

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 8, 2026

Agenda Item 2c-26-0345

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

Subject:

Update of Transit Capital Priorities (TCP) program, including reprogramming updates in FYs 2023-24, 2024-25, and 2025-26.

Background:

This item proposes updates to the FYs 2023-24 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.

Updates to FY 2023-24 TCP Programming:

Today's action proposes the removal of \$3.2 million in FY 2023-24 programming to Clipper for the Clipper Next Gen Fare Collection System project. Clipper staff have requested the removal of this programming from FY 2023-24 programming and potential deferral to a to-be-programmed date (FY 2026-27 or later) to better align capital funding with the timing of need; they would then be included in a future TCP programming action including those fiscal years. This amount will be carried forward into available program balances.

Updates to FYs 2024-25 and 2025-26 TCP Programming:

Updates to align with FY26 FTA Apportionments: The currently adopted FY 2025-26 TCP program is based on estimated apportionments. At the time of this item's production, FY 2025-26 apportionments had not been released by FTA. Apportionments were subsequently released on March 31, 2026. If time permits, in order to update the TCP program to align with the final amounts available, staff intend to bring an amended version of the FY2025-26 program resolution to the April 22, 2026 Commission meeting. These updates would include final numbers for formula-based programming such as the ADA operating set-aside, projects programmed to the precise amount available to an urbanized area, and any other needed responses to actual apportionments compared to estimates. If possible, April Commission action would enable operators to apply for FY 2025-26-funded grants without delay.

Today's item also proposes:

Operator Requests

Caltrain: Re-program \$5.0 million from the Signal/Communication Rehab & Upgrades project to the Systemwide Track Rehab & Related Structures in FY 2025-26. Both projects are within Caltrain's FG cap. The proposed change would increase funding for Systemwide Track Rehab & Related Structures from \$12.5 million to \$17.5 million, with no effect on other operators.

VTA: VTA requested the removal of \$4.0 million programmed to the LRV Charging Station project in FY 2024-25. The 5337 funds removed will fall to the balance of funds available to be programmed.

Fixed Guideway programming

The TCP Policy conditions new fixed guideway (FG) programming on the expenditure of prior year grants to direct the region's limited funds to projects most in need and accelerate project delivery. Operators were meant to spend ¼ of remaining balances on grants obligated in FFY 2021-22 or prior by September 30, 2025. Operators who failed to meet the spend-down goal face involuntary deferrals, removing an amount of funding from their programming equal to the proportion of unspent balance against the total programming amount. If additional funding is available, after meeting Debt Service payment requirements, a subcommittee of the FG operators will be called to evaluate proposals to restore prior-year involuntarily deferred caps. The recommendations of this subcommittee will be considered for programming recommendations to the Commission.

BART: BART faces a \$169,380 involuntary deferral due to failure to meet timely (FG) spend-down requirements. The deferral is proportionally applied to BART's FY 2025-26 FG programming.

GGBHTD: GGBHTD faces a \$506,889 involuntary deferral due to failure to meet timely FG spend-down requirements. As GGBHTD does not have any FG programming in FY 2025-26, their involuntary deferral will be applied in FY 2026-27 programming.

WETA: WETA faces a \$64,212 involuntary deferral due to failure to meet timely FG spend-down requirements. The deferral is applied to WETA's FY 2025-26 FG programming (FY25-26 Vessel Rehabilitation Projects).

Debt Service: The \$233,592 removed from BART and WETA programming is programmed to the score-17 debt service project to service the loan for BART Replacement Railcars.

Next Steps

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

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:

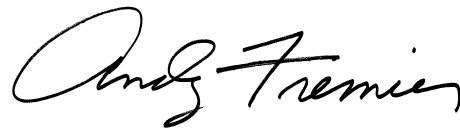
None.

Recommendation:

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

Attachments:

- MTC Resolution No. 4510, Revised (TCP FTA Program FYs 22-24)
 - Attachments A – D
- MTC Resolution No. 4674, Revised (TCP FTA Program FY25-FY26)
 - Attachments A – C



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