Metropolitan Transportation Commission

Meeting Agenda

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Metropolitan Transportation Commission

Sue Noack, Chair *Stephanie Moulton-Peters, Vice Chair*

Wednesday, June 24, 2026 **9:35 AM** **Board Room - 1st Floor**

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at https://mtc.ca.gov/whats-happening/meetings/live-webcasts. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Attendee Link: https://bayareametro.zoom.us/j/82653731148
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Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

All standing committee meeting agendas may also be accessed on MTC's website here: https://mtc.ca.gov/meetings-events
On Legistar here: https://mtc.legistar.com/Calendar.aspx
Detailed instructions on participating via Zoom are available at:
https://bayareametro.zoom.us/u/kdR1hznEgA
https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom

Members of the public may participate by phone or Zoom during the meeting. In order to be posted to the meeting's web page and circulated to committee members prior to the meeting, written comments must be sent by email at info@bayareametro.gov by 5:00 p.m. two (2) business days before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.
All comments received will be submitted into the record.

Roster
Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair), Margaret Abe-Koga, Eddie Ahn, David Ambuehl*, Candace Andersen, Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming, Dorene M. Giacopini*+, Alicia John-Baptiste, Barbara Lee, Matt Mahan, Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Gina Papan, Belia Ramos, Libby Schaaf*
***Non-Voting Members**
+Remote per Government Code s. 54953(c)

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Commission shall be a majority of its voting members (10).

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

4a. 26-0778 MTC Resolution No. 4784 Recognizing the Dedication and Many Contributions of Fred Castro on His Retirement

Action: Commission Approval

Attachments: 04a_26-0778_MTC_Resolution_No_4784.pdf

5. Closed Session

5a. 26-0758 Closed Session Public Comment

5b. 26-0759 CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One case: Cubic Transportation Systems, Inc.)

The Commission shall meet in closed session to consider initiation of litigation under Section 54956.9 of the Government Code.

6. Open Session

6a. 26-0760 Report out of Closed Session

7. MTC ABAG Community Advisory Council Report

7a. 26-0746 MTC ABAG Community Advisory Council Report

Action: Information

Presenter: Diana Benitez, Vice Chair

8. Executive Director's Report

8a. 26-0747 Executive Director's Report

Action: Information

Presenter: Andrew Fremier, Executive Director

9. Commissioner Comments

10. Consent Calendar

10a. 26-0748 Approval of the Commission Minutes of the May 27, 2026 meeting

Action: Commission Approval

Attachments: 10a_26-0748_May_27_2026_Draft_Commission_Minutes.pdf

Programming and Allocations Committee (Commission Consent)

10b. 26-0761 MTC Resolution No. 4769. Transportation Network Company (TNC) Access for All Program Fund Administrator.

Action: Commission Approval

Presenter: Kate Fosburgh

Attachments: 10b_26-0761_1_Summary_Sheet_TNC_Access_for_All.pdf
10b_26-0761_2_MTC_Resolution_No_4769.pdf

10c. 26-0762 MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant (OBAG 2 and 3) Programs.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: 10c_26-0762_1_Summary_Sheet_OBAG_2_3_PCA_HIP_MTC_Resolution_No
10c_26-0762_2_MTC_Resolution_No_3989_Revised.pdf
10c_26-0762_3_MTC_Resolution_No_4202_Revised.pdf
10c_26-0762_4_MTC_Resolution_No_4505_Revised.pdf

10d. 26-0763 MTC Resolution No. 4770. Allocation of FY 2026-27 Transportation Development Act (TDA) funds to MTC, the County Controllers, and Solano Transportation Authority, for TDA administration and planning.

Action: Commission Approval

Presenter: Luis Garcia

Attachments: 10d_26-0763_1_Summary_Sheet_TDA_Administration_Allocation.pdf
10d_26-0763_2_MTC_Resolution_No_4770.pdf

10e. 26-0764 MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment 2025-30.

