

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 10, 2024

Agenda Item 2b-24-0823

**MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654;
4656; 4659; and 4661**

Subject:

The proposed action revises the FY2024-25 MTC Fund Estimate to incorporate actual sales tax receipts for FY2023-24, allocates \$127.6 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3, and 5% Bridge Toll funds to five transit operators and the Transbay Joint Powers Authority to support transit operations and capital projects in the region, and approves the FY2024-25 State of Good Repair (SGR) Program project list.

Background:

Fund Estimate Revision

Overall, actual Bay Area Transportation Development Act and AB 1107 sales tax receipts for FY 2023-24 were \$485.5 million and \$106.7 million, respectively, or 3% and 2%, below actual revenues in FY 2022-23. TDA receipts were also \$33 million, or 6%, below original estimates, which were projected based on strong sales tax receipts over the past two years. The decline in sales tax revenues is likely due to a combination of a declining regional population, and greater unemployment over the past 12 months. There were early indications of weakening sales tax performance when the FY 2024-25 MTC Fund Estimate was adopted in February, and estimates were revised downwards accordingly. However, recissions may still be required for certain transit operators.

Senate Bill (SB) 125 Adjustments to Reflect Regional Contributions

In March 2024, the Commission programmed Regional Measure 3 (RM3) Operating Program funds that were previously not accounted for in the standardized shortfall calculations that inform SB 125 funding levels. The programmed RM3 Operating Program funds will be counted against FY2024-25 shortfalls as part of the envisioned regional contribution of up to \$300 million, thus reducing the need for state SB 125 funds by roughly \$8 million. The FY2024-25 SB 125 distribution amounts within the Fund Estimate have been adjusted to reflect this contribution.

State of Good Repair (SGR) Program – FY 2024-25 Regional Project List

Caltrans' State of Good Repair (SGR) Program 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 1st 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 2024-25, as shown in Attachment A to MTC Resolution 4659.

Approximately \$34.7 million is expected in Revenue-Based funds, along with \$12.5 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 match, and in a few cases for rehabilitation of vehicles or to contribute to new vehicles costs. For the Population-Based funds, MTC is programming all \$12.5 million to the next generation Clipper® system, in accordance with the policy established in MTC Resolution No. 4321.

FY2024-25 Allocation of TDA, STA, RM2, RM3, and 5% Bridge Toll Funds

This month's proposed actions continue the annual allocation process of these funds for FY2024-25. Four entities are requesting TDA, STA, RM2, RM3, and/or 5% Bridge Toll 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 FY 2024-25 Fund Estimate (MTC Resolution 4629), the RM2 Operating Program (MTC Resolution 4643), and the RM3 Operating Program (MTC Resolution 4644). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹ (amounts in millions)

Entity	TDA (Res. 4651)	STA (Res. 4652)	RM2 (Res. 4653 and 4656)	RM3 (Res. 4654)	5% Unrestricted State (Res. 4661)	Grand Total
LAVTA	\$20.6	\$2.1				\$22.7
Marin Transit	\$11.4	\$4.5				\$15.9
City of Santa Rosa	\$13.8	\$3.6				\$17.5
Sonoma County Transit	\$15	\$4.8				\$19.8
WETA		\$16.8	\$15.4		\$7.2	\$39.4
TJPA			\$8.7	\$3.5		\$12.2
Total	\$60.9	\$31.8	\$24.1	\$3.5	\$7.2	\$127.6

Note that amounts may not sum due to rounding

Information regarding the FY 2024-25 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A.

Recommendations:

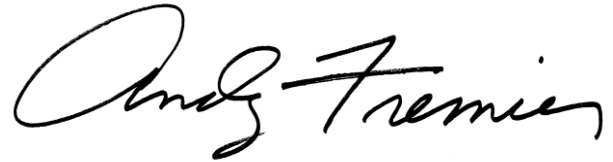
Refer MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654; 4656; 4659; and 4661 to the Commission for approval.

Attachments:

- Attachment A – Transit Operator Budget Summary
- Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)
- Attachment C – TDA and AB1107 Revenue Summary
- MTC Resolution No. 4629, Revised
 - Attachment A
- MTC Resolution No. 4651, Revised
 - Attachment A

¹ Includes 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 Director’s Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

- MTC Resolution No. 4652, Revised
 - Attachment A
- MTC Resolution No. 4653, Revised
 - Attachment A
- MTC Resolution No. 4654
 - Attachment A
- MTC Resolution No. 4656
 - Attachment A
- MTC Resolution No. 4659
 - Attachment A
- MTC Resolution No. 4661
 - Attachment A



Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

Livermore Amador Valley Transit Authority/ LAVTA

FY2024-25 Operating Budget	\$25.0 million
FY2023-24 Operating Budget	\$24.6 million
Increase in Budget compared to FY2023-24	1.7%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	75.7%
Total Proposed FY2024-25 Operating Allocation ²	\$17.6 million
Proportion of Operating Budget Funded with Allocations	70%

Budget and Operating Highlights

The Livermore Amador Valley Transit Authority (LAVTA) is the provider of the Wheels fixed-route bus and paratransit service in the Tri-Valley area, serving the cities of Livermore, Dublin, Pleasanton, and surrounding areas for a total service area of 40 square miles. LAVTA’s routes service two BART stations, both East and West Dublin/Pleasanton, plus the downtown Livermore Transit Center and provides service to over 1.2 million riders annually. LAVTA currently runs fixed-route bus service, complementary ADA service, and a Transportation Network Company program called Go Tri-Valley.

LAVTA has experienced a gradual recovery in ridership since the pandemic began, with ridership currently at approximately 76% of pre-pandemic levels. Prior to the pandemic LAVTA’s riders were a mix of commuters, students, and transit dependent individuals; however, for the last few years, the majority of riders have been transit-dependent riders and students. The service is heavily reliant on TDA/STA funding, with 70% of its funding coming from these sources. Fare revenue accounts for a small portion of revenue, at less than 7%.

² 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.

The agency's Operating and Capital Budget for FY 2024-25 shows an operating budget of \$25 million, reflecting an overall increase of 1.7% from the FY 2023-24 budget. The increase is due to contractual increases in the cost of fixed route operations and maintenance. The operating budget also reflects a 12% decrease in Fixed Route service hours to adjust to the bus operator workforce and the challenges in recruiting and retaining drivers.

Looking forward, reducing LAVTA's carbon footprint is a near-term emphasis area. LAVTA's entire fixed route fleet is made up of 16 diesel electric hybrid buses. Additionally, LAVTA has begun design work on a Hydrogen Fueling Station at LAVTA's Atlantis Facility.

Marin Transit

FY2024-25 Operating Budget	\$40.8 million
FY2023-24 Operating Budget	\$38.1 million
Increase in Budget compared to FY2023-24	7.2%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	95.3%
Total Proposed FY2024-25 Operating Allocation ³	\$15.9 million
Proportion of Operating Budget Funded with Allocations	39.0%

Budget and Operating Highlights

Marin Transit offers local transit in Marin County with sustained pandemic ridership and a quicker recovery than other bus operators. Fixed route ridership is at 95.3% of pre-COVID levels, paralleling service levels. Marin Transit handles 2.8 million annual passenger trips, utilizing 79 buses for 225,000 revenue hours, and operates 23 routes primarily in the Marin County area.

