

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 10, 2026

Agenda Item 3c-26-0731

MTC Resolution Nos. 4771, 4772, 4773, 4774, 4775, 4776, 4779, and 4677, Revised

Subject:

Allocation of \$605.9 million in FY2026-27 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Regional Measure 3 (RM3), AB 1107, and 5% Unrestricted State funds to eight transit operators, the Transbay Joint Powers Authority, and MTC to support transit operations and capital projects in the region.

Background:

The TDA, STA, RM2, RM3, AB1107, and 5% Unrestricted State funding programs are critical components of transit operating assistance in the Bay Area. TDA is derived from a ¼ cent general sales tax generated within counties. STA is derived from a statewide sales tax on diesel fuel sales. RM2 and RM3 are derived from voter approved bridge toll increases of \$1 and \$3 from 2004 and 2018, respectively. AB1107 is derived from a ½ cent general sales tax collected in the counties of Alameda, Contra Costa, and San Francisco, of which 75% is apportioned to BART and the remaining 25% is administered by MTC for an equal distribution between AC Transit and the San Francisco Municipal Transportation Agency. 5% Unrestricted State funds are derived from a percentage of bridge tolls revenues that are exchanged with state General Fund revenues.

MTC is required by state statute to prepare and adopt an annual fund estimate for the funding programs described above with the exclusion of the RM2 and RM3 Operating programs. Transit operators refer to this estimate when budgeting and use it to prepare a formal claim authorization packet that is submitted on a rolling basis to MTC. MTC staff review the claim authorization packet for statutory compliance and present proposed allocations above \$1 million to the Commission for approval. Proposed allocations under this amount are allocated through the Delegated Authority process.

This month ten entities are requesting TDA, STA, RM2, RM3, AB1107, and 5% Unrestricted State allocation this month that exceeds the \$1 million Delegated Authority limit, in the amount of \$605.9 million. These funds comprise a significant share of the revenue for the agency's operating budget.

The proposed allocation amounts are based on the programming levels identified in the FY2026-27 Fund Estimate (MTC Resolution 4742), the RM2 Operating Program (MTC Resolution 4757) and the RM3 Operating Program (MTC Resolution 4758). The proposed allocations are summarized in the table on page three of this summary.

Information regarding the FY2026-27 operating budgets and current and future operations for the transit operators receiving allocations is provided in Attachment A. The MTC share of the Clipper operating budget is estimated to be \$23.1 million of the total \$54.0 million. STA and RM2 funds are estimated to provide \$12.5 million of revenue toward MTC's cost share.

Issues

Some operators face operating shortfalls for FY 2026-27 with existing revenue sources, as short-term operating support from Senate Bill (SB) 125, federal, and local programs concluded in FY 2025-26 and funds from potential long-term revenue measures may not be available to operators until FY 2027-28. To bridge this funding gap, AC Transit, BART, Caltrain, and SFMTA are planning on strategic short-term borrowing from MTC, as authorized by Assembly Bill (AB) 117, or from other loan sources. More information on the AB 117 loan will be provided to the Commission at a later date.

Recommendations:

Refer MTC Resolution Nos. 4771, 4772, 4773, 4774, 4775, 4776, 4779, and 4677, Revised, to the Commission for approval.

Attachments:

- Attachment A - Transit Operator Budget Summary
- MTC Resolution No. 4677, Revised
 - Attachment A
- MTC Resolution No. 4771
 - Attachment A
- MTC Resolution No. 4772
 - Attachment A
- MTC Resolution No. 4773
 - Attachment A
- MTC Resolution No. 4774
 - Attachment A
- MTC Resolution No. 4775
 - Attachment A
- MTC Resolution No. 4776
 - Attachment A
- MTC Resolution No. 4779
 - Attachment A
- Presentation



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Allocation Amounts by Entity¹