Action: Commission Approval

Presenter: John Saelee

Attachments: 10e_26-0764_1_TIP_Revision_MTC_Resolution_No_4646_Revised.pdf
10e_26-0764_2_Attachment_A_TIP_Revision_Summary.pdf
10e_26-0764_3_MTC_Resolution_No_4646.pdf

10f. 26-0765 MTC Resolution No. 4676, Revised. Transit Capital Priorities Program: AB 664 Net Bridge Tolls FY26 Program of Projects and Allocations.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: 10f_26-0765_1_Summary Sheet_TCP_Program_Update.pdf
10f_26-0765_2_MTC_Resolution_No_4169_Revised.pdf
10f_26-0765_3_MTC_Resolution_No_4263_Revised.pdf
10f_26-0765_4_MTC_Resolution_No_4513_Revised.pdf
10f_26-0765_5_MTC_Resolution_No_4676_Revised.pdf

10g. 26-0766 MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program and allocate State Transit Assistance (STA) Revenue-Based Exchange Funds for Bay Bridge Forward projects.

Action: Commission Approval

Presenter: Josie Ahrens

Attachments: 10g_26-0766_1_Summary_Sheet_STA_AC_Transit_BART.pdf
10g_26-0766_2_MTC_Resolution_No_4519_Revised.pdf
10g_26-0766_3_MTC_Resolution_No_4529_Revised.pdf

10h. 26-0767 Senate Bill (SB) 125 Lont-Term Financial Plan. Approval of SB 125 Long-Term Financial Plan for the San Francisco Bay Area

Action: Commission Approval

Presenter: Jack McDowell

Attachments: 10h_26-0767_1_Summary_Sheet_SB_125_Long_Term_Financial_Plan.pdf
10h_26-0767_2_Attachment_A_SB_125_Long_Term_Financial_Plan.pdf

10i. 26-0768 Bipartisan Infrastructure Law Regional Grant Strategy. Proposed revision to the Bay Area Regional Priority Endorsement List for the U.S. Department of Transportation (USDOT))-administered Bipartisan Infrastructure Law (BIL) grant programs.

Action: Commission Approval

Presenter: Theresa Romell

Attachments: 10i_26-0768_1_Summary_Sheet_BIL_Updated.pdf
10i_26-0768_2_BIL_Regional_Endorsement_List.pdf

10j. 26-0771 MTC Resolution Nos. 4771, 4772, 4773, 4774, 4775, 4776, 4779, and 4677, Revised. 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.

Action: Commission Approval

Presenter: Luis Garcia

Attachments: 10j_26-0771_1_Summary_Sheet_Operating_Allocations.pdf
10j_26-0771_1_Attachment_A_Transit_Operator_Budget_Summary.pdf
10j_26-0771_2_MTC_Resolution_No_4771.pdf
10j_26-0771_3_MTC_Resolution_No_4772.pdf
10j_26-0771_4_MTC_Resolution_No_4773.pdf
10j_26-0771_5_MTC_Resolution_No_4774.pdf
10j_26-0771_6_MTC_Resolution_No_4775.pdf
10j_26-0771_7_MTC_Resolution_No_4776.pdf
10j_26-0771_8_MTC_Resolution_No_4779.pdf
10j_26-0771_9_MTC_Resolution_No_4677.pdf
10j_26-0771_10_Presentation_Operating_Allocations.pdf

Legislation Committee (Commission Consent)

10k. 26-0774 Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of San Francisco

Action: Commission Approval / Support

Presenter: Jadie Moar

Attachments: 10k_26-0774_1_Summary_Sheet-AB_2308.pdf
10k_26-0774_2_Attachment_A-AB_2308-List_of_Known_Positions.pdf

10l. 26-0782 Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Action: Information

Presenter: Leslie Lara-Enriquez

Attachments: 10l_26-0782_1_Summary_Sheet_Draft_2026_Public_Participation_Plan.pdf
10l_26-0782_2_Attachment_A_Presentation_Draft_2026_Public_Participation_
10l_26-0782_3_Attachment_B_Draft_2026_MTC_PPP_June_2026.pdf

Committee Reports

11. Programming and Allocations Committee Report (Fleming)

11a. 26-0769 MTC Resolution No. 4621, Revised. Public Hearing Summary: Proposed Amendment to the Regional Measure 3 (RM3) Program

Summary of public comments received and recommendation to modify the scope of five existing projects in the RM3 capital program

Action: Commission Approval

Presenter: Kenneth Kao

Attachments: 11a_26-0769_1_Summary_Sheet_RM3_Hearing_Summary.pdf
11a_26-0769_2_MTC_Resolution_No_4621_Revised.pdf

11b. 26-0770 MTC Resolution No. 4768. Adoption of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail (SR2TBT) Grant Program - Cycle 2 Guidelines.