Marin Transit's FY2024-25 operations budget reflects a 7.2% increase over the previous year, and includes funding for innovative program growth in areas like the Marin Access shuttle program. Salaries and benefits have risen by 9% to account for a grant funded facilities position and an additional operations position, as well as increases in merit-based raises and promotions.

The budget allocates resources for 173,325 hours of local service, consistent with pre-pandemic levels, as fixed-route ridership has reached 95.3% of its pre-pandemic benchmark. Anticipating a 3% reduction in fuel costs, the budget accounts for a scaled-down paratransit fuel budget due to post-pandemic service adjustments. Projected operating revenues rely on 61% from sales tax revenues of TDA, Measures A and AA. The FY2024-25 expenditure of Measure A/AA revenues

³ 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.

has remained stable in comparison to the previous year due to steady sales tax numbers. TDA funding increased by 45% and STA funding increased by 12% from the previous year primarily due to pandemic volatility creating carryforward funds.

In FY 2024-25, Marin Transit's endeavors encompass the funding of transit vehicle replacements, bus stop improvements, and facility improvement projects. Two projects are anticipated to be in construction in FY 2024-25—the District's ADA bus stop project, and the 3010/3020 Kerner vehicle parking with electric vehicle charging and solar power generation. Marin Transit also plans to complete the Environmental phase of a fixed route electric vehicle facility project.

Santa Rosa CityBus

FY2024-25 Operating Budget	\$17.7 million
FY2023-24 Operating Budget	\$15.3 million
Increase in FY2024-25 Budget compared to FY2023-24 estimated actual costs	15.2%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	86.1%
Total Proposed FY2024-25 Operating Allocation ⁴	\$12.8 million
Proportion of Operating Budget Funded with Allocations	72.7%

Budget and Operating Highlights

The Santa Rosa CityBus operates a mixed (fixed/paratransit) bus system in the City of Santa Rosa with an approximate 51 square mile service area and provides service to over 1.4 million passengers annually. The 13 fixed-route lines within the city of Santa Rosa are centered at the downtown transit mall with two secondary smaller hubs, the Coddington Transit Hub and Shopping Center north of downtown and the Montgomery Village Transit hub to the east. The downtown transit mall services Sonoma County Transit and Golden Gate Transit providing for intercounty travel. Santa Rosa CityBus has stops at the two SMART stations within the city of Santa Rosa but does not have major transit facilities next to the stations. Like all operators, Santa Rosa CityBus suffered ridership loss during the pandemic and suspended some services temporarily.

Santa Rosa CityBus has been reintroducing services, although this process has been challenged by ongoing operator shortages. On the ridership side, the city has taken steps to promote the CityBus service, including introducing a maximum of six fare free days throughout the year and its continued free fares for youth, veterans, and Santa Rosa Junior College students.

⁴ 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.

Santa Rosa CityBus continues with its fleet electrification, and recently approved a resolution authorizing the issuance of two purchase orders from Gillig and New Flyer for the purchase of six (6) battery-electric buses from each manufacturer. The operator plans to complete the transition to a zero emissions fleet by 2040.

Santa Rosa CityBus funds its annual operations with a mix of funding sources including approximately 72.7% TDA/STA, 15% FTA 5307 UZA Formula, 7% locally generated funds, 5% passenger fares. Fiscal year 2024-25 marks the first year since the start of the COVID-19 pandemic that there will be no federal emergency relief funding to assist with operations.

An increase in the proposed budget for FY2024-25 includes an estimate for higher vehicle repair shop rate costs, an increase in Bus Operator overtime due to staffing shortfalls, increased training costs for greater influx of new operators to train, an overall salary/benefit increase, and a new paratransit service contract containing a higher driver wage increase.

Sonoma County Transit/SCT

FY2024-25 Operating Budget	\$21.9 million
FY2023-24 Operating Budget	\$20.6 million
Increase in Budget compared to FY2023-24	6.3%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	91.4%
Total Proposed FY2024-25 Operating Allocation ⁵	\$14.7 million
Proportion of Operating Budget Funded with Allocations	79.2%

Budget and Operating Highlights

Sonoma County Transit (SCT) provides a mix of intercity and local routes throughout Sonoma County. SCT provides local transit services within the jurisdictions of Rohnert Park, Cotati, Sebastopol, Windsor, Healdsburg, Cloverdale, the Russian River communities of Guerneville and Monte Rio and the Sonoma/Sonoma Valley areas. Intercity routes link all incorporated cities with downtown Santa Rosa where transfers can be made to other SCT intercity routes, local service provided by Santa Rosa CityBus and regional services provided by Golden Gate Transit and SMART. A total of 19 routes are operated, 8 local and 11 intercity. SCT serves a total of 1,100 bus stops throughout its county-wide service area and provides service to over 700,00 passengers annually.

Sonoma County Transit’s primary sources of funding for operations consist of TDA, STA, local Measure M and farebox revenue. The operator’s budget for FY2024-25 shows a 6.3% increase overall from the previous year, primarily attributed to vehicle operational costs. This is reflective of the 6.6% increase in service hours planned for the new fiscal year. SCT's last COVID relief funds were drawn down in FY 2023-24.

⁵ 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.

Ridership continues to rebound to pre-pandemic levels. SCT anticipates that FY 2024-25's overall ridership will increase approximately 36% over FY 2022-23, arriving at approximately 91.4% of SCT's pre-pandemic ridership.

SCT continues to implement initiatives designed to increase ridership, both of which are subsidized by the Sonoma County Climate Resilience Program. This includes a Youth fare-free program and operation of intercity express routes serving Santa Rosa during weekday morning and evening commute periods. Both programs have contributed to FY 2023-24's ridership increase and are anticipated to promote ridership growth in FY2024-25.

SCT's continues to electrify their fleet with the new electric bus charging facility anticipated to be complete in December 2024. The facility, whose construction began in December 2023, includes 19 charging posts (13 DC and 6 AC.) The new charging facility will support 9 electric buses currently in service and a total of 18 buses that are budgeted in FY 2024-25. The new buses are expected to arrive between December 2024 and October 2026.

San Francisco Bay Area Water Emergency Transportation Authority/WETA

FY2024-25 Operating Budget	\$74.7 million
FY2023-24 Operating Budget	\$62.7 million
Increase in Budget compared to FY2023-24	19.1%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	85.3%
Total Proposed FY2024-25 Operating Allocation ⁶	\$24.5 million
Proportion of Operating Budget Funded with Allocations	32.9%

Budget and Operating Highlights

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, and provides service to over 2.4 million passengers annually. 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 FY2024-25 Budget includes \$74.7 million for operating expenses and \$83.4 million for capital projects, totaling \$158.2 million for Ferry Operations, Planning, Administration, and Capital Projects. WETA’s operating budget shows a 19.1% increase from the previous fiscal year, which can be attributed to increase in salary/benefits and purchased transportation.