Entity	TDA (Res. 4771)	STA (Res. 4772)	RM2 (Res. 4773)	RM3 (Res. 4774)	AB 1107 (Res. 4775)	5% Unrestricted State (Res. 4776)	RM2 TJPA (Res. 4779)	RM3 WETA Reserve (Res. 4677)	Grand Total
AC Transit	\$98.5	\$33.4	\$11.6	\$6.1	\$52.5				\$202.1
CCCTA	\$42.5	\$5.1							\$47.6
ECCTA	\$15.9	\$3.3		\$2.6					\$21.7
LAVTA	\$24.0	\$1.6		\$1.4					\$27.0
NVTA	\$9.9	\$1.7							\$11.6
Santa Rosa	\$14.8	\$1.6							\$16.5
TJPA			\$2.6	\$4.3			\$6.6		\$13.5
VTA	\$140.7	\$37.5							\$178.2
WETA		\$8.0	\$15.6	\$31.4		\$2.9	\$19.1		\$77.1
MTC		\$7.0	\$3.5						\$10.5
Total	\$346.4	\$99.2	\$33.4	\$45.7	\$52.5	\$2.9	\$6.6	\$19.1	\$605.9

Note that amounts may not sum due to rounding

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's Delegated Authority as allowed by MTC Resolution No. 3620, Revised

Attachment A – Transit Operator Budget Summary

Alameda-Contra Costa Transit District / AC Transit

FY 2026-27 Operating Budget	\$627.9 million
FY 2025-26 Operating Budget	\$612.5 million
Increase in Budget Compared to FY 2025-26	2.3%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	75.2%
Total Proposed FY 2026-27 Operating Allocation ¹	\$206.8 million
Proportion of Operating Budget Funded with Allocations	32.9%

Budget and Operating Highlights

Alameda-Contra Costa Transit District (AC Transit) is the primary bus service provider of Alameda County and is the largest public bus-only transit system in California. AC Transit has been in operation since 1960 and serves a market of suburban and urban travel in the East Bay Area. The service area spans 360 square miles with more than 120 bus lines and nearly 123,000 daily riders. The service includes local lines, Transbay routes, Rapid routes, Tempo Bus Rapid Transit service, Dumbarton Express, paratransit, and supplementary service to schools.

AC Transit’s FY2026-27 operating budget is \$627.9 million, an increase of more than 2% from FY 2025-26. This operating cost total is supported by a projected ridership of 41.3 million passengers, which is 75% of 2018-19 actual ridership. Notable operating expense increases for this fiscal year include services provided by third party contractors and greater insurance costs.

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As part of an effort to evaluate service in the post pandemic environment, AC Transit launched the Realign Plan Network in August 2025. Designed to match how the East Bay travels today, the plan will deliver better frequency with improved connections for more reliable service, focusing on highest ridership lines. The plan prioritizes lines serving transit dependent communities while allowing for potential future growth. Following the service realignment, AC Transit has made further adjustments in line with public feedback, and will continue to assess its network to ensure service is best matched to customer needs.

Livermore Amador Valley Transit Authority / LAVTA

FY 2026-27 Operating Budget	\$28.5 million
FY 2025-26 Operating Budget	\$26.8 million
Increase in Budget Compared to FY 2025-26	6.0%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	80%
Total Proposed FY 2026-27 Operating Allocation ¹	\$18.6 million
Proportion of Operating Budget Funded with Allocations	65%

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 region of California, 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. 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 80% 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/RM2/RM3 funding, with over 65% of its funding coming from these sources. Fares account for a small portion of revenue, over 9% for fixed-route and over 5% for paratransit.

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The agency's operating budget for FY 2026-27 shows a total operating cost of \$28.5 million, reflecting an overall increase of 6% from the FY 2025-26 budget. While LAVTA is holding service hours for fixed-route steady, there is a projected increase in operating costs due to contractual increases in the cost of fixed-route operations and maintenance. This cost increase is consistent with the projected cost of paratransit service, though the operator is expecting a greater increase in paratransit ridership in FY2026-27.

