

Metropolitan Transportation Commission Programming and Allocations Committee

October 8, 2025

Agenda Item 2f-25-1335

MTC Resolution Nos. 4688, Revised; 4709, Revised; 4710, Revised; 4711, Revised; 4713, Revised; and 4717, Revised

Subject:

The proposed action revises the FY2025-26 MTC Fund Estimate and allocates \$308 million in FY2025-26 Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2 (RM2), Assembly Bill (AB) 1107, and Senate Bill (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 FY2024-25 STA revenues for the Bay Area totaled \$291 million, which were 12% below FY2023-24 actual revenues of \$332 million and 13% below the initial State Controller's Office (SCO) August 2024 estimate of \$336 million. 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. The SCO's estimate from January 2025 of \$290 million for FY2025-26 has not been revised.

Final FY2024-25 State of Good Repair (SGR) revenues totaled \$50 million, or 4% above FY2023-24 actual revenues of \$48 million. SGR revenues are driven by state vehicle registration fees and are expected to total \$50 million in FY2025-26 based on the latest SCO forecast from August 2025. A summary of Bay Area STA and SGR revenues is included in the table below:

<i>\$ in millions</i>	FY2023-24 STA	FY2024-25 STA	FY2023-24 SGR	FY2024-25 SGR
Revenue-Based	\$ 244	\$ 213	\$ 35	\$ 37
Population-Based	\$ 88	\$ 77	\$ 13	\$ 13
Total	\$ 332	\$ 291	\$ 48	\$ 50

FY 2025-26 Allocation of TDA, STA, RM2, RM3, and SB125 Funds

This month's proposed actions continue the annual allocation process of these funds for FY2025-26. Four entities are requesting TDA, STA, RM2, AB 1107, 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 FY2025-26 Fund Estimate (MTC Resolution 4688), the RM2 Operating Program (MTC Resolution 4705), and the SB 125 Regional Funding Framework (MTC Resolution 4619, Revised). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹

Entity	TDA (Res. 4709)	STA (Res. 4710)	RM2 (Res. 4711)	AB 1107 (Res. 4713)	SB 125 (Res. 4717)	Grand Total
BART		\$2.5				\$2.5
SolTrans		\$3.2				\$3.2
SFMTA	\$45.5	\$80.6	\$2.1	\$52.0	\$117.3	\$297.4
Vacaville	\$4.6					\$4.6
Total	\$50.1	\$86.2	\$2.1	\$52.0	\$117.3	\$307.7

Note that amounts may not sum due to rounding

Information regarding the FY2025-26 operating budgets and current and future operations for the transit operators included in the list above is provided in Attachment A. Information regarding BART and SolTrans' FY2025-26 operating budget and operating highlights can be found in the June and July Programming and Allocations Committee materials, respectively.

Issues

None.

Recommendations:

Refer MTC Resolution Nos. 4688, Revised; 4709, Revised; 4710, Revised; 4711, Revised; 4713, Revised; and 4717, 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. 4688, Revised

¹Includes allocations to be approved in the resolution 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

- Attachment A
- MTC Resolution No. 4709, Revised
 - Attachment A
- MTC Resolution No. 4710, Revised
 - Attachment A
- MTC Resolution No. 4711, Revised
 - Attachment A
- MTC Resolution No. 4713, Revised
 - Attachment A
- MTC Resolution No. 4717, Revised
 - Attachment A

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Attachment A – Transit Operator Budget Summary

San Francisco Municipal Transportation Agency / SFMTA

FY 2025-26 Operating Budget	\$1.19 billion
FY 2024-25 Operating Budget	\$1.17 billion
Increase in Budget compared to FY2024-25	1.6%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	75.1%
Total Proposed FY 2025-26 Operating Allocation ¹	\$297.6 million
Proportion of Operating Budget Funded with Allocations	25.0%

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 miles of land area, SFMTA’s service area has remained consistent and includes several lines of service to the northern reaches of its neighboring county of San Mateo.

SFMTA’s Board of Directors has a closed two-year budget, covering FY 2024-25 and FY 2025-26. A closed budget allows limited changes in the second year of the budget, as long as expenditure is less than or equal to the original budget. Consistent with ongoing efforts to reduce costs and increase efficiency, the FY 2025-26 budget eliminated more than 500 vacant positions, including 30 managerial positions. However, given that the eliminated positions were vacant, operational impacts are limited. The budget also included a 1% reduction in service valued at \$7 million. Notable increases in salaries and fringe benefits are indicative of the impact of cost of

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

living increases in wages in the Memorandums of Understanding negotiated across all City unions. As these rising costs are offset by the agency's cost saving measures, SFMTA's operating budget shows little change from FY 2024-25.

SFMTA shows promising signs of ridership recovery. In the month of May 2025, the operator saw its highest ridership month since the beginning of the pandemic with reported averages of 521,000 weekday passenger trips and 343,000 weekend trips. With the new Clipper 2.0 system estimated for implementation in 2026, SFMTA will continue to evaluate the feasibility of new fare products and incentives to not only encourage ridership but respond to changing usage patterns.

City of Vacaville / Vacaville City Coach

FY 2025-26 Operating Budget	\$5.1 million
FY 2024-25 Operating Budget	\$4.3 million
Increase in Budget compared to FY 2024-25	18.5%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual)	60%
Total Proposed FY 2025-26 Operating Allocation ¹	\$3.3 million
Proportion of Operating Budget Funded with Allocations	66%

Budget and Operating Highlights

Vacaville City Coach operates a hub and spoke system that consists of five different routes within the city. The hub of the system is centered at the Vacaville Transportation Center, which is connected to a second transit facility called the Downtown Transit Plaza. Solano Express buses stop at the Vacaville Transportation Center, allowing for smooth transfers between the two

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services. Out of the five fixed routes, three operate throughout the day, while the other two operate only during the morning and midday. In addition to these fixed routes, Vacaville City Coach also operates paratransit service and an on-demand service called City Coach Direct, which serves the entire city limits of Vacaville.

In FY 2025-26, Vacaville City Coach's operating budget is projected to increase by 18.5 percent compared to FY 2024-25. The budget increase results from a combination of factors, including a minimal increase in service; rising costs for labor, benefits, fuel, utilities, and insurance; and additional costs related to the transition from compressed natural gas (CNG) to electric buses.

As a part of MTC's Regional Mapping & Wayfinding project, Vacaville is implementing mapping and wayfinding improvements including real-time arrival signage. Another key capital improvement in FY 2025-26 is Vacaville's Electric Bus Mobile Charging Unit project, which will provide funding for a mobile charging unit to support the electric bus fleet in the event of power outages, infrastructure maintenance, or transit facility electric bus charging equipment failure. Additionally, the mobile charging unit will provide the ability to charge buses during emergencies and can operate as a mobile staging area for bus charging when needed.