

**Metropolitan Transportation Commission
Programming and Allocations Committee**

November 13, 2024

Agenda Item 2g-24-1397

**MTC Resolution Nos. 4651, Revised; 4652, Revised; 4653, Revised; 4655, Revised; and
4668, Revised**

Subject:

The proposed action allocates \$295.6 million in FY2024-25 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), and Senate Bill 125 (SB 125) funds to two transit operators to support transit operations and capital projects in the region.

Background:

This month's proposed actions continue the annual allocation process of these funds for FY2024-25. Two 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.

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). The proposed allocations are summarized in the following table

Allocation Amounts by Entity¹ (amounts in millions)

¹Entity	TDA (Res. 4651)	STA (Res. 4652)	RM2 (Res. 4653)	AB1107 (Res. 4655)	SB 125 (Res. 4668)	Grand Total
FAST	\$6.0					\$6.0
SFMTA	\$48.9	\$87.2	\$2.1	\$52.0	\$99.4	\$289.6
Total	\$54.9	\$87.2	\$2.1	\$52.0	\$99.4	\$295.6

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.

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.

Issues

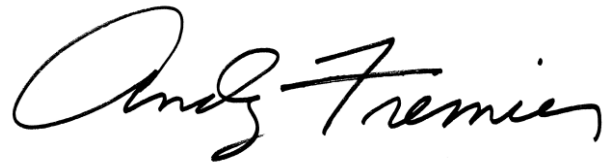
None.

Recommendations:

Refer MTC Resolution Nos. 4651, Revised; 4652, Revised; 4653, Revised; 4655, Revised; and 4668, Revised 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. 4651, Revised
 - Attachment A
- MTC Resolution No. 4652, Revised
 - Attachment A
- MTC Resolution No. 4653, Revised
 - Attachment A
- MTC Resolution No. 4655, Revised
 - Attachment A
- MTC Resolution No. 4668, Revised
 - Attachment A



Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

San Francisco Municipal Transportation Agency

FY2024-25 Operating Budget	\$1.17 billion
FY2023-24 Operating Budget	\$1.12 billion
Increase in Budget compared to FY2023-24	4.1%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	72.2%
Total Proposed FY2024-25 Operating Allocation ¹	\$289.6 million
Proportion of Operating Budget Funded with Allocations	24.7%

Budget and Operating Highlights

The San Francisco Municipal Transportation Agency (SFMTA) provides transit service to the City and County of San Francisco using five different modes: motorcoach, trolley coach, light rail, cable car, and historic streetcar. Serving a mostly urban market within the city’s 49-square mile service area and the northern reaches of neighboring County of San Mateo, SFMTA caters to over 160 million passengers annually.

SFMTA shows promising signs of ridership recovery. In the month of September 2024, the operator saw its highest ridership month since the beginning of the pandemic with reported averages of 521,000 weekday passenger trips and 349,000 weekend trips. SFMTA will continue to evaluate the feasibility of new fare products and incentives to encourage ridership and respond to changing usage patterns.

While ridership recovery remains relatively strong, SFMTA continues to face budgetary challenges due to factors including slow growth of parking revenue. To close a \$12.7 million

¹Includes 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

shortfall in the current and incoming fiscal year, the Board of Directors approved a reduction of the Clipper discount for Clipper and Muni Mobile single ride fares, an increase of parking fines by 8% each year, implementation of inflation indexing of residential parking permit fees, and reinstatement of taxi fees (excluding drivers) and applying inflation indexing.

SFMTA's board of directors approved a five-year capital improvement program covering the five-year period from FY2024-25 to FY2028-29 on April 16, 2024, which totaled \$2.6 billion for 180 projects within 10 capital program areas. SFMTA's operating budget for FY2024-25 shows a 4% increase from the previous fiscal year and is reflective of inflation with specific increases of costs in labor, services, materials and supplies.

Fairfield and Suisun Transit (FAST)

FY2024-25 Operating Budget	\$10.8 million
FY2023-24 Operating Budget	\$10.6 million
Increase in Budget compared to FY2023-24	2.0%
Projected Ridership (Estimated FY2023-24 as a Percentage of FY 2018-19 actual) ¹	42.5%
Total Proposed FY2024-25 Operating Allocation ²	\$7.2 million
Proportion of Operating Budget Funded with Allocations	66.7%

Budget and Operating Highlights

FAST is the primary bus service for the City of Fairfield and surrounding communities. It operates across a 41 square-mile service area that houses a population of over 120,000 people. FAST offers five fixed routes, two demand-response routes, an intercity taxi program, and a microtransit service. The intercity taxi program is a flexible option for paratransit certified riders, providing a connection between cities and rural areas of Solano County. The microtransit service (FAST Connect) is an implementation of FAST’s “Comprehensive Operational Strategy” and offers an on-demand service that more efficiently serves two zones of Fairfield that were previously served by fixed routes. All these service offerings total over 200,000 rides provided annually.