LAVTA's capital budget for FY 2026-27 is \$22.1 million and includes the purchase of eight new buses as well as preconstruction activities for the new Maintenance, Operations and Administration building. The operator has funds in reserve, and the authority maintains more than the board-approved goal of 3-6 months of operating funds.

Plans for FY 2026-27 include a market segmentation study, major schedule changes to all mainline routes to sync with the new BART schedule, and major changes to the supplemental school service routes in Pleasanton. These major changes coincide with adjustments to the Pleasanton School District boundaries resulting from reduced enrollment in a local high school.

Central Contra Costa Transportation Authority / CCCTA / County Connection

FY 2026-27 Operating Budget	\$59.5 million
FY 2025-26 Operating Budget	\$57.1 million
Increase in Budget Compared to FY 2025-26	4.2%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	91.5%
Total Proposed FY 2026-27 Operating Allocation ¹	\$39.8 million
Proportion of Operating Budget Funded with Allocations	66.9%

Budget and Operating Highlights

County Connection is the main bus service provider of the central Contra Costa County area, offering fixed-route and paratransit bus services since 1980. The service caters primarily to a suburban market area of over 200 square miles with over 500,000 residents and provides connections to regional rail like BART, Capitol Corridor, and ACE. County Connection’s fleet is comprised of 125 fixed-route buses and 57 paratransit vehicles, which operate across 19 weekday fixed routes, 8 express routes, 9 weekend routes, and special series of school service routes.

County Connection’s FY2026-27 operating budget shows \$59.5 million in total operating costs, which is a 4% increase from the previous fiscal year and allows for a continuation of fixed-route service at existing levels. County Connection estimates that it is on track to nearly reach full pre-COVID ridership recovery with a projected annual ridership of 3.1 million or 91.5% of 2018-19 actuals. Fare revenue is projected to be \$3.1 million, a significant increase from the previous fiscal year as the operator retires fare free pilots. County Connection maintains a healthy TDA

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reserve and continues to pursue other state and local grant opportunities to circumvent volatility in the STA fund.

County Connection continues to adjust service based on new travel patterns in the service area, namely increased paratransit ridership and demand for weekend service. While the operator anticipates reaching almost full ridership recovery in the coming year, a comprehensive system analysis is needed to identify opportunities to shift resources from underutilized commuter routes to bolster local and weekend service.

Eastern Contra Costa Transportation Authority / ECCTA / Tri Delta Transit

FY 2026-27 Operating Budget	\$34.1 million
FY 2025-26 Operating Budget	\$34.3 million
Increase in Budget Compared to FY 2025-26	(0.7%)
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	64.4%
Total Proposed FY 2026-27 Operating Allocation ¹	\$23.3 million
Proportion of Operating Budget Funded with Allocations	68.5%

Budget and Operating Highlights

Tri Delta Transit serves a population of roughly 340,000 residents in the 225 square mile region of Eastern Contra Costa County. As the main operator of fixed-route, express, and paratransit ridership in the area, Tri Delta Transit plays a crucial role providing accessible and reliable transportation options with its fleet of 125 fixed-route buses and 57 paratransit vehicles. Service is comprised of 11 fixed routes, 6 weekends, and special holiday routes. Additional service offerings include several types of demand response, and a microtransit service called Tri MyRide. Tri Delta utilizes Transportation Network Companies to provide same day on-demand service for ADA and senior riders.

Tri Delta Transit's FY 2026-27 operating budget shows \$34.1 million in total operating costs, almost consistent with the previous fiscal year. Tri Delta Transit has implemented significant adjustments as part of its Comprehensive Operational Analysis that was completed last year. As a result of the operational efficiencies identified, Tri Delta Transit has realized a revenue surplus of over \$700,000, which is being carried forward to cover an operating deficit in the current fiscal year.

