

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

October 9, 2024

Agenda Item 2b-24-0987

**MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654, Revised; and 4668**

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**Subject:**

The proposed action revises the FY2024-25 MTC Fund Estimate and allocates \$141.4 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3 (RM3), and Senate Bill 125 (SB 125) funds to four transit operators to support transit operations and capital projects in the region.

**Background:**

*Fund Estimate Revision: Updates to the STA and State of Good Repair (SGR) programs*

Final FY2023-24 STA revenues totaled \$332 million, or 12% below FY2022-23 actual revenues of \$376 million and 6% below the initial State Controller’s Office (SCO) estimates of \$352 million from August 2023. STA revenues are derived from a statewide tax on diesel fuel, for which prices have largely been in decline since an all-time high in June 2022 according to data from the US Energy Information Administration. Accordingly, the SCO has also revised FY2024-25 STA estimates to \$336 million for the MTC region, a reduction of \$3 million from the state’s original estimate of \$339.

Final FY2023-24 State of Good Repair (SGR) revenues totaled \$48 million, or 8% above FY2022-23 actual revenues of \$44 million. SGR revenues are driven by state vehicle registration fees and are expected to total \$50 million in FY2024-25 based on the latest SCO forecast from August 2024. A summary of STA and SGR revenues is included in the table below.

<i>\$ in millions</i>	<b>FY2022-23 STA</b>	<b>FY2023-24 STA</b>	<b>FY2022-23 SGR</b>	<b>FY2023-24 SGR</b>
Revenue-Based	\$ 276	\$ 244	\$ 32	\$ 35
Population-Based	\$ 100	\$ 88	\$ 12	\$ 13
<b>Total</b>	<b>\$ 376</b>	<b>\$ 332</b>	<b>\$ 44</b>	<b>\$ 48</b>

*Correction to Fund Estimate Starting Balances in the STA Population-Based Program*

The starting balances in the STA Population-Based Program have been adjusted following the discovery of an error in the February and July versions of the FY2024-25 MTC Fund Estimate (page 12 in Attachment A of MTC Resolution No. 4629). Commitments in the County Block Grant program were misattributed primarily to the Means-Based Transit Fare Program, which overstated the starting balances for most counties in the County Block Grant program, while understating the starting balance of the Means-Based Transit Fare Program by an equal amount. While this has a net-zero impact on the overall STA Population Based balance, it does impact the total funding available for allocation to each county and to the Means-Based Transit Fare Program relative to what was originally reflected in the Fund Estimate. These changes are outlined below.

Further, given that the current balance in the Means-Based Transit Fare Program is sufficient to fully fund the Clipper START program needs for FY 2024-25 and beyond, staff recommend suspending the transfer to the Means-Based Program account from the STA Regional Program account for the current fiscal year.

<b>County Block Grant</b>	<b>Original</b>	<b>Revised</b>	<b>Change</b>
Alameda	\$ 8,803,885	\$ 4,103,226	\$ (4,700,660)
Contra Costa	\$ 11,037,661	\$ 5,315,416	\$ (5,722,244)
Marin	\$ 2,841,929	\$ 1,317,742	\$ (1,524,187)
Napa	\$ 1,161,656	\$ 1,161,656	\$ -
San Francisco	\$ 5,209,534	\$ 695,849	\$ (4,513,686)
San Mateo	\$ 6,101,403	\$ 4,849,345	\$ (1,252,058)
Santa Clara	\$ 681,886	\$ 681,886	\$ -
Solano	\$ 10,266,348	\$ 15,522,006	\$ 5,255,659
Sonoma	\$ 2,354,896	\$ 924,859	\$ (1,430,037)
<b>County Block Grant Total</b>	<b>\$ 48,459,199</b>	<b>\$ 34,571,985</b>	<b>\$ (13,887,213)</b>
<b>Means-Based Transit Fare Program</b>	<b>\$ 21,504,764</b>	<b>\$ 35,391,977</b>	<b>\$ 13,887,213</b>

FY2024-25 Allocation of TDA, STA, RM2, RM3, and SB 125 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 SB 125 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.