FAST’s proposed budget for FY2024-25 shows \$10.8 million in operational expenses representing a 2% overall increase in the previous year. The slight increase is shared across all operational expenses categories and is reflective of inflation.

¹Projected ridership is not inclusive of Solano Express service which is now operated by Solano County Transit (SolTrans)

²Includes 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

To continue encouraging ridership recovery, Fairfield's city council approved FAST's proposal of a free youth fares pilot. This pilot will take effect December 1, 2024. Additionally, FAST plans to expand the FAST Connect microtransit service to the Paradise Valley Estates retirement community which will provide valuable first-last mile connections to residents and employees alike.

Attachment B – Senate Bill 125 Regional Accountability Measure Progress Update for Claimant(s)

MTC Resolution No. 4619 identifies Regional Accountability Measures for operators receiving Senate Bill (SB) 125 funds. These measures have been identified as projects in MTC Resolution No. 4630, the Fiscal Year 2023-24 Productivity Improvement Program (PIP). In accordance with MTC’s standard procedures, operators report on progress toward PIP projects when submitting their claims of transit operating funds on a rolling annual basis.

This document summarizes the progress made toward PIP projects for large operators that are due to receive SB 125 funds in either Fiscal Year 2024-25 or Fiscal Year 2025-26. Cells are color coded using the following schema:

Shading	Significance
Green	SB 125 Regional Accountability Measure has been fulfilled. Operator should maintain current performance moving forward
Yellow	SB 125 Regional Accountability Measure is in-progress and satisfactory progress has been made. Operator should continue to advance the initiative moving forward
Red	SB 125 Regional Accountability Measure is in-progress but satisfactory progress has not been made. Operator should act to significantly advance the initiative moving forward

Staff will continue to provide updates for eligible operators as their claims are received, and will provide a second mid-year update on PIP progress for all operators to the Programming and Allocations Committee in early 2025.

SFMTA

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
Active Participation in Advancement of Regional Initiatives	<ul style="list-style-type: none"> SFMTA is currently participating in all applicable initiatives identified by MTC Notably, SFMTA staff are working to launch a mini-prototype of mapping and wayfinding at Powell Street Station this fall 	<ul style="list-style-type: none"> SFMTA has fulfilled this SB 125 Regional Accountability Measure
Schedule Coordination	<ul style="list-style-type: none"> SFMTA conducts sign-ups three times per year, aligning with BART (who is on the common operator sign-up schedule) SFMTA is actively participating in the Bay Area TRANSFER Plan 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment MTC recommends that SFMTA continue to coordinate with connecting operators to more efficiently align schedules
General Transit Feed Specification (GTFS) Audit	<ul style="list-style-type: none"> SFMTA is in compliance with basic GTFS best practices SFMTA does not provide a publicly accessible GTFS-RT feed; instead, this information is provided to MTC SFMTA is in compliance with some but not all best practices that go beyond basic standards 	<ul style="list-style-type: none"> This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment MTC recommends that SFMTA make the following technical revisions: <ul style="list-style-type: none"> Revise stops.txt file to provide accurate wheelchair_boarding and tts_stop_name values Revise trips.txt file to provide accurate information for

SB 125 Regional Accountability Measure	Progress Summary	MTC Assessment and Recommendations
		wheelchair_accessible and bikes_allowed values
Report on Fare Collection	<ul style="list-style-type: none"> • SFMTA has increased the number of fare inspector positions in the FY2024-25 budget by 36, bringing the total to 90 • SFMTA is currently undertaking a fare enforcement study, which will lead to a public education campaign 	<ul style="list-style-type: none"> • This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment • MTC recommends that SFMTA share findings from the fare enforcement study and updated fare evasion statistics prior to submittal of its FY25 claim
Report on Ambassador Program	<ul style="list-style-type: none"> • In 2023, SFMTA worked with UCLA to collect data on safety perceptions and generate recommendations which will be incorporated into a Safety Equity Action Plan • SFMTA has hired additional transit ambassadors to de-escalate conflicts 	<ul style="list-style-type: none"> • This SB 125 Regional Accountability Measure is in-progress and SFMTA has made satisfactory progress toward fulfillment • MTC recommends that SFMTA share an update on implementation of recommendations in the Safety Equity Action Plan and an update on the hiring of additional transit ambassadors

Date: June 26, 2024
W.I.: 1514
Referred by: PAC
Revised: 07/24/24-C
09/25/24-C
10/23/24-C
11/20/24-C

ABSTRACT

Resolution No. 4651, Revised

This resolution approves the allocation of fiscal year 2024-2025 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Central Contra Costa Transit Authority (CCCTA), Napa Valley Transportation Authority (NVTA), and Santa Clara Valley Transportation Authority (VTA).

