

Allocation Amounts by Entity¹

Entity	RM3 WETA Reserve (Res. 4677)	RM2 TJPA (Res. 4707)	TDA (Res. 4709)	STA (Res. 4710)	RM2 (Res. 4711)	RM3 (Res. 4712)	AB 1107 (Res. 4713)	SB 125 (Res. 4717)	5% Unrestricted State (Res. 4718)	Grand Total
AC Transit			\$78.9	\$33.0	\$11.6	\$11.7	\$52.0			\$187.3
BART				\$49.7				\$224.4		\$274.1. 0
CCCTA			\$40.4	\$5.6						\$46.0
ECCTA			\$14.9	\$6.2						\$21.1
NVTA			\$12.3	\$1.9						\$14.2
Santa Rosa			\$10.3	\$1.9						\$12.2
TJPA		\$6.4			\$2.6	\$4.3				\$13.3
VTA			\$135.2	\$35.4						\$170.6
WETA	\$9.9			\$3.0	\$15.6	\$31.3			\$5.0	\$64.9
MTC				\$15.8	\$2.8					\$18.6
Total	\$9.9	\$6.4	\$291.9	\$152.7	\$32.6	\$47.4	\$52.0	\$224.4	\$5.0	\$822.3

Note that amounts may not sum due to rounding

¹Includes all allocations to be approved in the resolutions listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive's Delegated Authority as allowed by MTC Resolution No. 3620, Revised

Attachment A – Transit Operator Budget Summary

Alameda-Contra Costa Transit District / AC Transit

FY 2025-26 Operating Budget	\$610.1 million
FY2023-24 Operating Budget	\$605.8 million
Increase in Budget compared to FY2024-25	0.7%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	75.2%
Total Proposed FY 2025-26 Operating Allocation ¹	\$188.5 million
Proportion of Operating Budget Funded with Allocations	30.7%

Budget and Operating Highlights

Alameda-Contra Costa Transit District (AC Transit) is the primary bus service provider of Alameda County and is the largest public bus-only transit system in California. AC Transit has been in operation since 1960 and serves a market of suburban and urban travel in the East Bay Area. The service area spans 360 square miles with more than 130 bus lines and nearly 123,000 daily riders. The service includes local line, Transbay routes, Rapid routes, Temp Bus Rapid Transit service, Dumbarton Express, paratransit, and supplementary service to schools.

AC Transit's FY2025-26 operating budget is \$610.1 million, a marginal increase of less than 1% from FY2024-25. This operating cost total is supported by a projected ridership of 41.3 million passengers, which is 75% of 2018-19 actual ridership, and a 9% increase in fare revenue from the previous fiscal year. Significant operating expense increases for this fiscal year include services provided by third party contractors and greater insurance costs. Due to projected

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decreases in sales tax revenue and exhaustion of federal emergency funding, AC Transit will seek other funding sources to continue service without disruption in FY2025-26 and beyond.

As part of an effort to evaluate service in the post pandemic environment, AC Transit launched the Realign Plan. This plan will build upon changes in ridership patterns by prioritizing transit-oriented communities, improving reliability, optimizing service efficiency, and allowing for potential future growth. Realign Plan implementation is slated to launch August 2025.

Bay Area Rapid Transit / BART

FY 2025-26 Operating Budget	\$1.0 billion
FY2024-25 Operating Budget	\$1.0 billion
Increase in Budget compared to FY2024-25	1.0%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	47%
Total Proposed FY 2025-26 Operating Allocation ¹	\$275.4 million
Proportion of Operating Budget Funded with Allocations	26.3%

Budget and Operating Highlights

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 serves five of the 9 counties in the region, and provides service in high-frequency urban markets as well as lower-frequency service in suburban markets.

BART's preliminary operating budget for FY2025-26 is \$1.04 billion and is conservatively 1% higher than the previous fiscal year. The operator successfully limited budget growth this year by identifying major savings opportunities. Mainly, these savings were achieved by prolonging full funding of a portion of retiree medical benefits (without affecting actual benefits), initiating a hiring freeze, and the reduction of selected components of non-labor budgets by a targeted 5% across the board. In addition to these major operating budget reductions, BART has implemented other efficiencies such as replacing outdated technologies, improved contract oversight, and simplification of functional processes that are intended to optimize the use of staff time without

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compromising rider experience or safety. Overall, BART staff estimate these efforts have culminated in operational expense savings of over \$21 million.