With the support of revenue sources from Regional Measures 2 and 3 and drawdown of State Transit Assistance funding, WETA aims to increase demonstration service of new technologies (such as a Hydrogen Ferry) and service improvements that bring growing ridership to the service. WETA will also be running a Pilot service within the Oakland Estuary funded by grants from other sources. WETA’s efforts at keeping fares low and maintaining

⁶ 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.

90% on time performance are all intended to build ridership and increase the choices for riders to choose transit over single occupancy vehicles. WETA has drawn down its remaining Federal COVID relief funds and will rely on RM3 to maintain current service levels. Significant staff time in the new fiscal year will be spent on planning for zero emission ferry service by 2026 on a new route between Downtown San Francisco and Treasure Island.

Date: February 28, 2024
W.I.: 1511
Referred by: PAC
Revised: July 24, 2024-C

ABSTRACT

Resolution No. 4629, Revised

This resolution approves the FY 2024-25 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

This resolution was revised on July 24, 2024 to reflect actual receipts for TDA and AB1107 funds in FY 2023-24.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 14, 2024 and July 10, 2024.

Date: February 28, 2024
W.I.: 1511
Referred by: PAC
Revised: 07/24/24-C

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2024-25

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4629

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, the Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2023-24 and FY 2024-25 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2024-25 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*, State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2024-25 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2024-25 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 28, 2024.

**FY 2024-25 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4629
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TDA REGIONAL SUMMARY TABLE

Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	FY2024-25	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	50,671,967	(114,724,316)	113,845,387	(14,283,040)	(3,982,494)	104,539,854	(4,181,594)	131,885,764
Contra Costa	53,390,374	(70,902,915)	60,006,712	(3,751,006)	(2,250,228)	58,423,157	(2,336,927)	92,579,165
Marin	268,925	(13,897,748)	14,839,778	1,345,638	(647,417)	17,494,079	(699,762)	18,703,494
Napa	5,176,302	(9,676,349)	12,368,198	(836,277)	(461,277)	12,490,999	(499,640)	18,561,952
San Francisco	6,292,656	(48,368,939)	51,445,000	(3,582,777)	(1,914,489)	50,292,500	(2,011,701)	52,152,250
San Mateo	13,838,281	(58,558,179)	60,360,105	(5,542,473)	(2,192,705)	58,595,049	(2,343,801)	64,156,275
Santa Clara	12,071,491	(146,015,792)	145,007,000	(1,298,215)	(5,748,351)	147,383,000	(5,895,320)	145,503,811
Solano	45,432,860	(49,502,291)	27,790,758	(1,716,112)	(1,718,841)	28,647,982	(1,888,475)	47,045,882
Sonoma	35,278,789	(37,032,244)	33,200,000	(3,661,871)	(1,181,525)	31,500,000	(1,260,000)	56,843,148
TOTAL	\$222,421,643	(\$548,678,773)	\$518,862,938	(\$33,326,136)	(\$20,097,327)	\$509,366,620	(\$21,117,220)	\$627,431,741

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

Column	A	B	C	D	E=Sum(A:D)
Fund Source	6/30/2023 Balance (w/ interest) ¹	FY2022-24 Outstanding Commitments ²	FY2023-24 Revenue Estimate	FY2024-25 Revenue Estimate	FY2024-25 Available for Allocation
State Transit Assistance					
Revenue-Based	78,481,735	(134,288,345)	258,125,769	249,517,946	451,837,102
Population-Based	99,313,121	(75,803,454)	93,383,567	90,269,467	207,162,699
SUBTOTAL	177,794,856	(210,091,799)	351,509,336	339,787,413	658,999,801
AB1107 - BART District Tax (25% Share)	0	(106,710,918)	106,710,918	104,000,000	104,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,965,253	(6,735,076)	1,450,000	1,450,000	5,130,176
5% State General Fund Revenue	24,330,375	(18,286,723)	3,476,936	3,511,706	13,032,294
SUBTOTAL	33,295,628	(25,021,799)	4,926,936	4,961,706	18,162,470
Low Carbon Transit Operations Program	0	0	78,260,504	66,585,278	144,845,782
State of Good Repair Program					
Revenue-Based ³	21,759	(33,656,207)	33,656,207	34,666,010	34,687,767
Population-Based	20,109,423	(31,799,022)	12,175,989	12,541,311	13,027,701
SUBTOTAL	20,131,181	(65,455,229)	45,832,196	47,207,321	47,715,468
Senate Bill 125 Funding	0	0	0	162,927,458	162,927,458
TOTAL	\$231,221,665	(\$407,279,745)	\$587,239,890	\$725,469,175	\$1,136,650,979

Please see Attachment A pages 2-19 for detailed information on each fund source.

- Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
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FY2023-24 TDA Revenue Estimate			FY2024-25 TDA Revenue Estimate		
FY2023-24 Generation Estimate Adjustment			FY2024-25 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 23)	113,845,387		13. County Auditor Estimate		104,539,854
2. Actual Revenue (Jul, 24)	99,562,347		FY2024-25 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(14,283,040)	14. MTC Administration (0.5% of Line 13)	522,699	
FY2023-24 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	522,699	
4. MTC Administration (0.5% of Line 3)	(71,415)		16. MTC Planning (3.0% of Line 13)	3,136,196	
5. County Administration (Up to 0.5% of Line 3) ⁴	(71,415)		17. Total Charges (Lines 14+15+16)		4,181,594
6. MTC Planning (3.0% of Line 3)	(428,491)		18. TDA Generations Less Charges (Lines 13-17)		100,358,260
7. Total Charges (Lines 4+5+6)		(571,321)	FY2024-25 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(13,711,719)	19. Article 3.0 (2.0% of Line 18)	2,007,165	
FY2023-24 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)		98,351,095
9. Article 3 Adjustment (2.0% of line 8)	(274,234)		21. Article 4.5 (5.0% of Line 20)	4,917,555	
10. Funds Remaining (Lines 8-9)		(13,437,485)	22. TDA Article 4 (Lines 20-21)		93,433,540
11. Article 4.5 Adjustment (5.0% of Line 10)	(671,874)				
12. Article 4 Adjustment (Lines 10-11)		(12,765,611)			

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	7,484,280	113,954	7,598,234	(6,265,191)	0	2,185,831	(274,234)	3,244,640	2,007,165	5,251,805
Article 4.5	897,011	15,071	912,082	(5,595,495)	0	5,355,287	(671,874)	0	4,917,555	4,917,555
SUBTOTAL	8,381,291	129,025	8,510,316	(11,860,686)	0	7,541,118	(946,108)	3,244,640	6,924,720	10,169,360
Article 4										
AC Transit										
District 1	8,408,316	103,272	8,511,588	(65,790,099)	0	65,495,586	(8,217,075)	0	60,180,711	60,180,711
District 2	2,261,460	27,636	2,289,096	(17,371,113)	0	17,245,657	(2,163,640)	0	15,957,528	15,957,528
BART ³	12,398	470	12,868	(137,215)	0	142,186	(17,839)	0	101,010	101,010
LAVTA	20,012,120	259,243	20,271,363	(20,272,880)	8,332,704	14,669,457	(1,840,430)	21,160,214	13,382,358	34,542,572
Union City	11,596,383	184,358	11,780,741	(8,329,032)	0	4,197,568	(526,627)	7,122,650	3,811,933	10,934,583
SUBTOTAL	42,290,676	574,980	42,865,656	(111,900,339)	8,332,704	101,750,453	(12,765,611)	28,282,864	93,433,540	121,716,404
GRAND TOTAL	\$50,671,967	\$704,005	\$51,375,972	(\$123,761,024)	\$8,332,704	\$109,291,571	(\$13,711,719)	\$31,527,504	\$100,358,260	\$131,885,764