Attachment A was revised on July 24, 2024, to allocate funds to Livermore Amador Valley Transit Authority (LAVTA), Marin Transit, City of Santa Rosa, and Sonoma County Transit.

Attachment A was revised on September 25, 2024 to allocate funds to Eastern Contra Costa Authority (ECCTA), Golden Gate Bridge, Highway, and Transportation District (GGBHTD), and Western Contra Costa Transit Authority (WestCAT).

Attachment A was revised on October 23, 2024 to allocate funds to Solano County Transit (SolTrans).

Attachment A was revised on November 20, 2024 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA), and the City of Fairfield.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 12, 2024, July 10, 2024, September 11, 2024, October 9, 2024, and November 13, 2024.

Date: June 26, 2024
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2024-25 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4651

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2023-24 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2024-25 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2024-25 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

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 June 26, 2024.

Date: June 26, 2024
Referred by: PAC
Revised: 07/24/24-C 09/25/24-C
10/23/24-C 11/20/24-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2024-25

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
AC Transit	Paratransit Operations	4,327,294	01	06/26/24	AC Transit - Alameda	
VTA	Community Transit	6,935,078	02	06/26/24	Santa Clara County	
CCCTA	Paratransit Operations	1,079,293	03	06/26/24	CCCTA	
	Subtotal	12,341,665				
5802 - PUC 99260A Transit - Operations						
NVTA	Transit Operations	4,321,000	04	06/26/24	NVTA	
AC Transit	Transit Operations	9,213,421	05	06/26/24	AC Transit - Contra Costa D1	
AC Transit	Transit Operations	15,957,528	06	06/26/24	AC Transit - Alameda D2	
AC Transit	Transit Operations	60,180,711	07	06/26/24	AC Transit - Alameda D1	
VTA	Transit Operations	131,766,472	08	06/26/24	VTA	
CCCTA	Transit Operations	27,613,208	09	06/26/24	CCCTA	
LAVTA	Transit Operations	13,682,140	13	07/24/24	LAVTA	
Marin Transit	Transit Operations	11,412,830	14	07/24/24	Marin Transit	
Santa Rosa	Transit Operations	8,841,944	15	07/24/24	Santa Rosa	
Sonoma County	Transit Operations	9,300,727	16	07/24/24	Sonoma County	
WestCAT	Transit Operations	3,238,259	21	09/25/24	WCCTA	
ECCTA	Transit Operations	13,485,711	22	09/25/24	ECCTA	
GGBHTD	Transit Operations	7,361,126	23	09/25/24	GGBHTD - Sonoma	
GGBHTD	Transit Operations	6,961,916	24	09/25/24	GGBHTD - Marin	
SolTrans	Transit Operations	5,983,606	25	10/23/24	Vallejo/Benicia	
SolTrans	Transit Operations	1,416,781	26	10/23/24	Vallejo/Benicia	
SFMTA	Transit Operations	44,494,424	28	11/20/24	SFMTA	
SFMTA	Transit Operations	4,356,035	29	11/20/24	San Francisco County	
Fairfield	Transit Operations	1,982,531	30	11/20/24	Fairfield	
Fairfield	Transit Operations	1,630,000	31	11/20/24	Vallejo/Benicia	
	Subtotal	383,200,370				

5803 - PUC 99260A Transit - Capital

NVTA	Transit Capital	2,594,000	10	06/26/24	NVTA
CCCTA	Transit Capital	5,468,714	11	06/26/24	CCCTA
LAVTA	Transit Capital	6,965,751	17	07/24/24	LAVTA
Santa Rosa	Transit Capital	5,000,000	18	07/24/24	Santa Rosa
Sonoma County					
Transit	Transit Capital	3,132,851	19	07/24/24	Sonoma County
SolTrans	Transit Capital	3,357,736	27	10/23/24	Vallejo/Benicia
		Subtotal	26,519,052		

5807 - PUC 99400C Transit - Operations

Sonoma County					
Transit	Community Transit	2,597,152	20	07/24/24	Sonoma County
Fairfield	Transit Operations	2,340,432	32	11/20/24	Fairfield
		Subtotal	4,937,584		

5812 - PUC 99400D Planning and Administration - Operations

NVTA	Planning and Administration	2,829,800	12	06/26/24	NVTA
		Subtotal	2,829,800		

Total 429,828,471

Date: June 26, 2024
Referred by: PAC

Attachment B
Resolution No. 4651
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2024-25
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and

4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 *et seq.*), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and

5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards; and
6. That pursuant to Public Utilities Code § 99233.7 certain funds identified in Attachment A and available for purposes state in TDA Article 4.5 can be used to better advantage by a claimant for purposes state in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.