RM3 provides $150 million for active transportation projects for Safe Routes to Transit and Bay Trail (SR2TBT). The RM3 SR2TBT Guidelines outline the program's second cycle policies and project selection criteria.

Action: Commission Approval

Presenter: Karl Anderson

Attachments: 11b_26_0770_1_Summary_Sheet_SR2TBT.pdf
11b_26_0770_2_MTC_Resolution_No_4768.pdf
11b_26_0770_3_Presentation_SR2TBT.pdf

11c. 26-0772 MTC Resolution No. 4777. Senate Bill 125 Capital Allocation to BART for the Transbay Core Capacity Program.

Action: Commission Approval

Presenter: Craig Bosman

Attachments: 11c_26-0772_1 Summary_Sheet_SB125_Capital_Allocation_BART_Transbay_
11c_26-0772_2_MTC_Resolution_No_4777.pdf
11c_26-0772_3_Presentation_SB125_BART_Transbay_Core_Program.pdf

12. Planning Committee Report (Ahn)

12a. 26-0773 Priority Conservation Area Grant Program: 2026 Grant Award Recommendations: Various Applicants

Approval of $8 million in grants to advance Plan Bay Area 2050+ strategies to protect and enhance the region's natural and agricultural lands and improve outdoor access and urban greening through the Priority Conservation Area (PCA) Grant Program.

Action: Commission Approval

Presenter: Ben Botkin

Attachments: 12a_26-0773_1_Summary_Sheet_PCA-Grant-Awards.pdf
12a_26-0773_2_Attachment_A_Presentation_PCA_Grants.pdf
12a_26-0773_3_Attachment_B_PCA_Grant_Award_Descriptions.pdf

13. Regional Network Management Committee Report (Andersen)

13a. 26-0775 MTC Resolution No. 4767. Connect Bay Area Act - Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan

Overview of a proposed expenditure plan to guide the use of revenues focused on transit rider improvements from a future ballot measure authorized by the Connect Bay Area Act (Senate Bill 63 of 2025).

Action: Commission Approval

Presenter: William Bacon

Attachments:
13a_26-0775_1_Summary_Sheet_MTC_Res_4767_Connect_Bay_Area.pdf
13a_26-0775_2_MTC_Resolution_No_4767.pdf
13a_26-0775_3_MTC_Resolution_No_4767_Attachment_A.pdf
13a_26-0775_4_Presentation_MTC_Res_4767_Connect_Bay_Area_Act_Rider

14. Commission Approval / Information

14a. 26-0749 MTC Resolution No. 4778. Proposed Metropolitan Transportation Commission (MTC) Fiscal Year (FY) 2026-27 Operating and Capital Budgets

Adoption of MTC Resolution No. 4778, approving the MTC Proposed FY 2026-27 Operating and Capital Budget

Action: Commission Approval

Presenter: Derek Hansel

Attachments:
14a_26-0749_1_MTC_Proposed_FY 2026-27 Operating and Capital Budget.pd
14a_26-0749_2_MTC_Resolution_No_4778.pdf
14a_26-0749_3_MTC_Resolution_No_4778_Attachment_A-H.pdf
14a_26-0749_4_MTC_Proposed_FY 2026-27_Budget_Presentation.pdf

14b. 26-0776 Joint Legislative Audit Committee Final Report

Staff will present the findings and recommendations of the Joint Legislative Audit Committee's (JLAC) audit of East Bay transit operators and the Metropolitan Transportation Commission (MTC).