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
3. Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	60,006,712	13. County Auditor Estimate	58,423,157
2. Actual Revenue (Jul, 24)	56,255,706	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(3,751,006)	14. MTC Administration (0.5% of Line 13)	292,116
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	292,116
4. MTC Administration (0.5% of Line 3)	(18,755)	16. MTC Planning (3.0% of Line 13)	1,752,695
5. County Administration (Up to 0.5% of Line 3) ⁴	(18,755)	17. Total Charges (Lines 14+15+16)	2,336,927
6. MTC Planning (3.0% of Line 3)	(112,530)	18. TDA Generations Less Charges (Lines 13-17)	56,086,230
7. Total Charges (Lines 4+5+6)	(150,040)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,600,966)	19. Article 3.0 (2.0% of Line 18)	1,121,725
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	54,964,505
9. Article 3 Adjustment (2.0% of line 8)	(72,019)	21. Article 4.5 (5.0% of Line 20)	2,748,225
10. Funds Remaining (Lines 8-9)	(3,528,947)	22. TDA Article 4 (Lines 20-21)	52,216,280
11. Article 4.5 Adjustment (5.0% of Line 10)	(176,447)		
12. Article 4 Adjustment (Lines 10-11)	(3,352,500)		

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,563,551	96,839	2,660,390	(3,639,952)	0	1,152,129	(72,019)	100,548	1,121,725	1,222,273
Article 4.5	(10,399)	12,575	2,177	(2,648,446)	0	2,822,716	(176,447)	0	2,748,225	2,748,225
SUBTOTAL	2,553,153	109,414	2,662,566	(6,288,398)	0	3,974,845	(248,466)	100,548	3,869,950	3,970,498
Article 4										
AC Transit										
District 1	(14,932)	22,036	7,104	(8,890,071)	0	9,475,264	(592,297)	0	9,213,421	9,213,421
BART ³	(2,072)	2,245	173	(226,131)	205,113	226,131	(14,135)	191,150	218,572	409,722
CCCTA	41,352,632	1,220,820	42,573,452	(40,558,854)	10,786,896	24,796,860	(1,550,047)	36,048,307	24,036,247	60,084,554
ECCTA	4,558,250	189,645	4,747,895	(19,712,270)	0	15,962,167	(997,792)	0	15,660,711	15,660,711
WCCTA	4,943,344	96,434	5,039,778	(8,756,372)	896,578	3,171,176	(198,230)	152,930	3,087,329	3,240,259
SUBTOTAL	50,837,221	1,531,180	52,368,401	(78,143,698)	11,888,587	53,631,598	(3,352,500)	36,392,387	52,216,280	88,608,667
GRAND TOTAL	\$53,390,374	\$1,640,594	\$55,030,967	(\$84,432,096)	\$11,888,587	\$57,606,443	(\$3,600,966)	\$36,492,935	\$56,086,230	\$92,579,165

- Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
- Details on the proposed apportionment of BART funding to local operators are shown on page 15 of the Fund Estimate.
- Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	14,839,778	13. County Auditor Estimate	17,494,079
2. Actual Revenue (Jul, 24)	16,185,415	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	1,345,638	14. MTC Administration (0.5% of Line 13)	87,470
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	87,470
4. MTC Administration (0.5% of Line 3)	6,728	16. MTC Planning (3.0% of Line 13)	524,822
5. County Administration (Up to 0.5% of Line 3) ⁴	6,728	17. Total Charges (Lines 14+15+16)	699,762
6. MTC Planning (3.0% of Line 3)	40,369	18. TDA Generations Less Charges (Lines 13-17)	16,794,317
7. Total Charges (Lines 4+5+6)	53,825	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	1,291,813	19. Article 3.0 (2.0% of Line 18)	335,886
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,458,431
9. Article 3 Adjustment (2.0% of line 8)	25,836	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	1,265,977	22. TDA Article 4 (Lines 20-21)	16,458,431
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	1,265,977		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	292,156	59,454	351,609	(615,956)	0	284,924	25,836	46,414	335,886	382,300
Article 4.5										
SUBTOTAL	292,156	59,454	351,609	(615,956)	0	284,924	25,836	46,414	335,886	382,300
Article 4/8										
GGBHTD	(11,640)	12,439	799	(5,483,984)	0	5,483,984	497,276	498,075	6,961,916	7,459,991
Marin Transit	(11,591)	12,222	632	(7,881,923)	0	8,477,279	768,701	1,364,688	9,496,515	10,861,203
SUBTOTAL	(23,230)	24,661	1,431	(13,365,907)	0	13,961,263	1,265,977	1,862,763	16,458,431	18,321,194
GRAND TOTAL	\$268,925	\$84,115	\$353,040	(\$13,981,863)	\$0	\$14,246,187	\$1,291,813	\$1,909,177	\$16,794,317	\$18,703,494

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	12,368,198	13. County Auditor Estimate	12,490,999
2. Actual Revenue (Jul, 24)	11,531,919	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	-836,279	14. MTC Administration (0.5% of Line 13)	62,455
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	62,455
4. MTC Administration (0.5% of Line 3)	(4,181)	16. MTC Planning (3.0% of Line 13)	374,730
5. County Administration (Up to 0.5% of Line 3) ⁴	(4,181)	17. Total Charges (Lines 14+15+16)	499,640
6. MTC Planning (3.0% of Line 3)	(25,088)	18. TDA Generations Less Charges (Lines 13-17)	11,991,359
7. Total Charges (Lines 4+5+6)	(33,450)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(802,829)	19. Article 3.0 (2.0% of Line 18)	239,827
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	11,751,532
9. Article 3 Adjustment (2.0% of line 8)	(16,057)	21. Article 4.5 (5.0% of Line 20)	587,577
10. Funds Remaining (Lines 8-9)	(786,772)	22. TDA Article 4 (Lines 20-21)	11,163,955
11. Article 4.5 Adjustment (5.0% of Line 10)	(39,339)		
12. Article 4 Adjustment (Lines 10-11)	(747,433)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	491,987	5,626	497,613	(510,000)	0	237,469	(16,057)	209,025	239,827	448,852
Article 4.5	274,592	3,502	278,094	(820,555)	0	581,800	(39,339)	0	587,577	587,577
SUBTOTAL	766,580	9,128	775,707	(1,330,555)	0	819,269	(55,396)	209,025	827,404	1,036,429
Article 4/8										
NVTA ³	4,409,722	42,412	4,452,134	(11,931,965)	3,534,631	11,054,201	(747,433)	6,361,568	11,163,955	17,525,523
SUBTOTAL	4,409,722	42,412	4,452,134	(11,931,965)	3,534,631	11,054,201	(747,433)	6,361,568	11,163,955	17,525,523
GRAND TOTAL	\$5,176,302	\$51,540	\$5,227,841	(\$13,262,520)	\$3,534,631	\$11,873,470	(\$802,829)	\$6,570,593	\$11,991,359	\$18,561,952

