

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

**July 9, 2025**

**Agenda Item 2f-25-0978**

**MTC Resolution Nos. 4688, Revised; 4709, Revised; 4710, Revised; 4711, Revised; 4712, Revised; 4717, Revised; and 4720**

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**Subject:**

The proposed action revises the FY2025-26 MTC Fund Estimate to incorporate actual sales tax receipts for FY2024-25, allocates \$48.9 million in FY2025-26 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3 (RM3), and Senate Bill (SB) 125 funds to four transit operators to support transit operations and capital projects in the region, and approves the FY2025-26 State Transit Assistance State of Good Repair (SGR) Program project list.

**Background:**

Fund Estimate Revision

Overall, actual Bay Area TDA and AB 1107 sales tax receipts for FY2024-25 were \$476.0 million and \$106.2 million respectively, or 2% and 0.5% below actual revenues in FY2023-24. TDA receipts were also \$33.3 million, or 7% below original FY 2024-25 estimates, which were projected based on strong sales tax receipts over the past two years. The decline in sales tax revenue is likely due to a combination of a stagnating regional population growth and greater unemployment over the past 12 months. Conversely, AB 1107 receipts were 2% higher than initial estimates for FY2024-25 prepared by MTC. There were early indications of weakening sales tax performance when the FY2025-26 MTC Fund Estimate was adopted in February, and estimates were revised downwards accordingly. However, recissions may still be required for certain transit operators.

State of Good Repair (SGR) Program – FY2025-26 Regional Project List

The Road Repair and Accountability Act of 2017, Senate Bill 1, makes roughly \$105 million in funding available statewide for transit infrastructure repair and service improvements through the State of Good Repair (SGR) Program. Consistent with the STA program, half of SGR revenues are apportioned to transit agencies based on their share of qualifying revenues (SGR Revenue-Based funds) and half of SGR revenues are apportioned to Regional Transportation Planning Agencies based on their share of statewide population (SGR Population-Based funds). Caltrans

guidelines require regional agencies like MTC to approve SGR Program Revenue-Based projects from transit operators, in addition to the Population-Based funds, and submit a single region-wide list of projects to Caltrans by September 1<sup>st</sup> of each year. MTC has worked with the Bay Area's transit operators to compile a single, regional list of SGR Program projects for FY 2025-26 as shown in Attachment A to MTC Resolution No. 4720.

Approximately \$38.0 million is expected in Revenue-Based funds, along with \$13.4 million in Population-Based funds. Most operators are using their Revenue-Based funds for State of Good Repair projects at facilities and stations, or to provide local matches, and in a few cases for rehabilitation of vehicles or to contribute to new vehicle costs. For the Population-Based funds, MTC is programming all \$13.4 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

FY 2025-26 Allocation of TDA, STA, RM2, RM3, and SB125 Funds

This month's proposed actions continue the annual allocation process of these funds for FY2025-26. Four entities are requesting TDA, STA, RM2, RM3, and SB125 allocations this month that exceed the \$1 million Delegated Authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY2025-26 Fund Estimate (MTC Resolution 4688), the RM2 Operating Program (MTC Resolution 4704), and the RM3 Operating Program (MTC Resolution 4705). The proposed allocations are summarized in the following table:

**Allocation Amounts by Entity<sup>1</sup>**

<b>Entity</b>	<b>TDA (Res. 4709)</b>	<b>STA (Res. 4710)</b>	<b>RM2 (Res. 4711)</b>	<b>RM3 (Res. 4712)</b>	<b>SB 125 (Res. 4717)</b>	<b>Grand Total</b>
ACE					\$1.8	\$1.8
LAVTA	\$15.2	\$1.8				\$17.0
SCT	\$15.0	\$2.5				\$17.5
SolTrans	\$9.2		\$2.3	\$1.0		\$12.4
<b>Total</b>	<b>\$39.4</b>	<b>\$4.4</b>	<b>\$2.3</b>	<b>\$1.0</b>	<b>\$1.8</b>	<b>\$48.9</b>

*Note that amounts may not sum due to rounding*

**Issues**

None.

**Recommendations:**

Refer MTC Resolution Nos. 4688, Revised; 4709, Revised; 4710, Revised; 4711, Revised; 4712, Revised; 4717, Revised; and 4720 to the Commission for approval.