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Tri Delta Transit anticipates a ridership total of 1.2 million revenue passengers for FY 2026-27. Revenue collected from ridership this fiscal year is expected to be \$1.2 million, consistent with the previous year. Aligned with County Connection and WestCAT, Tri Delta Transit is also participating in the summer “Youth Ride Free” pilot program, which is cost-neutral due to support from Regional Transportation Planning Committees representing Central Contra Costa County, Lamorinda, and the San Ramon Valley. Popularity of microtransit and on-demand services continue to grow and are expected to be 179% of pre-pandemic levels.

While the system redesign has positioned Tri Delta Transit to increase operational efficiencies and close operating budget gaps in FY2026-27, it comes at the cost of reducing service by roughly 20%.

Napa Valley Transit Authority / NVTA / Vine Transit

FY 2026-27 Operating Budget	\$43.4 million
FY 2025-26 Operating Budget	\$28.8 million
Increase in Budget Compared to FY 2025-26	51%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	56%
Total Proposed FY 2026-27 Operating Allocation ¹	\$14.9 million
Proportion of Operating Budget Funded with Allocations	34%

Budget and Operating Highlights

Napa Valley Transportation Authority (NVTA) operates fixed-route and on-demand transit services in Napa County including Napa Vine (Vine Transit), American Canyon Transit, Calistoga Shuttle, Yountville Trolley, St. Helena Shuttle, and VineGo paratransit services. Vine Transit is a fixed-route bus system for Napa County, offering both local routes and regional connection to Solano County transit providers, BART, Capital Corridor, and WETA’s Vallejo Ferry Terminal. NVTA’s fleet consists of 66 vehicles: 50 fixed-route buses, 10 paratransit vans, and 2 commuter buses. Annual systemwide ridership is just over 536,000 passengers.

Since April 2020, NVTA has modified service in the City of Napa to reduce operating costs while meeting demand. Systemwide, NVTA plans to maintain current service levels and contain costs, with full pre-pandemic service expected to return by fall 2030. NVTA expanded the Route 29 service to the El Cerrito del Norte BART station using Regional Measure 3 (RM3) funds.

For FY 2026–27, NVTA’s current operating budget is \$43.4 million. Of that, \$14 million (32%) is funded by TDA and STA revenues. An additional \$862,008 in Regional Measure 2 and 3

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funds supports the Vine Express Commuter, connecting Calistoga to the Vallejo Ferry Terminal. The 51% budget increase is mainly due to delivering three short-term, grant-funded highway transportation projects on SR 29 in the amount of \$16.5 million. Without those projects, there is a 9% budget reduction from FY 2025-26 due to other projects completed in the previous fiscal year.

Santa Rosa CityBus

FY 2026-27 Operating Budget	\$19.7 million
FY 2025-26 Operating Budget	\$19.2 million
Increase in Budget Compared to FY 2025-26	3.0%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	76.4%
Total Proposed FY 2026-27 Operating Allocation ¹	\$13.3 million
Proportion of Operating Budget Funded with Allocations	67.3%

Budget and Operating Highlights

Santa Rosa CityBus operates fixed-route and paratransit service in the City of Santa Rosa within an approximate 51 square mile service area with a population of 175,000 residents. The 14 fixed-route lines operate in a hub-and-spoke arrangement centered at the downtown Transit Mall with four secondary hubs that provide intercounty connectivity. CityBus provides direct connections to the two SMART rail stations located in Santa Rosa and collaborates with SMART on intermodal access improvements.

Santa Rosa has restored approximately 80% of its pre-COVID service hours, with additional service restoration currently limited by vehicle availability and budget considerations given significantly reduced operating funding projections for FY 2026-27. Ridership has recovered to approximately 76.4% of the pre-pandemic level, in alignment with service restoration. Ridership recovery has been supported by the City’s discounted or free-fare programs, notably the Unlimited Rides for Youth program, which has resulted in an 80% increase in youth ridership from the start of the program to the end of FY 2024-25.

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The operator is a participant in the recently enacted Marin and Sonoma Coordinated Transit Service Plan process (MASCOTS), as well as transit integration and coordination activities specific to Sonoma County local bus operators and served as a prototype site for MTC's Regional Mapping and Wayfinding Program initial implementation.