This month includes the first allocation of SB 125 funds to BART and ACE providing critical emergency operations funding in light of the depletion of federal COVID relief funds. Staff have reviewed progress toward the SB 125 Regional Accountability Measures, summarized in Attachment B to this memo, and have determined that claimants have made satisfactory progress toward achieving these milestones.

The proposed allocation amounts are based on the programming levels identified in the FY 2024-25 Fund Estimate (MTC Resolution 4629, Revised), RM2 Operating Program (MTC Resolution 4643), and RM3 Operating Program (MTC Resolution 4644). The proposed allocations are summarized in the following table:

**Allocation Amounts by Entity<sup>1</sup> (amounts in millions)**

<sup>1</sup> Entity	TDA (Res. 4651)	STA (Res. 4652)	RM2 (Res. 4653)	RM3 (Res. 4654)	SB125 (Res. 4668)	Grand Total
BART		\$42.7			\$58.2	\$100.9
SolTrans	\$10.7		\$2.2			\$13.0
WETA				\$25.7		\$25.7
ACE					\$1.7	\$1.7
<b>Total</b>	<b>\$10.7</b>	<b>\$42.7</b>	<b>\$2.2</b>	<b>\$25.7</b>	<b>\$60.0</b>	<b>\$141.4</b>

*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. Information regarding WETA’s FY 2024-25 operating budgets and current and future operation can be found in the July Programming and Allocations meeting materials.

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<sup>1</sup> 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.

**Issues**

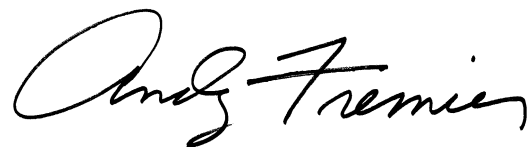
None.

**Recommendations:**

Refer MTC Resolution Nos. 4629, Revised; 4651, Revised; 4652, Revised; 4653, Revised; 4654, Revised; and 4668 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. 4629, Revised
  - Attachment A
- MTC Resolution No. 4651, Revised
  - Attachment A
- MTC Resolution No. 4652, Revised
  - Attachment A
- MTC Resolution No. 4653, Revised
  - Attachment A
- MTC Resolution No. 4654, Revised
  - Attachment A
- MTC Resolution No. 4668
  - Attachment A



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Andrew B. Fremier

**Attachment A – Transit Operator Budget Summary**

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**San Francisco Bay Area Rapid Transit District (BART)**

FY2024-25 Operating Budget	\$1.03 billion
FY2023-24 Operating Budget	\$935 million
Increase in Budget compared to FY2023-24	11%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	45%
Total Proposed FY2024-25 Operating Allocation <sup>1</sup>	\$102.4 million
Proportion of Operating Budget Funded with Allocations	10%

**Budget and Operating Highlights**

Bay Area Rapid Transit (BART) is primarily a traction power, protected right-of-way commuter rail system that spans over 131 miles of double track and 50 stations. BART operates in five counties: Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara, providing service to high-frequency urban markets as well as lower-frequency suburban markets.

BART’s adopted operating budget for FY2024-25 is \$1.03 billion and represents an 11% increase from the prior fiscal year. A significant portion of this increase can be attributed to growing utility costs and maintenance as BART focuses its effort to achieve a majority greenhouse gas-free power supply and has doubled frequency of deep cleans on train cars.

FY2024-25 forecasts show ridership beginning at approximately 43% and ending at around 45% of pre-pandemic levels. Among improvements to rider experience, BART is continuing to improve safety and cleanliness and plans to complete installation of next generation fare gates systemwide by the end of calendar year 2025.

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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

Prior to the COVID pandemic, fares funded most of BART's operations. In FY2018-19, fare revenue and parking fees provided \$520 million in revenue, or 76% of operating expense. As transit ridership recovers gradually across the Bay Area, BART's budget assumes fare revenue and parking fees will amount to \$252 million in FY2024-25.

