

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 11, 2025

Agenda Item 2f-25-0738

**MTC Resolution Nos. 4169, Revised, 4263, Revised, 4510, Revised, 4674, Revised, 4676,
and 4716.**

Transit Capital Priorities Program Revisions FYs 2021-22 through 2023-24 and FY 2024-25, AB 664 and BATA Project Savings Programming and Revisions FYs 2019-20, 2020-21, and 2024-25, and FTA Section 5311 Programming for FY 2024-25

Subject:

Update of the Transit Capital Priorities (TCP) FY 2022-23, 2023-24, and FY 2024-25 programming to including reprogramming of \$0.9 million in Federal Transit Administration (FTA) 5307 Urbanized Area Formula Revenue, programming of \$2.3 million and re-allocation of \$0.7 million in AB 664 funds, extending the allocation spend-down period for approximately \$50 million in BATA Project Savings funds and \$30.5 million in AB 664 funds, and programming \$2.4 million in FY 2025 FTA 5311 Formula Grants for Rural Areas.

Background:

FYs 2021-22 through 2023-24 and FY 2024-25 TCP Program: This item proposes an update to the FYs 2021-22, 2022-23, 2023-24, and 2024-25 programming of Section 5307 Urbanized Area and Section 5339 Buses and Bus Facilities Formula Funds. MTC is the designated recipient of these FTA formula funds for the large UZAs in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs. Today's action makes the four following updates, as requested by operators:

Marin Transit: Adds \$0.2 million in FY 2024-25 programming to the Hybrid Battery Refresh project, based on revised project costs;

WestCAT: Removes \$1.1 million in FY 2024-25 funding for the replacement of 2 45' diesel buses to correct for a duplicated project listing, leaving \$0.3 million in FY 2024-25 funding in addition to the original FY 2023-24 listing to bring the project up to date with the FY 2024-25 pricelist;

LAVTA: Updates a bus procurement programmed across FYs 2021-22, 2022-23, and 2023-24 from the purchase of eight (8) 40' hybrid vehicles to four (4) 40' and four (4) 35' hybrid vehicles due to route restrictions and operator needs. Removes less than \$0.1 million in funding to correct to the pricelist amount for 35' buses instead of 40' buses;

VTa: FY 2024-25 programming shift between Section 5307 and Section 5339 programming that does not affect total project funding for bus purchases; shift to match programming to allocations.

FY 2024-25 FTA Section 5311 Formula Grants for Rural Areas Program: Caltrans has released apportionments for regular FTA Section 5311 formula funds for FY 2024-25, with \$2.5 million going to MTC for distribution. Staff held a call for projects for these funds among eligible operators that provide rural transit service, with amounts set aside for each operator based on the Commission's adopted formula, which takes into account population living near rural transit stops and rural route miles in service. The resulting program of projects is listed in MTC Resolution No. 4649, Attachment A. These funds require a local match and must be placed in the TIP. The projects are a mix of operating assistance for rural routes and capital projects such as zero-emission bus replacements.

FY 2024-25 AB 664 Program: Today's action programs \$2.3 million to eligible operators as match to federal funds programmed within the FY 2024-25 TCP, and re-allocates \$0.7 million in AB 664 matching funds to Caltrain.

Allocation Extensions: BATA Project Savings and AB 664 Bridge Toll Funds have been programmed to certain projects as part of the Core Capacity Challenge Grant Program (CCCGP).

The program is subject to the policy in MTC Resolution No. 4015, adopted by the Commission in June 2011 and revised in December 2017, which updated the Timely Use of Funds policy by extending the spend-down period from three years to four. Per the Timely Use of Funds policy, at the end of four years, undisbursed funds lapse and are returned to the applicable account. Operators must request extension or reallocation by providing compelling justification which must be beyond the control of the operator. MTC staff review these requests on a case-by-case basis and seek Commission action for those recommended.

This action would extend, by one year, two BATA Project Savings allocations and one AB 664 allocation for SFMTA. These allocations cover a variety of projects, which have been delayed by the limited availability of construction materials due to supply chain issues. Staff recommends approving these extensions.

Next Steps

Following continued discussion with transit operators, other amendments to the FYs 2021-22 through 2023-24 and FY 2024-25 and 2025-26 TCP programs will be brought to the Commission for consideration as appropriate.

Operators are required to submit Section 5311 applications to Caltrans by June 10, 2025. Staff will work with operators to place approved projects in a proposed TIP amendment as early as next month.

Following Commission approval of the TCP program, staff will include projects and funding in upcoming administrative modifications and amendments to the regional Transportation Improvement Program (TIP) as applicable.

Issues:

None.

Recommendation:

Staff recommends referral of MTC Resolutions 4169, Revised, 4263, Revised, 4510, Revised, 4674, Revised, 4676, and 4716 to the Commission for approval. Staff will return to this Committee in the coming months for any additional programming.

Attachments:

- MTC Resolution No. 4169, Revised (BATA Project Savings Programming)
 - Attachments A and B
- MTC Resolution No. 4263, Revised (AB 664 Program FY17-FY20)
 - Attachments A – D
- MTC Resolution No. 4510, Revised (TCP FTA Program FY22-FY24)
 - Attachments A – D
- MTC Resolution No. 4674, Revised (TCP FTA Program FY25-FY26)
 - Attachments A – C
- MTC Resolution No. 4676 (AB 664 Program FY25-FY26)
 - Attachments A – B
- MTC Resolution No. 4716 (FTA 5311 Program FY25)
 - Attachment A



Andrew B. Fremier