Action: Information

Presenter: Theresa Romell

Attachments:
14b_26-0776_1_Summary Sheet_JLAC Audit.pdf
14b_26-0776_2_Attachment_A_JLAC_Audit_Final_Report.pdf
14b_26-0776_3_Attachment_B_JLAC_Audit_Final_Presentation.pdf

15. Public Comment / Other Business

*Commissioners and members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial *9. When called upon, unmute yourself or dial *6.*

16. Adjournment / Next Meetings:

The next regular meeting of the Metropolitan Transportation Commission is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on August 26, 2026. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Commission meetings by completing a request-to-speak card (available from staff) and passing it to the Commission secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Commission may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Commission meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides interpreter services/ADA accommodation upon request to persons with disabilities and individuals with limited-English proficiency who wish to address Commission matters. To request accommodation, please call (415) 778-6757. For TDD/TTY, call 711 and ask to be relayed to (415) 778-6700. We request at least three working days' notice to accommodate your request.

Acceso y el Titulo VI: La MTCproporciona servicios de interprete/asistencia del ADA solo con solicitarlo a las personas con discapacidades o las personas con conocimiento limitado del inglés que quieran dirigirse a la Comisión. Para solicitar asistencia,llame al (415) 778-6757. Para servicios TDD/TTY, llame al 711 y pida que lo conecten al (415) 778-6700. Le pedimos solicitar asistencia con tres días hábiles de anticipación.

無障礙及《民權法：第六章》措施：大都會交通委員會（MTC）會根據要求，為想了解委員會事務的殘障人士或英語能力有限的民眾，提供口譯/手語翻譯服務。如果您需要相關的無障礙語言服務，請致電 (415) 778-6757，如需使用TDD/TTY，請撥打 711 並請求轉接至 (415) 778-6700。為確保能夠為您提供符合需求的安排，請至少提前三個工作日通知我們。

Attachments are sent to Commission members, key staff and others as appropriate. Copies will be available at the meeting.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0778, **Version:** 1

Subject:
MTC Resolution No. 4784 Recognizing the Dedication and Many Contributions of Fred Castro on His Retirement

Recommended Action:
Commission Approval

Date: June 24, 2026
W.I.: 1111
Referred by: Commission

ABSTRACT

MTC Resolution No. 4784

A resolution recognizing the dedication and many contributions of **Fred Castro** on his retirement.

Date: June 24, 2026
W.I.: 1111
Referred by: Commission

RE: Resolution of Recognizing the Dedication and Many Contributions of **Fred Castro** on His Retirement

METROPOLITAN TRANSPORTATION COMMISSION
Resolution No. 4784

WHEREAS, Fred Castro is retiring after an over four-decade career in public service that includes more than 20 years of distinguished work for the Association of Bay Area Governments and the Metropolitan Transportation Commission; and

WHEREAS, Fred began his service to the public in 1984 when he left Guam for a four-year enlistment in the U.S. Navy, during which time he rose to the rank of Yeoman Second Class Petty Officer; and

WHEREAS, after matriculating at San Francisco State University in 1988, Fred went on to earn a Bachelor of Arts degree in History and Political Science and then stayed on at the university to write another chapter in his public service career by working with Affirmative Action, Physical and Environmental Disability, Human Relations, and the President's Office before heading across San Francisco Bay in 2005 to Oakland to become Executive Assistant to the ABAG Executive Director and later Clerk of the ABAG Board; and

WHEREAS, colleagues from ABAG's Oakland office remember Fred fondly for his fun socks, his love of "tang white chocolate cookies," his changing hair styles and the laughs he would bring to potlucks and parties; and

WHEREAS, as office manager in Oakland, Fred was both a stringent monitor of the workplace temperature and a dedicated coordinator of renovations who also played a key role in orchestrating ABAG's 2016 move to the newly redeveloped Bay Area Metro Center in San Francisco; and

WHEREAS, in Fred's time as Clerk of the Board, his professionalism and positivity made board members feel their work was valued and meaningful; and