**Attachments:**

- Attachment A - Transit Operator Budget Summary
- Attachment B - Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)
- MTC Resolution No. 4688, Revised
  - Attachment A
- MTC Resolution No. 4709, Revised
  - Attachment A
- MTC Resolution No. 4710, Revised
  - Attachment A
- MTC Resolution No. 4711, Revised
  - Attachment A
- MTC Resolution No. 4712, Revised
  - Attachment A
- MTC Resolution No. 4717, Revised
  - Attachment A
- MTC Resolution No. 4720
  - Attachment A



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**Attachment A – Transit Operator Budget Summary**

**Livermore-Amador Valley Transit Authority/ LAVTA/ Wheels**

FY 2025-26 Operating Budget	\$26.8 million
FY2023-24 Operating Budget	\$25.0 million
Increase in Budget compared to FY2024-25	7.0%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	75.7%
Total Proposed FY 2025-26 Operating Allocation <sup>1</sup>	\$19.7 million
Proportion of Operating Budget Funded with Allocations	80.9%

**Budget and Operating Highlights**

The Livermore Amador Valley Transit Authority (LAVTA), also known as “Wheels”, is the provider of fixed-route and paratransit service in the Tri-Valley region of the Bay Area, encompassing the cities of Dublin, Livermore, Pleasanton, and San Ramon. With a total service area of 40 square miles, LAVTA serves a market of suburban travel while providing regional connections via service to the two Dublin/Pleasanton BART stations and the downtown Livermore Transit Center. LAVTA operates 11 fixed routes, 2 rapid routes, 3 express routes, and 2 additional season routes for school service.

LAVTA’s FY2025-26 Operating Budget shows \$26.8 million in total operating costs, which is a 7% increase from the previous fiscal year. This budget allows for continuation of fixed route service at existing levels and one additional paratransit route, while complying with the Authority’s Board to maintain reserves equivalent to 3-6 months of operating costs. Contractual increases in the cost of fixed route operations and maintenance comprise a significant portion of this increase. Fare revenue is projected to be \$2.4 million, or 9% of total revenues, and is inclusive of fare reducing programs to attract riders such as the “Student Transit Pass Program”, and the “Hacienda Eco Pass”. While these programs reduce the operators’ farebox recovery ratio

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<sup>1</sup>Includes 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

slightly, LAVTA maintains a healthy TDA reserve allowing it to pursue some promotional fare products in lieu of fare revenue.

LAVTA continues gradual ridership recovery and anticipates FY2025-26 ridership will total 76% of 2018-19 actuals or 1.5 million. Ridership analysis will occur after the first quarter of the fiscal year and a determination of service adjustments will be made based on the analysis. Data from this analysis will also be included in the operator's "Strategic Plan" update that will be finalized at the end of the summer. The update will identify a series of strategies to guide future development of services as a response to new travel demands in the region.

LAVTA maintains a commitment to reducing its carbon footprint by seeking near-term funding opportunities to accommodate the purchase of hydrogen fuel cell buses. While the high cost of buses and lack of manufacturers in the United States bring into question availability, LAVTA's FY2025-26 capital program includes design work on a hydrogen fueling station at its Atlantis maintenance site.

**Sonoma County Transit/ SCT**

FY 2025-26 Operating Budget	\$26.8 million
FY2024-25 Operating Budget	\$25.2 million
Increase in Budget compared to FY2024-25	5.4%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	88.2%
Total Proposed FY 2025-26 Operating Allocation <sup>1</sup>	\$18.7 million
Proportion of Operating Budget Funded with Allocations	69.8%

**Budget and Operating Highlights**

Sonoma County Transit (SCT) is the main bus service provider in Sonoma County, operating 8 local fixed routes and 11 intercity routes to Rohnert Park; Cotati, Sebastopol; Windsor; Healdsburg; Cloverdale; Russian River communities of Guerneville and Monte Rio; and unincorporated areas of the Sonoma Valley. Intercity routes provide connections to the downtown Santa Rosa Transit Hub, where transfers can be made to other SCT intercity routes, Santa Rosa Citybus local service, and regional connections via Golden Gate Transit (GGT) and Sonoma Marin Area Rail Transit (SMART).

