

Attachment A – Transit Operator Budget Summary

Eastern Contra Costa Transit Authority (ECCTA) / Tri Delta Transit

FY2024-25 Operating Budget	\$35.5 million
FY2023-24 Operating Budget	\$33.9 million
Increase in Budget compared to FY2023-24	4.7%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	70.7%
Total Proposed FY2024-25 Operating Allocation ¹	\$24.5 million
Proportion of Operating Budget Funded with Allocations	68.9%

Budget and Operating Highlights

ECCTA serves a population of roughly 330,000 residents in the 225-square mile region of Eastern Contra Costa County which includes the cities of Pittsburg, Antioch, Oakley, Brentwood and the unincorporated areas of Bay Point and Bethel Island. ECCTA provides local and express fixed-route bus service with 16 weekday routes and six weekend and holiday routes that support over 1.3 million rides annually. ECCTA also offers several types of demand-responsive services such as complementary ADA and senior paratransit, Medvan and a microtransit service called Tri MyRide. Lastly, ECCTA utilizes Transportation Network Companies to provide same-day demand-responsive service for ADA and senior customers called Mobility on Demand (DR-TN).

In FY2024-25, ECCTA ridership on fixed-route bus service is projected to be about 60% of pre-pandemic levels, while the demand-responsive modes are expected to be 188% of pre-pandemic levels. This is a result of paratransit service returning to pre-pandemic levels and the popularity of the microtransit service, Tri MyRide.

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

Overall, ECCTA's FY2024-25 operating budget shows an increase of roughly 5% from the prior year, resulting in a projected operating deficit. ECCTA has actively worked to address this shortfall and continue providing service to the community of Eastern Contra Costa. This includes carrying forward a revenue surplus of \$1.9 million that came from changes in fixed-route service in FY2023-24, leveraging Regional Measure 3 Operating assistance STA Regional Program funds to support a Comprehensive Operational Analysis, and one-time support from Contra Costa Transportation Authority.

As of April 2024, ECCTA has procured a consultant to conduct a Comprehensive Operational Analysis to better understand the needs of the public. This will allow for a better allocation of resources to provide efficient, reliable service. The recommended service plan will be implemented in Summer/Fall of 2025 (FY2025-26).

Golden Gate Bridge, Highway and Transportation District (GGBHTD)

FY2024-25 Operating Budget	\$143.8 million
FY2023-24 Operating Budget	\$131.9 million
Increase in Budget compared to FY2023-24	9.0%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual)	51.7%
Total Proposed FY2024-25 Operating Allocation ¹	\$29.4 million
Proportion of Operating Budget Funded with Allocations	20.4%

Budget and Operating Highlights

The Golden Gate Bridge, Highway and Transportation District is a special district of the State of California that operates and maintains the Golden Gate Bridge and a public transit system consisting of regional bus (Golden Gate Transit), ferry (Golden Gate Ferry), and paratransit service connecting the counties of San Francisco, Marin, Sonoma, and Contra Costa.

GGBHTD’s service area includes more than 800,000 residents across portions of four counties, with a north-south span extending 60 miles between Santa Rosa and San Francisco. Golden Gate Transit serves approximately 250 bus stops and Golden Gate Ferry serves seven terminals or landings.

The FY 2024-25 Adopted Operating Budget is \$143.8 million, up 9% from the FY 2023-24 estimated actual of \$131.9 million. The adopted FY 2024-25 operating budget is employing the use of \$34.4 million in Reserves to offset the depletion of federal ARP funds. However, GGBHTD’s board has recently adopted a toll increase plan to provide consistent funding for operations and service developments.

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The Authority's FY2024-25 budget reflects the many new programs introduced in the last two fiscal years. The overall increase of 8.5% derives mainly from the planning and administration costs and increased participation in Mobility Programs.

As a part of the Transit Transformation Action Plan's Mapping and Wayfinding Pilot Program, Solano Transportation Authority provided \$500,000 of State Transit Assistance Funds as match funds to initiate the Mapping and Wayfinding Pilot Program in Solano County. The MTC regional mapping and wayfinding project will make it easier for travelers to navigate and explore the Bay Area using public transit and connecting services.