WHEREAS, among ABAG's accomplishments during Fred's tenure were the establishment of the San Francisco Bay Restoration Authority; expansion of the San Francisco Bay Trail; the flourishing of the San Francisco Estuary Partnership; three cycles of the Regional Housing Needs Allocation; support for the CASA Compact which led to the creation of the Bay Area Housing Finance Authority; work with MTC on the development and adoption of the Bay Area's inaugural Sustainable Communities Strategy as part of the original 2013 Plan Bay Area; and subsequent iterations of Plan Bay Area; and

WHEREAS, Fred supported 165 Executive Board meetings, often staying late on Thursdays as conversations went long, and shepherded 20 separate General Assemblies, making phone calls to elected officials to ensure quorum was met and name badges were organized just so; and

WHEREAS, since the 2017 integration of the formerly separate ABAG and MTC staffs, Fred has been instrumental in preserving ABAG's history and institutional knowledge; and

WHEREAS, in and out of the office, Fred recognizes each person's individual contributions and shows a generosity of spirit and kindness whether working with elected officials or kids at Big Brothers Big Sisters;

NOW, THEREFORE, BE IT RESOLVED, that the Metropolitan Transportation Commission hereby commends Fred Castro for his years of service, congratulates him on his retirement, and wishes him the best as he adds new pages to his public service record by pursuing the Diaconate with the Diocese of Sacramento and spends more time in and around Benicia with his wife Annabelle.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, and at other remote
locations, on June 24, 2026.

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0758, **Version:** 1

Subject:
Closed Session Public Comment

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0759, **Version:** 1

Subject:
CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: (One case: Cubic Transportation Systems, Inc.)

The Commission shall meet in closed session to consider initiation of litigation under Section 54956.9 of the Government Code.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0760, **Version:** 1

Subject:
Report out of Closed Session

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0746, **Version:** 1

Subject:
MTC ABAG Community Advisory Council Report

Presenter:
Diana Benitez, Vice Chair

Recommended Action:
Information

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0747, **Version:** 1

Subject:
Executive Director's Report

Presenter:
Andrew Fremier, Executive Director

Recommended Action:
Information

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0748, **Version:** 1

Subject:
Approval of the Commission Minutes of the May 27, 2026 meeting

Recommended Action:
Commission Approval

Bay Area Metro Center
375 Beale Street
San Francisco, CA 94105

Meeting Minutes

Metropolitan Transportation Commission

Sue Noack, Chair *Stephanie Moulton-Peters, Vice Chair*

Wednesday, May 27, 2026 **9:35 AM** **Board Room - 1st Floor**

Roster
Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, David Ambuehl*, Candace Andersen,
Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming,
Dorene M. Giacopini*+, Alicia John-Baptiste, Barbara Lee, Matt Mahan,
Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Gina Papan,
Belia Ramos, Libby Schaaf*
***Non-Voting Members**
+Remote per Government Code s. 54953(c)

Chair Noack called the meeting to order at 9:45 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 17 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan, and Commissioner Ramos

Absent: 1 - Commissioner Mahan

Commissioner John-Baptiste arrived during agenda item 4 and left during agenda item 12a.
Commissioner Corzo arrived during agenda item 4a.
Commissioner Fleming arrived during agenda item 9a.

Non-Voting Commissioners Present: Commissioner Giacopini (participated remotedly under Government Code s. 54953(c))
Non-Voting Commissioner Absent: Commissioner Ambuehl and Commissioner Schaaf

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

4a. 26-0655 2025 Bike Champions of the Year (BCOY) Award Presentation

5. MTC ABAG Community Advisory Council Report

5a. 26-0656 MTC ABAG Community Advisory Council Report

Action: Information

Presenter: Chair Lieu, Chair

Chair Lieu, Chair of the MTC ABAG Community Advisory Council gave the report.

6. Executive Director's Report

Aleta Dupree (Team Folds) was called to speak under public comment for agenda item 6a.

6a. 26-0657 Executive Director's Report

Action: Information

Presenter: Andrew Fremier, Executive Director

Alix Bockelman, Chief Deputy Executive Director, gave the Executive Director's Report.

Aleta Dupree (Team Folds) was called to speak under public comment.