BART's budget is supported by a ridership forecast of 59 million which is 47% of pre-pandemic levels. Prior to the Covid-19 pandemic, BART's fares and parking fees contributed roughly \$520M in revenue or 76% of operation expense. As transit ridership gradually recovers across the region, BART's budget assumes fare revenue and parking fees will amount to \$294M or 28% of operating expense in FY2025-26 which represents a 7% increase from current year estimates.

BART is continuing to improve service by focusing on end-to-end customer service improvements such as tap-and-go parking payment, upcoming fare payment upgrades with the Next Generation Clipper, updated wayfinding, new and redesigned train arrival display boards, and a comprehensive installation of new faregates which will be completed in the fall of 2025. Together, these improvements are intended to increase ridership by providing a safer, easier, and more affordable travel option for Bay Area residents.

More information on BART's progress toward these customer-centric enhancements is included in Attachment B.

Central Contra Costa Transportation Authority / CCCTA / County Connection

FY 2025-26 Operating Budget	\$54.4 million
FY2024-25 Operating Budget	\$50.0 million
Increase in Budget compared to FY2024-25	8.9%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	90.4%
Total Proposed FY 2025-26 Operating Allocation ¹	\$36.6 million
Proportion of Operating Budget Funded with Allocations	67.4%

Budget and Operating Highlights

County Connection is the main bus service provider of the central Contra Costa County area, offering fixed route and paratransit bus services since 1980. The service caters primarily to a suburban market area of over 200 square miles with over 500,000 residents and provides connections to regional rail like BART, Capitol Corridor, and ACE. County Connection’s fleet is comprised of 125 fixed route buses and 57 paratransit vehicles, which operate across 19 weekday fixed routes, 8 express routes, 9 weekend routes, and special series of school service routes.

County Connection’s FY2025-26 Operating Budget shows \$54.4 million in total operating costs, which is an 8.9% increase from the previous fiscal year and allows for a continuation of fixed-route service at existing levels. County Connection believes it is on track to reach full pre-COVID ridership recovery with a projected annual ridership of 2.84 million or 90.4% of 2018-19 actuals. Fare revenue is projected to be \$2 million and is inclusive of fare-reducing promotions to attract more riders, such as the summer “Youth Ride Free” pilot, “Free Green” fare-free routes within Equity Priority Communities, and promotions related to Transit Month. While such programs are expected to lower County Connection’s farebox recovery ratio to under 5%, the

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operator currently possesses healthy TDA reserves and has pursued other state and local grant opportunities that reimburse foregone fare revenues.

The operator has faced challenges maintaining a full staff of bus operators; as such, the operating budget assumes that vacant operator positions will be filled during the fiscal year.

County Connection continues to adjust service based on new travel patterns in the service area, namely increased paratransit ridership and demand for weekend service. While the operator anticipates reaching almost full ridership recovery in the next few years, a comprehensive system analysis is needed to identify opportunities to shift resources from underutilized commuter routes to bolster local and weekend service.

Eastern Contra Costa Transportation Authority / ECCTA / Tri Delta Transit

FY 2025-26 Operating Budget	\$35.7 million
FY2024-25 Operating Budget	\$33.6 million
Increase in Budget compared to FY2024-25	6.4%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	75.8%
Total Proposed FY 2025-26 Operating Allocation ¹	\$23.0 million
Proportion of Operating Budget Funded with Allocations	64.5%

Budget and Operating Highlights

Tri Delta Transit serves a population of roughly 300,000 residents in the 225 square mile region of Eastern Contra Costa County. As the main operator of fixed route, express, and paratransit ridership in the area, Tri Delta Transit plays a crucial role providing accessible and reliable transportation options with its fleet of 125 fixed-route buses and 57 paratransit vehicles. Service is comprised of 14 fixed routes, 6 weekends, and special holiday routes.

Tri Delta Transit's FY2025-26 operating budget shows \$35.7 million in total operating costs, up 6.4% from the previous fiscal year. Tri Delta Transit has experienced a significant increase in demand for paratransit services and demand-responsive modes, and the budget reflects a shift in resources from underutilized local routes to paratransit and purchased transportation in response to this. Furthermore, due to reconciliation of unclaimed FTA 5307 ADA set-aside funds, the operator's federal funding has experienced a significant decrease compared to the previous fiscal year. Tri Delta Transit will continue to shift state funds such as Low Carbon Transit Operations Program and TDA reserves to cover the shortfall of federal funding.

