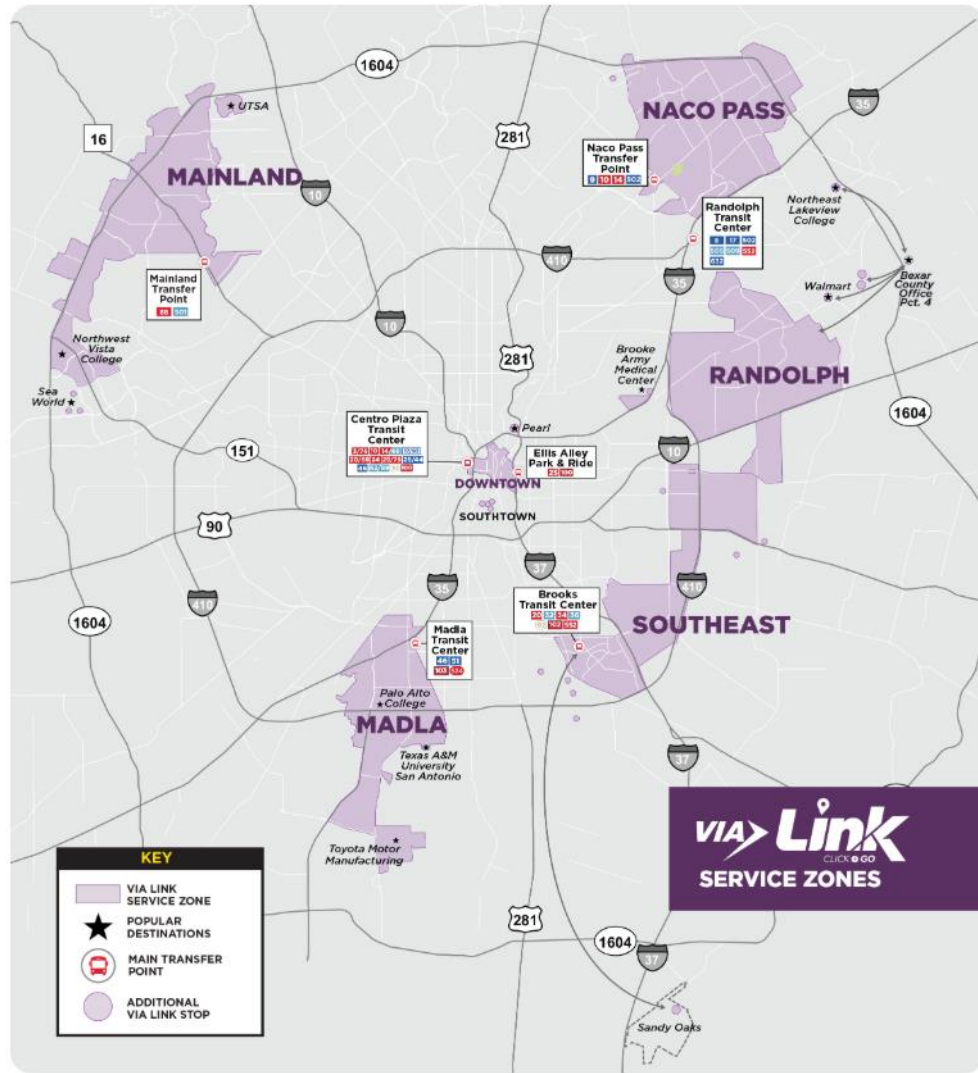
- Funds earmarked as KSAM Reserve
- To be drawn down as local match

ATD II Revenues

- Sales tax revenues to be used during construction on a pay-as-you-go basis



VIA Link ATD II Operations



VIA Link is Growing

- Six zones currently operating
- >750,000 passenger trips in FY2026 (projected)
- Three more planned to open

ATD II Operating Expenses

- VIA Link operating costs (2027 – 2063) through ATD II
- Naco pass zone funded through MTA;
- All other zones funded through the KSAM program

Funding Source

- KSAM VIA Link operations funded through ATD II revenues

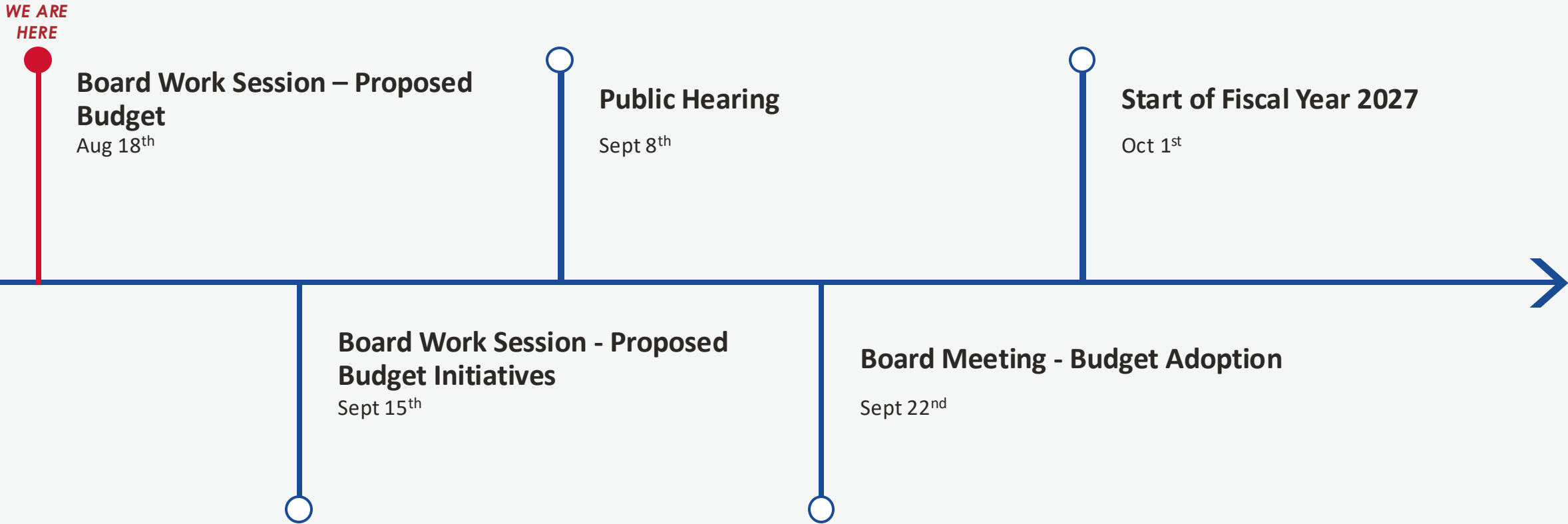
Budget Risks, Mitigations & Next Steps



FY27 Budget Risks and Mitigation

Key Risks to FY27 Budget	Potential Budget Impact	Mitigation Strategies
Sales tax underperformance	Revenue shortfall; reserve pressure	- Conservative assumptions - Monitor monthly trends
Formula/Discretionary Grant Delay or Shortfall	Cash flow pressure; delayed capital recovery	- Align draws to project schedules and funding restrictions - Defer uncommitted or non-critical capital projects
Capital spending timing	Carryforwards and inflationary pressures	Procurement and contract readiness gates
Inflation / cost escalation	Higher operating and capital costs	- Contingency planning - Contract controls
Fuel / CNG volatility	Operating cost variance	Evaluate CNG procurement/hedging strategy
Procurement delays	Project deferrals; missed delivery windows	- Early procurement planning - Project readiness matrix
Force majeure / external disruption	Service, cost, or schedule disruption	Scenario planning and reserve governance

Budget Timeline





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