7. Commissioner Comments

8. Consent Calendar

Upon the motion by Commissioner Melgar and seconded by Commissioner Andersen, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 16 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 2 - Commissioner Fleming and Commissioner Mahan

8a. 26-0643 Approval of the Commission Minutes of the April 22, 2026 meeting

Action: Commission Approval

8b. 26-0707 MTC Resolution No. 4686, Revised. A request for approval of the final at-large member of the MTC ABAG Community Advisory Council Appointments

Action: Commission Approval

Presenter: Ky-Nam Miller

Programming and Allocations Committee (Commission Consent)

8c. 26-0646 MTC Resolution Nos. 4764; and 4745. Allocation of a $50 million in Regional Measure 3 (RM3) Capital Funds to the Alameda County Transportation Commission (ACTC) and the Transportation Authority of Marin (TAM).

Action: Commission Approval

Presenter: Karl Anderson

8d. 26-0647 MTC Resolution No. 4763. Adoption of FY2026-27 Regional State Transit Assistance (STA) Program.

Action: Commission Approval

Presenter: Luis Garcia

8e. 26-0648 MTC Resolution No. 4757. FY 2026-27 Regional Measure 2 Operating and Marketing Program.

Action: Commission Approval

Presenter: Jack McDowell

8f. 26-0649 MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment (CARE) - Participatory Budgeting and Project Delivery (PB-PD).

Action: Commission Approval

Presenter: Kate Fosburgh

8g. 26-0650 MTC Resolution No. 4672. Programming of $8.8 million in FY 2025-26 Federal Transit Administration (FTA) World Cup Funding.

Action: Commission Approval

Presenter: Mallory Atkinson

8h. 26-0651 MTC Resolution Nos. 3989, Revised and 4578, Revised - Transit Oriented Affordable Housing (TOAH) Fund Reprogramming

Action: Commission Approval

Presenter: Somaya Abdelgany and/or Lydia Tan (to be confirmed)

Committee Reports

9. Planning Committee Report (Chair Ahn)

9a. 26-0644 MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy

Minor amendments to the TOC Policy (MTC Resolution No. 4530) to provide greater flexibility to transit extension projects seeking non-One Bay Area Grant (OBAG) discretionary funding, to clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle, and to align nomenclature with the approved TOC Policy Evaluation Framework.

Action: Commission Approval

Presenter: Gillian Adams

A Coalition letter of correspondence was received for agenda item 9a.

The following members of the public were called to speak: Emily Wheeler (Public Advocates) and Roland Lebrun.

Upon the motion by Commissioner Ahn and seconded by Commissioner Ezzy-Ashcraft, the Commission unanimously adopted MTC Resolution No. 4530, Revised. The motion carried by the following vote:

Aye: 17 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 1 - Commissioner Mahan

10. Legislation Committee Report (Vice Chair John-Baptiste)

10a. 26-0645 Senate Bill 1167 (Blakespear): Electric Bicycle Safety

Clarifies that e-bikes are devices that do not exceed 20 miles per hour (mph) (throttle) or 28 mph (pedal assist) and have motors of 750 watts or less. Devices exceeding these thresholds are not considered e-bikes and shall be regulated according to their speed, power, and safety risks.

Action: Support / Commission Approval

Presenter: Jadie Moar

Aleta Dupree (Team Folds) was called to speak for agenda item 10a.

Upon the motion by Commissioner John-Baptiste and seconded by Commissioner Papan, the Commission unanimously adopted a support position for SB 1167 (Blakespear). The motion carried by the following vote:

Aye: 17 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 1 - Commissioner Mahan

11. Programming and Allocations Committee Report (Fleming)

11a. 26-0652 MTC Resolution No. 4758. FY 2026-27 Regional Measure 3 Operating Program.

Adoption of the $61.3 million FY 2026-27 Regional Measure 3 (RM3) Operating program.

Action: Commission Approval

Presenter: Jack McDowell

Upon the motion by Commissioner Fleming and seconded by Commissioner Ashcraft, the Commission unanimously adopted MTC Resolution No. 4758. The motion carried by the following vote:

Aye: 17 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 1 - Commissioner Mahan

11b. 26-0653 Endorsements for the 2026 Transit and Intercity Rail Capital Program (TIRCP).