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Tri Delta anticipates a ridership increase of roughly 7% in FY2025-26, for a total of 1.4 million revenue passengers. Revenue collected from ridership this fiscal year is expected to be \$2.1 million, 5% greater than the previous year. Aligned with County Connection and WestCAT, Tri Delta is also participating in the summer “Youth Ride Free” pilot program, which is cost-neutral due to support from Regional Transportation Planning Committees representing Central Contra Costa County, Lamorinda, and the San Ramon Valley.

Last year Tri Delta Transit completed a Comprehensive Operational Analysis (COA) to address a decline in ridership that has not recovered to pre-pandemic levels despite full service restoration. The analysis provided an evaluation of existing service, travel patterns, and local data based on public engagement and feedback. This information was used to create a service alternative which was refined as system redesign through public engagement and was approved by the Board of Directors for implementation in August 2025. The system redesign will implement 30-minute headways on five routes, in addition to revising trips between Antioch and Pittsburg/Bay Point to provide a more direct service. The number of residents, jobs, low-income residents, and minorities with access to 30-minute service improves by over 500%. This plan is intended to make the service more competitive service and adaptive to current transit needs.

Napa Valley Transit Authority / NVTa / Vine Transit

FY 2025-26 Operating Budget	\$29.7 million
FY2024-25 Operating Budget	\$27.9 million
Increase in Budget compared to FY2024-25	6.1%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	54.0%
Total Proposed FY 2025-26 Operating Allocation ¹	\$16.2 million
Proportion of Operating Budget Funded with Allocations	54.6%

Budget and Operating Highlights

Napa Valley Transportation Authority (NVTa) operates fixed route and on-demand transit services in Napa County including Napa Vine (Vine Transit), American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St. Helena Shuttle, and VineGo paratransit services. Vine Transit is a fixed-route bus system for Napa County, offering both local routes and regional connection to Solano County transit providers, BART, Capital Corridor, and WETA's Vallejo Ferry Terminal.

NVTa's FY2025-26 adopted operating budget is comprised of \$29.7 million in expenses. Of this amount, \$15.0 million (51%) is funded with TDA and STA revenue. A total of \$1.1 million in Regional Measure 2 and 3 funds support NVTa's Vine Express Commuter service that delivers connection from the city of Calistoga to the Vallejo Ferry Terminal in Solano County. NVTa's operating budget shows an increase of approximately 6% which is attributed to an increase in personnel costs, purchased transportation, and debt service for the financing of NVTa's new Vine Bus Maintenance Facility.

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NVTA's current fleet is comprised of 69 buses, including seven battery electric, five CNG, 23 diesel, and 34 gas vehicles between 25-ft and 40-ft in length. Most buses are currently stored at the new Vine Bus Maintenance Facility, which went into service in March 2024. NVTA began procuring additional battery electric buses in 2024 to supplement the seven battery electric buses that began service in 2022. Fourteen battery electric buses have been ordered with delivery expected in 2025 and 2026.

Santa Rosa CityBus

FY 2025-26 Operating Budget	\$19.3 million
FY2024-25 Operating Budget	\$16.7 million
Increase in Budget compared to FY2024-25	15.9%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	88.3%
Total Proposed FY 2025-26 Operating Allocation ¹	\$12.6 million
Proportion of Operating Budget Funded with Allocations	65.1%

Budget and Operating Highlights

Santa Rosa CityBus operates fixed route and paratransit service in the City of Santa Rosa within an approximate 51 square mile service area with a population of 175,000 residents. The 14 fixed-route lines operate in a hub-and-spoke arrangement centered at the downtown Transit Mall with four secondary hubs that provide intercounty connectivity. CityBus provides direct connections to the two SMART rail stations located in Santa Rosa and collaborates with SMART on intermodal access improvements.

Santa Rosa has restored approximately 80% of its pre-COVID service hours, with additional service restoration currently limited by vehicle availability and budget considerations given significantly reduced operating funding projections for FY2025-26. Ridership has recovered to approximately 83% of the pre-COVID level, in alignment with service restoration. Ridership recovery has been supported by the City's discounted or free-fare programs, notably the Unlimited Rides for Youth program, which has resulted in a 125% increase in youth ridership since July 2021.