BART's claim for FY2024-25 includes Senate Bill 125 funding which will reduce the forecasted deficit for this fiscal year and FY2025-26. BART anticipates that federal emergency funds will be depleted by the end of 2025 and will need to secure reliable and ongoing new sources of funding in 2026.

**Solano County Transit (SolTrans)**

FY2024-25 Operating Budget	\$22.2 million
FY2023-24 Operating Budget	\$19.5 million
Increase in Budget compared to FY2023-24	13%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	75%
Total Proposed FY2024-25 Operating Allocation <sup>1</sup>	\$13.2 million
Proportion of Operating Budget Funded with Allocations	62.4%

**Budget and Operating Highlights**

Solano County Transit (SolTrans) is an intercity express bus operator for southern Solano County. The operator’s service area covers 65 square miles of Solano County and has a population of 156,000. SolTrans provides service to this population with 17 fixed-routes and Demand Response service which together support an annual total of over 950,000 rides. SolTrans contracts service through Transdev.

The FY 2024-25 Adopted Operating Budget is \$22.2 million, up 13% from the FY 2023-24 estimated actual of \$19.5 million. The increase can be attributed to an 11% cost increase in contracted transit services due to a new union agreement. Roughly 10%, or \$2.6 million of the operating budget is supported by federal COVID relief funding which will be exhausted within the fiscal year. Considering this, SolTrans is exploring avenues to cover the operating revenue shortfall next fiscal year, including making use of funds to be allocated as part of the SB 125 emergency funding framework.

To adapt to changing travel patterns, SolTrans is currently undergoing a Comprehensive Operational Analysis that will determine what changes need to be made to the overall system to

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meet the needs of riders. Service that has been unproductive will be reexamined and SolTrans will make strategic changes to ensure operations funding is dedicated to productive service.

SolTrans' ongoing major capital projects include mid-life engine rebuilds of CNG buses and an anticipated delivery of five battery electric buses within the fiscal year. The construction of electrical infrastructure needed to house these buses will be completed by early 2025.

Additionally, the operator has ordered an additional 14 battery electric buses that are expected to be delivered within the next two fiscal years. By 2027, SolTrans intends to operate with a fully electric fleet.



**Altamont Corridor Express (ACE/SJRRC)**

FY2024-25 Operating Budget	\$45.2 million
FY2023-24 Operating Budget	\$36.8 million
Increase in Budget compared to FY2023-24	23%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	46%
Total Proposed FY2024-25 Operating Allocation <sup>1</sup>	\$2.1 million
Proportion of Operating Budget Funded with Allocations	4.7%

**Budget and Operating Highlights**

Altamont Corridor Express is a commuter rail service connecting riders from Stockton and San Jose during peak hours and is managed by the San Joaquin Regional Rail Commission. The service route operates on 86 miles of Union Pacific owned tracks with 10 stops beginning at Stockton’s Robert J. Cabral Station and ending at San Jose’s Diridon Station. ACE’s rolling stock consists of push-pull trains with one to two diesel locomotives and four or more coach cars which are available as ridership grows. All operations are contracted to Herzog Transit Services.

Ridership actuals from FY2022-23 show over 600,000 riders and the FY2024-25 forecasts an estimated 917,000 riders representing roughly 46% of pre-COVID actuals. ACE continues to show year-over-year ridership growth which is supported by ongoing marketing and outreach. As part of ACE’s outreach, the Rail Commission approved of a reintroduction of special train service to Levi’s Stadium in San Jose for select football games and events.

ACE’s FY2024-25 Operating Budget is \$45.2 million which is a 23% increase from the previous fiscal year. This increase is attributed to increased labor costs, paid services, and overall vehicle

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operations. To cover the forecasted deficit for FY2024-25, ACE is claiming Senate Bill 125 funding and will seek additional funding in the next fiscal year to continue delivering service to the San Joaquin Valley, Tri Valley, and Silicon Valley areas.