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	51,445,000	13. County Auditor Estimate	50,292,500
2. Actual Revenue (Jul, 24)	47,862,223	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(3,582,777)	14. MTC Administration (0.5% of Line 13)	251,463
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	251,463
4. MTC Administration (0.5% of Line 3)	(17,914)	16. MTC Planning (3.0% of Line 13)	1,508,775
5. County Administration (Up to 0.5% of Line 3) ⁴	(17,914)	17. Total Charges (Lines 14+15+16)	2,011,701
6. MTC Planning (3.0% of Line 3)	(107,483)	18. TDA Generations Less Charges (Lines 13-17)	48,280,799
7. Total Charges (Lines 4+5+6)	(143,311)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,439,466)	19. Article 3.0 (2.0% of Line 18)	965,616
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	47,315,183
9. Article 3 Adjustment (2.0% of line 8)	(68,789)	21. Article 4.5 (5.0% of Line 20)	2,365,759
10. Funds Remaining (Lines 8-9)	(3,370,677)	22. TDA Article 4 (Lines 20-21)	44,949,424
11. Article 4.5 Adjustment (5.0% of Line 10)	(168,534)		
12. Article 4 Adjustment (Lines 10-11)	(3,202,143)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,891,650	79,966	1,971,616	(1,009,396)	0	987,744	(68,789)	1,881,175	965,616	2,846,791
Article 4.5	4,520,175	0	4,520,175	0	(4,781,338)	2,419,973	(168,534)	1,990,276	2,365,759	4,356,035
SUBTOTAL	6,411,825	79,966	6,491,791	(1,009,396)	(4,781,338)	3,407,717	(237,323)	3,871,451	3,331,375	7,202,826
Article 4										
SFMTA	(119,169)	119,169	0	(47,558,678)	4,781,338	45,979,483	(3,202,143)	0	44,949,424	44,949,424
SUBTOTAL	(119,169)	119,169	0	(47,558,678)	4,781,338	45,979,483	(3,202,143)	0	44,949,424	44,949,424
GRAND TOTAL	\$6,292,656	\$199,135	\$6,491,791	(\$48,568,074)	\$0	\$49,387,200	(\$3,439,466)	\$3,871,451	\$48,280,799	\$52,152,250

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	60,360,105	13. County Auditor Estimate	58,595,049
2. Actual Revenue (Jul, 24)	54,817,632	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(5,542,473)	14. MTC Administration (0.5% of Line 13)	292,975
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	292,975
4. MTC Administration (0.5% of Line 3)	(27,712)	16. MTC Planning (3.0% of Line 13)	1,757,851
5. County Administration (Up to 0.5% of Line 3) ⁴	(27,712)	17. Total Charges (Lines 14+15+16)	2,343,801
6. MTC Planning (3.0% of Line 3)	(166,274)	18. TDA Generations Less Charges (Lines 13-17)	56,251,248
7. Total Charges (Lines 4+5+6)	(221,698)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(5,320,775)	19. Article 3.0 (2.0% of Line 18)	1,125,025
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	55,126,223
9. Article 3 Adjustment (2.0% of line 8)	(106,416)	21. Article 4.5 (5.0% of Line 20)	2,756,311
10. Funds Remaining (Lines 8-9)	(5,214,359)	22. TDA Article 4 (Lines 20-21)	52,369,912
11. Article 4.5 Adjustment (5.0% of Line 10)	(260,718)		
12. Article 4 Adjustment (Lines 10-11)	(4,953,641)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,002,861	143,865	4,146,726	(2,598,444)	0	1,158,914	(106,416)	2,600,780	1,125,025	3,725,805
Article 4.5	491,773	40,375	532,149	(2,820,723)	0	2,839,339	(260,718)	290,047	2,756,311	3,046,358
SUBTOTAL	4,494,634	184,241	4,678,875	(5,419,167)	0	3,998,253	(367,134)	2,890,827	3,881,336	6,772,163
Article 4										
SamTrans	9,343,646	270,496	9,614,142	(53,593,748)	0	53,947,447	(4,953,641)	5,014,200	52,369,912	57,384,112
SUBTOTAL	9,343,646	270,496	9,614,142	(53,593,748)	0	53,947,447	(4,953,641)	5,014,200	52,369,912	57,384,112
GRAND TOTAL	\$13,838,281	\$454,736	\$14,293,017	(\$59,012,915)	\$0	\$57,945,700	(\$5,320,775)	\$7,905,027	\$56,251,248	\$64,156,275

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.
3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2023-24 TDA Revenue Estimate			FY2024-25 TDA Revenue Estimate		
FY2023-24 Generation Estimate Adjustment			FY2024-25 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 23)	145,007,000		13. County Auditor Estimate	147,383,000	
2. Actual Revenue (Jul, 24)	143,708,785		FY2024-25 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		(1,298,215)	14. MTC Administration (0.5% of Line 13)	736,915	
FY2023-24 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	736,915	
4. MTC Administration (0.5% of Line 3)	(6,491)		16. MTC Planning (3.0% of Line 13)	4,421,490	
5. County Administration (Up to 0.5% of Line 3) ⁴	(6,491)		17. Total Charges (Lines 14+15+16)	5,895,320	
6. MTC Planning (3.0% of Line 3)	(38,946)		18. TDA Generations Less Charges (Lines 13-17)	141,487,680	
7. Total Charges (Lines 4+5+6)		(51,928)	FY2024-25 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		(1,246,287)	19. Article 3.0 (2.0% of Line 18)	2,829,754	
FY2023-24 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	138,657,926	
9. Article 3 Adjustment (2.0% of line 8)	(24,926)		21. Article 4.5 (5.0% of Line 20)	6,932,896	
10. Funds Remaining (Lines 8-9)		(1,221,361)	22. TDA Article 4 (Lines 20-21)	131,725,030	
11. Article 4.5 Adjustment (5.0% of Line 10)	(61,068)				
12. Article 4 Adjustment (Lines 10-11)		(1,160,293)			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	7,906,741	260,582	8,167,323	(6,910,399)	0	2,784,134	(24,926)	4,016,131	2,829,754	6,845,885
Article 4.5	208,238	5,302	213,540	(6,973,601)	0	6,821,129	(61,068)	0	6,932,896	6,932,896
SUBTOTAL	8,114,979	265,884	8,380,863	(13,884,000)	0	9,605,263	(85,994)	4,016,131	9,762,650	13,778,781
Article 4										
VTA	3,956,512	100,731	4,057,243	(132,498,407)	0	129,601,457	(1,160,293)	0	131,725,030	131,725,030
SUBTOTAL	3,956,512	100,731	4,057,243	(132,498,407)	0	129,601,457	(1,160,293)	0	131,725,030	131,725,030
GRAND TOTAL	\$12,071,491	\$366,615	\$12,438,106	(\$146,382,407)	\$0	\$139,206,720	(\$1,246,287)	\$4,016,131	\$141,487,680	\$145,503,811

