
Attachment A – Transit Operator Budget Summary

San Francisco Bay Area Rapid Transit District (BART)

FY2024-25 Operating Budget	\$1.03 billion
FY2023-24 Operating Budget	\$935 million
Increase in Budget compared to FY2023-24	11%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	45%
Total Proposed FY2024-25 Operating Allocation ¹	\$102.4 million
Proportion of Operating Budget Funded with Allocations	10%

Budget and Operating Highlights

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART operates in five counties: Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, providing service to high-frequency urban markets as well as lower-frequency suburban markets.

BART’s adopted operating budget for FY2024-25 is \$1.03 billion and represents an 11% increase from the prior fiscal year. A significant portion of this increase can be attributed to growing utility costs and maintenance as BART focuses its effort to achieve a majority greenhouse gas-free power supply and has doubled frequency of deep cleans on train cars.

FY2024-25 forecasts show ridership beginning at approximately 43% and ending at around 45% of pre-pandemic levels. Among improvements to rider experience, BART is continuing to improve safety and cleanliness and plans to complete installation of next generation fare gates systemwide by the end of calendar year 2025.

¹Includes allocations made through Executive Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes

Prior to the COVID pandemic, fares funded most of BART's operations. In FY2018-19, fare revenue and parking fees provided \$520 million in revenue, or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$252 million in FY2024-25.

BART's claim for FY2024-25 includes Senate Bill 125 funding which will reduce the forecasted deficit for this fiscal year and FY2025-26. BART anticipates that federal emergency funds will be depleted by the end of 2025 and will need to secure reliable and ongoing new sources of funding in 2026.

Solano County Transit (SolTrans)

FY2024-25 Operating Budget	\$22.2 million
FY2023-24 Operating Budget	\$19.5 million
Increase in Budget compared to FY2023-24	13%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	75%
Total Proposed FY2024-25 Operating Allocation ¹	\$13.2 million
Proportion of Operating Budget Funded with Allocations	62.4%

Budget and Operating Highlights

Solano County Transit (SolTrans) is an intercity express bus operator for southern Solano County. The operator's service area covers 65 square miles of Solano County and has a population of 156,000. SolTrans provides service to this population with 17 fixed-routes and Demand Response service which together support an annual total of over 950,000 rides. SolTrans contracts service through Transdev.

The FY 2024-25 Adopted Operating Budget is \$22.2 million, up 13% from the FY 2023-24 estimated actual of \$19.5 million. The increase can be attributed to an 11% cost increase in contracted transit services due to a new union agreement. Roughly 10%, or \$2.6 million of the operating budget is supported by federal COVID relief funding which will be exhausted within the fiscal year. Considering this, SolTrans is exploring avenues to cover the operating revenue shortfall next fiscal year, including making use of funds to be allocated as part of the SB 125 emergency funding framework.

To adapt to changing travel patterns, SolTrans is currently undergoing a Comprehensive Operational Analysis that will determine what changes need to be made to the overall system to

¹Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes

meet the needs of riders. Service that has been unproductive will be reexamined and SolTrans will make strategic changes to ensure operations funding is dedicated to productive service.

SolTrans' ongoing major capital projects include mid-life engine rebuilds of CNG buses and an anticipated delivery of five battery electric buses within the fiscal year. The construction of electrical infrastructure needed to house these buses will be completed by early 2025.

Additionally, the operator has ordered an additional 14 battery electric buses that are expected to be delivered within the next two fiscal years. By 2027, SolTrans intends to operate with a fully electric fleet.

Altamont Corridor Express (ACE/SJRRC)

FY2024-25 Operating Budget	\$45.2 million
FY2023-24 Operating Budget	\$36.8 million
Increase in Budget compared to FY2023-24	23%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	46%
Total Proposed FY2024-25 Operating Allocation ¹	\$2.1 million
Proportion of Operating Budget Funded with Allocations	4.7%

Budget and Operating Highlights

Altamont Corridor Express is a commuter rail service connecting riders from Stockton and San Jose during peak hours and is managed by the San Joaquin Regional Rail Commission. The service route operates on 86 miles of Union Pacific owned tracks with 10 stops beginning at Stockton's Robert J. Cabral Station and ending at San Jose's Diridon Station. ACE's rolling stock consists of push-pull trains with one to two diesel locomotives and four or more coach cars which are available as ridership grows. All operations are contracted to Herzog Transit Services.

Ridership actuals from FY2022-23 show over 600,000 riders and the FY2024-25 forecasts an estimated 917,000 riders representing roughly 46% of pre-COVID actuals. ACE continues to show year-over-year ridership growth which is supported by ongoing marketing and outreach. As part of ACE's outreach, the Rail Commission approved of a reintroduction of special train service to Levi's Stadium in San Jose for select football games and events.

ACE's FY2024-25 Operating Budget is \$45.2 million which is a 23% increase from the previous fiscal year. This increase is attributed to increased labor costs, paid services, and overall vehicle

¹Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes

operations. To cover the forecasted deficit for FY2024-25, ACE is claiming Senate Bill 125 funding and will seek additional funding in the next fiscal year to continue delivering service to the San Joaquin Valley, Tri Valley, and Silicon Valley areas.