Beginning in January 2024, GGBHTD – together with Marin-Sonoma operators and MTC – has met monthly as part of the Marin/Sonoma County Transit Operation Coordination Study (MASCOTS) initiative. This effort seeks to improve coordination between transit agencies serving Marin and Sonoma counties and will discuss topics including coordinated marketing and outreach; zero-emission bus studies; and coordinated transit operations planning.

Solano Transportation Authority (STA)

FY2024-25 Operating Budget	\$15.4 million
FY2023-24 Operating Budget	\$14.2 million
Increase in Budget compared to FY2023-24	8.5%
Projected Ridership (Estimated FY 2024-25 as a percentage of FY 2018-19 actual ¹)	346%
Total Proposed FY2024-25 Operating Allocation ²	\$6.5 million
Proportion of Operating Budget Funded with Allocations	42.0%

Budget and Operating Highlights

The Solano Transportation Authority (STA) is the Solano County area's joint powers authority and Congestion Management Agency. STA’s mobility programs serve a wide market of commuter, suburban, and paratransit customers within Solano County and have services that expand throughout the counties of Contra Costa, Sacramento, San Francisco, and Yolo. STA handled over 35,000 trips in FY2023-24 and expects over 41,000 in FY2024-25.

STA’s high ridership in proportion to pre-pandemic levels is a result of the Authority’s introduction of new programs such as the Equitable Access to Justice Pilot Program, Suisun Micro Transit, and the Solano Intercity Taxi Program. Participation in these programs has consistently grown annually since their inception, in particular the Micro Transit Program which is a “dial-a-ride” service. Usage doubled in FY2023-24, demonstrating the popularity of demand-responsive service throughout the county.

¹ Significant ridership growth since pre-pandemic service is due to new service products that were not offered in FY2018-19, such as Suisun Micro Transit, Solano Mobility Express Pilot Program, as well as higher ridership on the Medical Concierge Program. Projected ridership change from FY2022-23, shows an increase of 31%.

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Western Contra Costa Transit Authority

FY2024-25 Operating Budget	\$15.5 million
FY2023-24 Operating Budget	\$14.7 million
Increase in Budget compared to FY2023-24	5.5%
Projected Ridership (Estimated FY2024-25 as a percentage of 2018-19 Actual)	57.8%
Total Proposed FY2024-25 Operating Allocation ¹	\$10.9 million
Proportion of Operating Budget Funded with Allocations	70.8%

Budget and Operating Highlights

WestCAT is the primary bus service for western Contra Costa serving the cities of Pinole, Hercules, and the unincorporated communities of Montalvin Manor, Bayview, Tara Hills, Rodeo, Crockett, and Port Costa. Its service area covers approximately 20 square miles along the Interstate 80 corridor, with a population of around 67,000 people. In addition, to providing service on 17 local and express fixed routes, WestCAT also provides Transbay bus service to San Francisco (Lynx), and paratransit service (Dial-A-Ride) for a total annual ridership of over 660,000.

WestCAT's proposed budget for FY2024-25 shows \$15.5 million in operational expenses for fixed route and paratransit services, alongside associated revenues. The budget is established with an expectation of continued recovery in fixed route and paratransit services post-pandemic. While federal stimulus funds offered relief from pandemic financial challenges, shifts in travel patterns and work-from-home trends have had enduring effects on transit usage. WestCAT will sustain existing fixed route service with an optimistic outlook for filling operator positions, and adjusting service in response to new travel patterns and needs.

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WestCAT is currently exploring the needs and requirements that will provide hydrogen storage capabilities for a future transition to an all Zero Emission fleet. This would involve installing hydrogen fueling and storage infrastructure and significant upgrades to the current Maintenance facility. Funding for this project is expected to come from state, federal, and local sources and will be ongoing over five years. This transition represents a substantial capital investment, requiring driver and mechanic retraining and a different level of service planning.