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	27,790,758	14. County Auditor Estimate	28,647,982
2. Actual Revenue (Jul, 24)	26,074,646	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,716,112)	15. MTC Administration (0.5% of Line 14)	143,240
FY2023-24 Planning and Administration Charges Adjustment		16. County Administration (0.5% of Line 14)	143,240
4. MTC Administration (0.5% of Line 3)	(8,581)	17. MTC Planning (3.0% of Line 14)	859,439
5. County Administration (Up to 0.5% of Line 3) ⁴	(8,581)	18. Total Charges (Lines 15+16+17)	1,145,919
6. MTC Planning (3.0% of Line 3)	(51,483)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ⁵	742,556
7. Total Charges (Lines 4+5+6)	(68,645)	20. TDA Generations Less Charges (Lines 14-18-19)	26,759,507
8. STA Planning (2.7%)	(44,482)	FY2024-25 TDA Apportionment By Article	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(1,602,985)	21. Article 3.0 (2.0% of Line 20)	535,190
FY2023-24 TDA Adjustment By Article		22. Funds Remaining (Lines 20-21)	26,224,317
10. Article 3 Adjustment (2.0% of line 9)	(32,060)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(1,570,925)	24. TDA Article 4 (Lines 22-23)	26,224,317
12. Article 4.5 Adjustment (5.0% of Line 11)	0		
13. Article 4 Adjustment (Lines 11-12)	(1,570,925)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4.5										
SUBTOTAL	1,262,385	28,151	1,290,536	(1,613,761)	0	519,176	(32,060)	163,891	535,190	699,081
Article 4/8										
Dixon	2,204,870	47,091	2,251,961	(973,157)	0	1,085,464	(67,029)	2,297,240	1,123,910	3,421,150
Fairfield	7,030,992	198,495	7,229,488	(12,470,986)	0	6,819,888	(421,136)	1,157,254	7,063,650	8,220,904
Rio Vista	1,761,669	37,069	1,798,739	(635,209)	0	564,546	(34,861)	1,693,214	590,263	2,283,477
Solano County	3,482,413	78,038	3,560,451	(970,407)	367,537	1,043,031	(64,408)	3,936,204	1,069,777	5,005,981
Suisun City	1,284,769	35,150	1,319,919	(1,708,150)	5,556	1,643,640	(101,497)	1,159,468	1,682,556	2,842,024
Vacaville	14,057,168	360,767	14,417,935	(17,805,314)	0	5,759,622	(355,663)	2,016,580	5,957,351	7,973,931
Vallejo/Benicia	14,348,593	308,036	14,656,628	(14,791,197)	0	8,523,424	(526,331)	7,862,524	8,736,810	16,599,334
SUBTOTAL	44,170,475	1,064,647	45,235,121	(49,354,420)	373,093	25,439,615	(1,570,925)	20,122,484	26,224,317	46,346,801
GRAND TOTAL	\$45,432,860	\$1,092,797	\$46,525,657	(\$50,968,181)	\$373,093	\$25,958,791	(\$1,602,985)	\$20,286,375	\$26,759,507	\$47,045,882

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2024-25 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2023-24 TDA Revenue Estimate		FY2024-25 TDA Revenue Estimate	
FY2023-24 Generation Estimate Adjustment		FY2024-25 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 23)	33,200,000	13. County Auditor Estimate	31,500,000
2. Actual Revenue (Jul, 24)	29,538,129	FY2024-25 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(3,661,871)	14. MTC Administration (0.5% of Line 13)	157,500
FY2023-24 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	157,500
4. MTC Administration (0.5% of Line 3)	(18,309)	16. MTC Planning (3.0% of Line 13)	945,000
5. County Administration (Up to 0.5% of Line 3) ⁴	(18,309)	17. Total Charges (Lines 14+15+16)	1,260,000
6. MTC Planning (3.0% of Line 3)	(109,856)	18. TDA Generations Less Charges (Lines 13-17)	30,240,000
7. Total Charges (Lines 4+5+6)	(146,474)	FY2024-25 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(3,515,397)	19. Article 3.0 (2.0% of Line 18)	604,800
FY2023-24 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	29,635,200
9. Article 3 Adjustment (2.0% of line 8)	(70,308)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(3,445,089)	22. TDA Article 4 (Lines 20-21)	29,635,200
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	(3,445,089)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2023	FY2022-23	6/30/2023	FY2022-24	FY2023-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,776,280	36,607	2,812,886	(2,087,330)	0	637,440	(70,308)	1,292,689	604,800	1,897,489
Article 4.5										
SUBTOTAL	2,776,280	36,607	2,812,886	(2,087,330)	0	637,440	(70,308)	1,292,689	604,800	1,897,489
Article 4/8										
GGBHTD ³	(8,783)	14,354	5,571	(6,916,233)	0	7,767,384	(856,722)	0	7,408,800	7,408,800
Petaluma	4,181,137	60,605	4,241,742	(5,045,912)	0	2,412,993	(266,147)	1,342,677	2,573,313	3,915,990
Santa Rosa	10,205,578	125,020	10,330,598	(9,925,805)	1,800,274	8,676,778	(957,026)	9,924,819	8,112,132	18,036,951
Sonoma County	18,124,578	217,659	18,342,237	(18,618,911)	3,307,427	12,377,405	(1,365,195)	14,042,963	11,540,954	25,583,917
SUBTOTAL	32,502,509	417,638	32,920,147	(40,506,860)	5,107,701	31,234,560	(3,445,089)	25,310,459	29,635,200	54,945,659
GRAND TOTAL	\$35,278,789	\$454,245	\$35,733,034	(\$42,594,190)	\$5,107,701	\$31,872,000	(\$3,515,397)	\$26,603,148	\$30,240,000	\$56,843,148

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

3. Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) ³	\$258,125,769	4. Projected Carryover (Jan, 24)	\$202,319,156
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$249,517,946
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$451,837,102