The operator's proposed budget for FY 2026-27 is \$19.7 million, which is a 3% increase from the previous fiscal year, comprised of increased service costs from third party contractors. A significant portion of Santa Rosa's operation revenue is derived from TDA/STA funds at 67%. Local support accounts for roughly \$3.4 million or 17.3% of operating revenues.

Santa Rosa's fleet electrification efforts resulted in 12 battery-electric buses being delivered and put into service at the end of FY 2025-26. The city plans to complete the transition to a zero emissions fleet by 2040, pending funding availability. Design is also underway for Phase II of the City's electric bus charging infrastructure.

Santa Clara Valley Transportation Authority / VTA

FY 2026-27 Operating Budget	\$599.8 million
FY 2025-26 Operating Budget	\$585.8 million
Increase in Budget Compared to FY 2025-26	2.4%
Projected Ridership (Estimated FY 2026-27 as a percentage of FY 2018-19 actual)	85.1%
Total Proposed FY 2026-27 Operating Allocation ¹	\$178.4 million
Proportion of Operating Budget Funded with Allocations	29.7%

Budget and Operating Highlights

VTA operates 46 bus routes and three light rail lines spanning across 346 square miles in Santa Clara County. In addition, VTA funds contracted paratransit and shuttle services in the county and participates in providing inter-regional commuter rail and express bus services.

VTA's FY 2026-27 operating budget is comprised of \$599.8 million in expenses, which represents a 2.4% increase from FY 2025-26. This increase is composed primarily of higher operational and fuel costs that can be attributed to inflationary and contractual increases. Of this amount, \$178.4 million (29.7%) is funded by TDA or STA revenue.

VTA's efforts to return to full pre-pandemic service levels have resulted in ridership growth, improved service quality, increased service hours, service frequency and service stability improvements. Frequent Bus ridership growth outperforms other service classes all days of the week and now carries more weekend riders than it did before the pandemic. Bus and rail ridership continues to recover, with the majority of recent growth occurring on weekend service. Building upon these ridership trends, VTA completed restoration of full-service levels as of

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2026. However, despite the return to full-service levels, ridership growth is expected to remain modest due to continued hybrid work arrangements and generally depressed transit demand.

Water Emergency Transportation Authority / WETA / San Francisco Bay Ferry

FY 2026-27 Operating Budget	\$87.9 million
FY 2025-26 Operating Budget	\$80.9 million
Increase in Budget Compared to FY 2025-26	8.8%
Projected Ridership (Estimated FY2026-27 as a percentage of FY 2018-19 actual)	109.0%
Total Proposed FY 2026-27 Operating Allocation ¹	\$74.2 million
Proportion of Operating Budget Funded with Allocations	84.3%

Budget and Operating Highlights

Under the brand San Francisco Bay Ferry, 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. 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.

WETA’s FY 2026-27 operating budget is comprised of \$87.9 million in expenses, which represents an 8.8% increase from FY 2025-26. This increase is composed primarily of higher fuel and utility costs that can be attributed to inflationary and contractual increases. Of this amount, \$74.2 million (84.3%) is funded by STA, RM2, and RM3 revenue.

With the support of revenue sources from Regional Measures 2 and 3 and drawdown of State Transit Assistance funding, San Francisco Bay Ferry will continue to grow ridership and provide an environment for clean technology innovation. San Francisco Bay Ferry will continue to run a

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pilot service between Alameda and Oakland funded by grants secured by the City of Alameda. Board-directed efforts to keep fares low and frequency as high as possible are all intended to build ridership and increase the choices for riders to choose transit over single occupancy vehicles. Because of the continued underperformance of RM2 and RM3 revenues since the pandemic, the Authority must rely on more prior year unspent RM3 to maintain current service levels. San Francisco Bay Ferry continues to develop new services like Treasure Island and utilize new targeted marketing to expand awareness and enthusiasm for ferry transit.