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The city continues with fleet electrification, anticipating delivery of six Gillig and six New Flyer battery-electric buses in FY2025-26. The city plans to complete the transition to a zero emissions fleet by 2040. Design is underway for Phase II of the City's electric bus charging infrastructure. Santa Rosa CityBus continues to be an active participant in the Marin and Sonoma Coordinated Transit Service Plan process (MASCOTS), as well as transit integration and coordination activities specific to Sonoma County local bus operators. Santa Rosa will also serve as a prototype site for MTC's Regional Mapping and Wayfinding Program initial implementation.

Santa Clara Valley Transportation Authority / VTA

FY2025-26 Operating Budget	\$624.1 million
FY2024-25 Operating Budget	\$566.5 million
Increase in Budget compared to FY2024-25	10.1%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	86.8%
Total Proposed FY 2025-26 Operating Allocation ¹	\$170.7 million
Proportion of Operating Budget Funded with Allocations	27.4%

Budget and Operating Highlights

VTA operates 46 bus routes and three light rail lines spanning across 346 square miles in Santa Clara County. In addition, VTA funds contracted paratransit and shuttle services in the county and participates in providing inter-regional commuter rail and express bus services.

VTA's FY 2025-26 Operating Budget is comprised of \$624.1 million in expenses, which represents a 10.1% increase from FY2024-25. This increase is composed primarily of higher operational and fuel costs that can be attributed to inflationary and contractual increases. Of this amount, \$170.7 million (27%) is funded by TDA or STA revenue.

VTA's efforts to return to full pre-pandemic service levels has resulted in ridership growth, improved service quality, increased service hours, service frequency and service stability improvements in 2024. Frequent Bus ridership growth outperforms other service classes all days of the week, and now carries more weekend riders than it did before the pandemic. Bus ridership continues to rebound more quickly than light rail ridership. The recovery rate of weekend ridership outpaces weekday ridership in a typical week, another indicator of increasing weekend

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demand on both bus and light rail. Building upon these ridership trends, VTA plans to complete restoration of full-service levels by the end of 2025. However, despite the return to full-service levels, ridership growth is expected to remain modest due to continued hybrid work arrangements and generally depressed travel demand.

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Water Emergency Transportation Authority / WETA / San Francisco Bay Ferry

FY2025-26 Operating Budget	\$80.9 million
FY2024-25 Operating Budget	\$74.7 million
Increase in Budget compared to FY2024-25	8.3%
Projected Ridership (Estimated FY2025-26 as a percentage of FY 2018-19 actual)	96.0%
Total Proposed FY 2025-26 Operating Allocation ¹	\$64.9 million
Proportion of Operating Budget Funded with Allocations	80.2%

Budget and Operating Highlights

Under the brand San Francisco Bay Ferry, the San Francisco Bay Area Water Emergency Transportation Authority (WETA) operates six regular routes serving the cities of Alameda, Oakland, San Francisco, South San Francisco, Vallejo, and Richmond. The authority oversees the operation of regular and special event ferry routes, owns and maintains the fleet of vessels, owns and manages terminals, and works to expand and improve ferry services to meet the growing transportation needs of the Bay Area community.

The FY 2025-26 Budget includes \$79.7 million for administrative, planning and operating expenses, \$1.1 million for demonstration/pilot projects and \$147 million for capital projects, totaling \$228 million for Ferry Operations, Planning, Administration, and Capital Projects.

With the support of revenue sources from Regional Measures 2 and 3 and drawdown of State Transit Assistance funding, SF Bay Ferry will continue to grow ridership and provide an environment for clean technology innovation. SF Bay Ferry will continue to run a Pilot service between Alameda and Oakland funded by grants secured by the City of Alameda. Board-

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directed efforts to keep fares low and frequency as high as possible are all intended to build riders and increase the choices for riders to choose transit over single occupancy vehicles.

Because of the continued underperformance of RM2 revenues since the pandemic, the Authority has exhausted its remaining Federal COVID relief funds and must rely on more RM3 to maintain current service levels. In addition to demonstration services like the Hydrogen vessel (FY2024-25) and the Alameda Shuttle, SF Bay Ferry also continues to test new ideas utilizing the funding of partners such as “Free Ferry Fridays” to expand awareness and enthusiasm for transit.