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	29,939	0	376,768	406,707	364,204	770,911
Caltrain	3,735,616	(3,365,754)	12,234,876	12,604,739	11,826,875	24,431,614
CCCTA	852,028	(1,681,676)	1,072,650	243,002	1,036,880	1,279,882
City of Dixon	58,487	0	10,473	68,960	10,124	79,084
ECCTA	182,549	(647,366)	518,610	53,793	501,316	555,109
City of Fairfield	93,860	(264,398)	190,333	19,795	183,986	203,781
GGBHTD	4,140,630	(15,651,179)	11,739,882	229,333	11,348,387	11,577,720
LAVTA	181,692	(499,413)	514,526	196,805	497,367	694,172
Marin Transit	2,849,615	(2,500,000)	2,006,381	2,355,996	1,939,474	4,295,470
NVTA	51,267	(181,821)	145,664	15,110	140,807	155,917
City of Petaluma	5,180	0	62,499	67,679	60,415	128,094
City of Rio Vista	20,360	0	3,329	23,689	3,219	26,908
SamTrans	4,557,269	(1,541,284)	12,270,784	15,286,769	11,861,584	27,148,353
SMART	916,701	0	2,536,390	3,453,091	2,451,807	5,904,898
City of Santa Rosa	15,686	(203,846)	210,014	21,854	203,010	224,864
Solano County Transit	157,428	(558,377)	447,352	46,403	432,435	478,838
Sonoma County Transit	102,987	(283,960)	292,552	111,579	282,797	394,376
City of Union City	12,644	0	158,936	171,580	153,636	325,216
Vacaville City Coach	161,234	0	34,064	195,298	32,928	228,226
VTA	2,746,274	(36,100,554)	37,191,452	3,837,172	35,951,214	39,788,386
VTA - Corresponding to ACE	16,043	(210,982)	217,366	22,427	210,118	232,545
WCCTA	332,824	(660,333)	680,315	352,806	657,628	1,010,434
WETA	19,093,482	(9,527,654)	3,336,243	12,902,071	3,224,988	16,127,059
SUBTOTAL	40,313,799	(73,878,597)	86,251,459	52,686,658	83,375,199	136,061,857
AC Transit	11,539,770	(40,947,165)	32,810,667	3,403,272	31,716,516	35,119,788
BART	20,133,794	(18,462,584)	51,414,358	53,085,568	49,699,822	102,785,390
SFMTA	6,494,373	(1,000,000)	87,649,285	93,143,658	84,726,409	177,870,067
SUBTOTAL	38,167,937	(60,409,749)	171,874,310	149,632,498	166,142,747	315,775,245
GRAND TOTAL	\$78,481,735	(\$134,288,345)	\$258,125,769	\$202,319,156	\$249,517,946	\$451,837,102

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY 2023-24 allocations as of 1/31/24.

3. FY 2023-24 STA revenue estimates are based on State Controller's Office forecasts from August 2023.

4. Projected carryover as of 6/30/24 does not include interest accrued in FY2023-24.

5. FY2024-25 STA revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

FY2023-24 STA Revenue Estimate		FY2024-25 STA Revenue Estimate	
1. State Estimate (Aug, 23) ³	\$93,383,567	4. Projected Carryover (Jan, 24)	\$116,474,779
2. Actual Revenue (Aug, 24)		5. State Estimate ⁵ (Jan, 24)	\$90,269,467
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$206,744,246

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant^b						
Alameda	8,803,885	(11,667,439)	11,555,259	8,691,705	11,169,921	19,861,626
Contra Costa	11,037,661	(15,787,520)	14,500,385	9,750,525	14,016,834	23,767,359
Marin	2,841,929	(4,461,536)	3,730,219	2,110,612	3,605,825	5,716,437
Napa	1,161,656	(3,209,927)	2,281,782	233,511	2,205,691	2,439,202
San Francisco	5,209,534	0	5,527,224	10,736,758	5,342,905	16,079,663
San Mateo	6,101,403	0	3,309,292	9,410,695	3,198,936	12,609,631
Santa Clara	681,886	(8,961,946)	9,211,738	931,679	8,904,551	9,836,230
Solano	10,266,348	(9,783,634)	6,864,979	7,347,692	6,636,050	13,983,742
Sonoma	2,354,896	(8,367,704)	8,387,619	2,374,811	8,107,914	10,482,725
SUBTOTAL	48,459,199	(62,239,706)	65,368,497	51,587,988	63,188,627	114,776,615
Regional Program	28,341,407	(13,563,748)	27,596,617	42,374,276	19,080,840	61,455,116
WestCat Feeder Bus Support			418,453		0	418,453
Means-Based Transit Fare Program	21,504,764	0	0	21,504,764	8,000,000	29,504,764
Transit Emergency Service Contingency Fund⁷	1,007,751	0	0	1,007,751	0	1,007,751
GRAND TOTAL	\$99,313,121	(\$75,803,454)	\$93,383,567	\$116,474,779	\$90,269,467	\$207,162,699

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed. Balances from the Northern County/Small Operator and Regional Paratransit programs, previously established by MTC Resolution 3837, have been transferred to the appropriate County Block Grant program.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2022-23 allocations as of 1/31/24.

3. FY 2023-24 STA revenue generation is based on actuals report from State Controller's Office from August 2023.

4. The projected carryover as of 6/30/2024 does not include interest accrued in FY 2023-24.

5. FY2024-25 STA revenue generation based on forecasts from the State Controller's Office from January 2024.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2024-25 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=D+E</i>
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	8,075,495	(5,670,337)	1,000,000	3,405,158	1,000,000	4,405,158
Bay Trail	352,213	(802,213)	450,000	0	450,000	450,000
Studies	537,544	(262,526)	0	275,018	0	275,018
SUBTOTAL	8,965,253	(6,735,076)	1,450,000	3,680,176	1,450,000	5,130,176
5% State General Fund Revenues						
Ferry	24,008,730	(17,674,836)	3,186,694	9,520,588	3,218,561	12,739,149
Bay Trail	321,645	(611,887)	290,242	0	293,145	293,145
SUBTOTAL	24,330,375	(18,286,723)	3,476,936	9,520,588	3,511,706	13,032,294

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations and as of 1/31/24.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2024-25 FUND ESTIMATE
 AB1107 FUNDS
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2023-24 AB1107 Revenue Estimate		FY2024-25 AB1107 Estimate	
1. Original MTC Estimate (Feb, 23)	\$104,000,000	4. Projected Carryover (Jul, 23)	\$0
2. Actual Revenue (Jul, 24)	\$106,710,918	5. MTC Estimate (Feb, 24)	\$104,000,000
3. Revenue Adjustment (Lines 2-1)	\$2,710,918	6. Total Funds Available (Lines 4+5)	\$104,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2023	FY2022-24	6/30/2023	FY2022-24	FY2023-24	FY2023-24	6/30/2024	FY2024-25	FY2024-25
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	0	0	0	(53,355,459)	52,000,000	1,355,459	0	52,000,000	52,000,000
SFMTA	0	0	0	(53,355,459)	52,000,000	1,355,459	0	52,000,000	52,000,000
TOTAL	\$0	\$0	\$0	(\$106,710,918)	\$104,000,000	\$2,710,918	\$0	\$104,000,000	\$104,000,000

1. Balance as of 6/30/23 is from the MTC FY2022-23 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/23, and FY2023-24 allocations as of 6/30/24.

**FY 2024-25 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT

Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$4,917,555	\$2,748,225
AC Transit	\$4,157,809	\$771,417
LAVTA	\$246,809	
Pleasanton	(\$3,431)	
Union City	\$146,393	
CCCTA		\$1,070,231
ECCTA		\$586,307
WCCTA		\$178,963

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2024-25
CCCTA	\$820,003
LAVTA	\$597,369
ECCTA	\$2,665,851
WCCTA	\$2,960,077

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$102,785,390	
STA Revenue-Based	BART	CCCTA ²	(820,003)	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	(496,359)	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	(2,665,851)	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ²	(2,550,354)	BART Feeder Bus
Total Payment			(6,532,568)	
Remaining BART STA Revenue-Based Funds			\$96,252,822	
Total Available BART TDA Article 4 Funds²			\$510,732	
TDA Article 4	BART-Alameda	LAVTA	(101,010)	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	(409,722)	BART Feeder Bus
Total Payment			(510,732)	
Remaining BART TDA Article 4 Funds			\$0	
Total Available SamTrans STA Revenue-Based Funds			\$27,148,353	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$26,347,329	
Total Available Union City TDA Article 4 Funds			\$10,934,583	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$10,817,884	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years

2. Staff recommendation is to maintain the same percentage reduction as FY2023-24, as this reduction aligns with the assumptions that inform the SB 125 distribution framework. The precise distribution of the reduced payment between the bus operators may be adjusted based on operator feedback.

