

Metropolitan Transportation Commission

April 22, 2026

Agenda Item 9d - 26-0488

MTC Resolution Nos. 4510, Revised and 4674, Revised Transit Capital Priorities Program FYs 2023-24, 2024-25, and 2025-26

Subject:

Update of Transit Capital Priorities (TCP) program, including adjustments to programming based on Federal Transit Administration (FTA) final apportionments for FY 2025-26, and minor reprogramming updates.

Background:

This item proposes updates to the FYs 2023-24, 2024-25, and 2025-26 programming of FTA Sections 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funds. MTC is the designated recipient of these FTA formula funds for the large Urbanized Areas (UZAs) in the region and has been authorized by Caltrans to select projects and recommend funding allocations for the small UZAs.

The April 8, 2026 MTC Programming and Allocations Committee item corresponding to this Commission item noted that FY26 FTA apportionments were released on March 31, 2026, and that MTC staff intended to bring an amended version of the item to the April 22, 2026 Commission meeting. April Commission action would enable transit operators to apply for FY26-funded grants without delay. Today's item discusses and reflects the release of FY26 apportionments.

Updates to FYs 2023-24, 2024-25, and 2025-26 TCP Programming Based on Final FY 2025-26 Apportionments

On March 31, 2026, FTA released final apportionments for FY26. Overall, apportionments by fund source and by UZA were lower than the projections on which the preliminary FY26 TCP Program was based. Total FY26 apportionments are \$704.0 million; \$26.6 million under the projected \$730.6 million. While staff had estimated an increase in FY26 apportionments compared to FY25 apportionments consistent with the overall nationwide funding increase of the FTA formula programs via the Bipartisan Infrastructure Law, in fact many, but not all, of the region's apportionments were decreased, a result of complex nationwide formulas heavily based

on relative population and transit service. Programming changes are proposed to match the actual apportionments:

- FY 2025-26 adjustment of ADA set-asides: 10% of available Section 5307 funds in each UZA are dedicated to ADA projects and paratransit service; the FY 2025-26 set-asides are adjusted to match actual apportionments, decreasing the total programmed amount to ADA by \$1.3 million, to \$32.9 million.
- FY 2025-26 minor programming updates to other programming that matches apportionments exactly, including a \$0.6 million increase to FAST (Fairfield) Operating Assistance, a \$0.2 million increase to SMART Preventive Maintenance, and a \$0.1 million decrease to SMART Fixed Guideway programming.
- FY 2025-26 programming shifts between Sections 5307 and 5339 programming that do not affect total project funding for ECCTA, Petaluma, SamTrans, Sonoma County, and VTA bus purchases.
- Correction to FY 2023-24 CCCTA bus purchase programming, which was duplicated in the FY 2024-25 program. The FY 2023-24 programming of \$5.6 million is removed and the balance is carried into to FY 2024-25, where the Section 5307 share (\$4.9 million) is programmed to debt service.
- FYs 2024-25 and 2025-26 updates to debt service programming: FY 2024-25 programming is increased from \$31.0 to \$35.3 million, and FY 2025-26 programming is reduced from \$61.0 million to \$46.9 million, for a total reduction of \$9.8 million across two years. This reduction is based on actual apportionments available for debt service while meeting score-16 needs. Staff will pursue a grant with FTA for the \$82.1 million programmed across FYs 2024-25 and 2025-26 to have available for initial debt service payments.
- Available balances at the end of FY 2025-26 are reduced by \$11.0 million, from \$56.2 million to \$45.2 million.

Other Programming Changes as Presented at PAC

The proposed programming changes included in the April 8 PAC item, including operator requests and fixed guideway programming, remain part of staff recommendations for Commission action.

Next Steps

Concurrent with or 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:

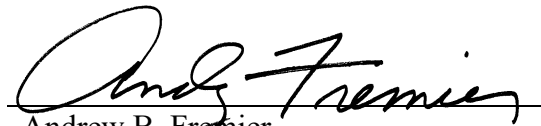
None.

Recommendation:

Staff recommends approval of MTC Resolution Nos. 4510, Revised and 4674, Revised.

Attachments:

- MTC Resolution No. 4510 (FYs 22 - 24 TCP Program)
 - Attachments A-D
- MTC Resolution No. 4674 (FYs 25 and 26 TCP Program)
 - Attachments A-C


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