Recommended Commission endorsements for Bay Area applications to the 2026 state TIRCP program (Cycle 8).

Action: Commission Approval

Presenter: Craig Bosman

Upon the motion by Commissioner Fleming and seconded by Commissioner Melgar, the Commission unanimously adopted the endorsement of the Bay Area Applications to the 2026 state TIRCP program for Cycle 8. The motion carried by the following vote:

Aye: 17 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 1 - Commissioner Mahan

12. Commission Information / Approval

12a. 26-0654 Draft Metropolitan Transportation Commission (MTC) Fiscal Year (FY) 2026-27 Operating and Capital Budgets

An informational presentation to the Commission of the Draft MTC FY 2026-27 Operating and Capital Budgets

Action: Information

Presenter: Derek Hansel

Derek Hansel, Chief Financial Officer, presented the draft budget.

12b. 26-0701 Approval of Resolution No. 4782, Authorizing a Loan Agreement with the State of California, and Sub-Loan Agreements with each of Alameda - Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, Peninsula Corridor Joint Powers Board, and San Francisco Municipal Transportation Agency, pursuant to AB 117 (2026)

Action: Commission Approval

Presenter: Derek Hansel

The following members of the public were called to speak for agenda item 12b: Monique Webster (SFMTA), Jason Baker (Caltrain), and Roland Lebrun.

Upon the motion by Chair Noack and seconded by Commissioner Ramos, this Resolution was adopted. The motion carried by the following vote:

Aye: 15 - Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Corzo, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner Abe-Koga, Commissioner Burt and Commissioner Mahan

13. Public Comment / Other Business

14. Adjournment / Next Meetings:

The next regular meeting of the Metropolitan Transportation Commission is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on June 24, 2026. Any changes to the schedule will be duly noticed to the public.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0761, **Version:** 1

Subject:
MTC Resolution No. 4769. Transportation Network Company (TNC) Access for All Program Fund Administrator.

Presenter:
Kate Fosburgh

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2b-26-0614**

MTC Resolution No. 4769. MTC Resolution No. 4769. TNC Access for All Program Fund Administrator

Subject:

Adoption of MTC Resolution No. 4769 which authorizes the execution of the certification for the Metropolitan Transportation Commission to serve as the Local Access Fund Administrator (LAFA) for the California Public Utilities Commission's TNC Access for All Program for the counties of Marin, Napa, San Mateo, Santa Clara, and Sonoma.

Background:

The California Public Utilities Commission (CPUC) established the Transportation Network Company (TNC) Access for All Program, pursuant to Senate Bill 1376, to improve the availability and accessibility of on-demand transportation services for persons with disabilities, including wheelchair-accessible vehicle (WAV) service. The program is funded through a $0.10 surcharge on every TNC (i.e., ride hailing services like Uber and Lyft) trip originating in California. Program revenues are returned to the counties in which they are generated and administered locally to support projects that expand accessible, on-demand transportation options. Eligible projects include both operating and capital costs, such as vehicle acquisition, maintenance, driver training, outreach, or incentives.

Counties have the option to self-administer, report to a regional LAFA, or have funds administered through a statewide contracted service administrator. In the Bay Area, several counties already self-administer the program, while in Marin, Napa, San Mateo, Santa Clara, and Sonoma counties, County Transportation Authorities and county-based transit agencies support a regional approach with MTC serving as the LAFA. MTC's Coordinated Public Transit-Human Services Transportation Plan from 2024 calls for an action for MTC to become a LAFA and to leverage funding to provide accessible on-demand trips in the Bay Area. The program was recently extended through January 1, 2032, and is estimated to generate approximately $2.5 million annually for the five counties administered by MTC.

Today's action would authorize MTC to become the LAFA for five Bay Area counties, pending approval from the CPUC on July 1, 2026. A board resolution providing this authorization is due to the CPUC within 15 days of CPUC approval. Given that the Programming and Allocations

Committee does not meet in July, staff are proposing this action now to avoid a delay in payment to MTC.