SCT's FY2025-26 Operating Budget shows \$26.8 million in total operating costs, which is a 5.4% increase from the previous fiscal year, allowing for continuation of fixed route service at existing levels and sufficient resources to maintain a "no-denial" level of service for paratransit. A significant portion of revenue is derived from state and local support consisting of TDA, STA, and Measure M funds.

The operator continues to recover ridership with over 80% of FY2018-19 ridership achieved in FY2023-24, and anticipated recovery of 88.2% in FY2025-26. As part of their efforts to encourage ridership, SCT has explored several fare free products and is implementing a fully free local service promotion that is reimbursed by a greater contribution of Measure M revenues.

SCT continues to electrify their fleet as their FY2025-26 budget assumes the purchase of 21 electric coaches with federal and matching state and local funds. To support its growing electric fleet, SCT will complete construction of a 19-space electric bus charging facility in Santa Rosa in the fall of 2025. The new station will also have a natural gas generator to provide back-up charging capability if utility power is interrupted.

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**San Joaquin Regional Rail Corridor/SJRRC/ACE**

FY 2025-26 Operating Budget	\$49.7 million
FY2024-25 Operating Budget	\$45.2 million
Increase in Budget compared to FY2024-25	10%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	45.8%
Total Proposed FY 2025-26 Operating Allocation <sup>1</sup>	\$2.2 million
Proportion of Operating Budget Funded with Allocations	4.3%

**Budget and Operating Highlights**

The San Joaquin Regional Rail Commission (SJRRC) operates the Altamont Corridor Express (ACE) rail service between Downtown Stockton and Diridon Station in Downtown San José, crossing the Altamont Pass and serving the urban centers of the Delta, Tri-Valley, and Silicon Valley areas. Covering 86 miles, the ACE route includes ten stations along tracks owned by Union Pacific Railroad (UPRR) and Caltrain. ACE operates 6-car trains on weekdays during peak commute times in the morning and evening with special train service on select dates.

SJRRC's FY2025-26 operating budget is \$49.7 million, an increase of 10 percent over the FY2024-25 budget. The increased operating expenses can be attributed to rising labor, administrative, and materials costs. SJRRC anticipates growing ACE passenger fare revenues will offset the majority of the budget increase.

ACE ridership has steadily increased, reaching 764,747 riders in 2024, and is anticipated to return to pre-pandemic ridership levels in 2028. The majority of ACE riders are frequent travelers and utilize the service two to three times per week. Staff have continued their approach to reach new ACE riders through the formation of new partnerships, expanded outreach to new communities, and investing in new advertising channels like billboards and direct mail. Over the past year, staff have added new rider appreciation activities, progressed the installation of onboard digital screens, upgraded the paint scheme on the exterior of trains, revamped the email marketing strategy, and renewed the agency's partnership with Levi's® Stadium to provide a season pass for service on all game days.

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**Solano County Transit/SolTrans**

FY 2025-26 Operating Budget	\$23.1 million
FY2024-25 Operating Budget	\$22.2 million
Increase in Budget compared to FY2024-25	4.1%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	75.0%
Total Proposed FY 2025-26 Operating Allocation <sup>1</sup>	\$16.7 million
Proportion of Operating Budget Funded with Allocations	72.3%

**Budget and Operating Highlights**

Solano County Transit (SolTrans) is the local fixed route and paratransit service provider for south Solano County and the intercity express bus provider for Solano County. SolTrans' operating budget for FY 2025-26 is \$23.1 million, a 4.1% increase from the previous fiscal year, which is attributed to an 11% increase in contracted transit services due to a new agreement with the operators' union for a pay increase. The contract for service and vehicle parts account for 62% of the budget.

SolTrans is currently undergoing a Comprehensive Operational Analysis that will determine what changes need to be made to the overall system to meet the needs of the majority of riders within the budget available. The focus is on increasing frequency and eliminating unproductive service to increase ridership.

Major capital projects include acquisition of maintenance equipment, engine replacements on the fleet for CNG engines, and facilities and technology updates. SolTrans has ordered 14 battery electric buses that will be delivered within the next fiscal year that will utilize the electrical infrastructure expected to be completed by late 2025. By fall 2026, SolTrans' local bus fleet will be fully electric.

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