**FY 2024-25 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

FY2023-24 LCTOP Revenue Estimate¹		FY2024-25 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 23)	\$214,500,000	5. Estimated Statewide Appropriation (Jan, 23)	\$182,500,000
2. MTC Region Revenue-Based Funding	\$57,469,463	6. Estimated MTC Region Revenue-Based Funding	\$48,895,930
3. MTC Region Population-Based Funding	\$20,791,041	7. Estimated MTC Region Population-Based Funding	\$17,689,347
4. Total MTC Region Funds	\$78,260,504	8. Estimated Total MTC Region Funds	\$66,585,278

1. The FY 2023-24 LCTOP revenue generation is based on the \$215 million revised estimate included in the FY 2024-25 Governor's Proposed State Budget.

2. The FY 2024-25 LCTOP revenue generation is based on the \$183 million estimated in the FY 2024-25 Governor's Proposed State Budget.

**FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2023-24 SGR Revenue-Based Revenue Estimate		FY2024-25 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 23)	\$33,656,207	4. Projected Carryover (Jan, 24)	\$21,757
2. Actual Revenue (Aug, 24)		5. State Estimate (Jan, 24)	\$34,666,010
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$34,687,767

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2022-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Actual Revenue ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	32	(49,125)	49,125	32	50,600	50,632
Caltrain	1,034	(1,595,267)	1,595,267	1,034	1,643,131	1,644,165
CCCTA	91	(139,859)	139,859	91	144,056	144,147
City of Dixon	2	(1,366)	1,366	2	1,407	1,409
ECCTA	44	(67,620)	67,620	44	69,649	69,693
City of Fairfield	16	(24,817)	24,817	16	25,562	25,578
GGBHTD	992	(1,530,726)	1,530,726	992	1,576,653	1,577,645
LAVTA	43	(67,087)	67,087	43	69,100	69,143
Marin Transit	169	(261,606)	261,606	169	269,455	269,624
NVTA	12	(18,993)	18,993	12	19,563	19,575
City of Petaluma	5	(8,149)	8,149	5	8,393	8,398
City of Rio Vista	1	(434)	434	1	447	448
SamTrans	1,037	(1,599,949)	1,599,949	1,037	1,647,953	1,648,990
SMART	214	(330,712)	330,712	214	340,634	340,848
City of Santa Rosa	18	(27,383)	27,383	18	28,205	28,223
Solano County Transit	38	(58,329)	58,329	38	60,079	60,117
Sonoma County Transit	26	(38,145)	38,145	26	39,289	39,315
City of Union City	14	(20,723)	20,723	14	21,345	21,359
Vacaville City Coach	2	(4,441)	4,441	2	4,575	4,577
VTA	3,143	(4,849,277)	4,849,277	3,143	4,994,771	4,997,914
VTA - Corresponding to ACE	18	(28,342)	28,342	18	29,192	29,210
WCCTA	0	(88,704)	88,704	0	91,366	91,366
WETA	282	(435,002)	435,002	282	448,054	448,336
SUBTOTAL	7,234	(11,246,056)	11,246,056	7,233	11,583,479	11,590,712
AC Transit	2,768	(4,278,080)	4,278,080	2,768	4,406,436.54	4,409,205
BART	4,338	(6,703,756)	6,703,756	4,339	6,904,891.76	6,909,231
SFMTA	7,418	(11,428,315)	11,428,315	7,417	11,771,202.70	11,778,620
SUBTOTAL	14,524	(22,410,151)	22,410,151	14,524	23,082,531	23,097,055
GRAND TOTAL	\$21,759	(\$33,656,207)	\$33,656,207	\$21,757	\$34,666,010	\$34,687,767

1. FY2023-24 State of Good Repair Program revenue generation is based on September 2023 report from the State Controller's Office (SCO).

2. FY2024-25 State of Good Repair Program revenue generation based on January 2024 State Controller's Office (SCO) forecast.

**FY 2024-25 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2023-24 SGR Population-Based Revenue Estimate		FY2024-25 SGR Population-Based Revenue Estimate	
1. State Estimate (Jan, 23)	\$12,203,772	4. Projected Carryover (Jan, 24)	\$486,390
2. Actual Revenue (Aug, 23)	\$12,175,989	5. State Estimate (Jan, 24)	\$12,541,311
3. Revenue Adjustment (Lines 2-1)	(\$27,783)	6. Total Funds Available (Lines 4+5)	\$13,027,701

SGR PROGRAM POPULATION-BASED APPORTIONMENT						
Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2023	FY2022-24	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
Clipper®/Clipper® 2.0 ³	20,109,423	(31,799,022)	12,175,989	486,390	12,541,311	13,027,701
GRAND TOTAL	\$20,109,423	(\$31,799,022)	\$12,175,989	\$486,390	\$12,541,311	\$13,027,701

1. FY2023-24 State of Good Repair Program revenue generation is based on August 2023 report from the State Controller's Office (SCO).
2. FY2024-25 State of Good Repair Program revenue generation is based on January 2024 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.

**FY 2024-25 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING**

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FY2024-25 SB 125 Funding	
1. Estimate (Feb, 24)	\$162,927,458
2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)	

SB 125 FUNDING DISTRIBUTION

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F
	6/30/2023	FY2021-23	FY2023-24	6/30/2024	FY2024-25	Total
Apportionment Jurisdictions	Balance	Outstanding	Distribution	Projected	Distribution¹	Available For
	(w/interest)	Commitments		Carryover		Allocation
SFMTA	0	0	0	0	99,477,176	99,477,176
BART	0	0	0	0	58,211,496	58,211,496
AC Transit	0	0	0	0	0	0
Caltrain	0	0	0	0	0	0
GGBHTD	0	0	0	0	656,448	656,448
ACE	0	0	0	0	1,776,585	1,776,585
ECCTA	0	0	0	0	0	0
LAVTA	0	0	0	0	0	0
NVTA	0	0	0	0	805,753	805,753
SolTrans	0	0	0	0	0	0
WCCTA	0	0	0	0	0	0
MTC (Regional Network Management)	0	0	0	0	2,000,000	2,000,000
GRAND TOTAL	\$0	\$0	\$0	\$0	\$162,927,458	\$162,927,458

1. FY2024-25 distributions have been adjusted to deduct Regional Measure 3 Allocations, which are considered part of the regional contribution towards transit operating shortfalls. Additional details are available in the March 2024 MTC Programming & Allocations Committee materials associated with MTC Res. No 4526.