MTC Roles and Responsibilities as LAFA:

As the LAFA for Marin, Napa, San Mateo, Santa Clara, and Sonoma counties, MTC will administer program funds in accordance with CPUC requirements to support the expansion of accessible on-demand transportation services. Administration costs of up to 15% are allowable and intended to cover all MTC staffing costs for program management.

MTC's responsibilities include:

- **Program Administration:** Pass one-time board resolution and submit annual consent forms; receive and manage program revenues; and administer program funds.
- **Provider Selection and Contracting:** Conduct a competitive solicitation process; evaluate proposals; and enter into agreements with selected providers.
- **Stakeholder Engagement:** Conduct outreach to the disability community and other stakeholders to inform program development and funding priorities, and maintain publicly accessible program information, including approved providers.
- **Oversight, Reporting and Financial Management:** Monitor provider performance; collect and submit required quarterly and annual reports to the CPUC; ensure compliance with all program requirements; and ensure timely programming and expenditure of funds in accordance with CPUC deadlines.

MTC will be notified of approval to serve as the LAFA for Marin, Napa, San Mateo, Santa Clara, and Sonoma Counties by July 1, 2026. Based on revenues from prior program cycles, staff estimate that annual funding across the five counties will be approximately $2.5 million. Next steps for MTC will include acceptance of this role by submitting the approved resolution and consent form, updates to the agency website with program information, and outreach to the local disability community, County Transportation Agencies, and other relevant stakeholders to inform the Access Provider solicitation process.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4769 to the Commission for approval.

Attachments:

- MTC Resolution No. 4769, Revised

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1310
Referred by: PAC

ABSTRACT

Resolution No. 4769

This resolution authorizes the execution of the certification for the Metropolitan Transportation Commission to serve as the Local Access Fund Administrator (LAFA) for the TNC Access for All Program for the counties of Marin, Napa, San Mateo, Santa Clara, and Sonoma.

Further discussion of this resolution is provided in the Programming and Allocations Committee Summary sheet dated June 10, 2026.

Date: June 24, 2026
W.I.: 1310
Referred by: PAC

RE: Authorization for MTC to serve as the local access fund administrator for the TNC Access for All Program for five Bay Area counties

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4769

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, the California Public Utilities Commission (CPUC) established the TNC Access for All Program, pursuant to Senate Bill 1376, to improve the availability and accessibility of on-demand transportation services for persons with disabilities, including wheelchair-accessible vehicle (WAV) service; and

WHEREAS, the TNC Access for All program is funded through a $0.10 surcharge on every TNC trip originating in California and program revenues are returned to the regions in which they are generated and administered locally to support projects that expand accessible, on-demand transportation options; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is an eligible MPO & RTPA and may receive state funding from the TNC Access for All Program to administer a funding program for local Access Providers for on-demand WAV transportation projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional administering agency to abide by various regulations; and

WHEREAS, Senate Bill 1376 (2018) designated the CPUC as the administrative agency for the TNC Access for All Program; and

WHEREAS, the CPUC has developed the TNC Access for All Program Overview & Requirements for Access Fund Administrators (AFAs), for the purpose of selecting Local AFAs (LAFAs), and administering and distributing Access Funds to eligible local Access Providers of on-demand WAV transportation; and

WHEREAS, the Metropolitan Transportation Commission authorizes MTC Staff, to execute required documents and any amendments thereto; and

WHEREAS, Metropolitan Transportation Commission wishes to serve as the LAFA for the counties of Marin, Napa, San Mateo, Santa Clara, and Sonoma; now, therefore, be it

RESOLVED, by the Board of Directors of the Metropolitan Transportation Commission that as the Access Fund recipient agrees to comply with all conditions and requirements set forth in the Certification document and applicable statutes, regulations, and Program Requirements for the TNC Access for All Program; and be it further

RESOLVED, that MTC Staff be authorized to execute all required documents of the Program and any amendments thereto with the CPUC; and be it further

RESOLVED, by the Board of Directors of the Metropolitan Transportation Commission that it hereby authorizes the Metropolitan Transportation Commission to serve as the LAFA of the TNC Access for All Program for the counties of Marin, Napa, San Mateo, Santa Clara, and Sonoma.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 24, 2026

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0762, **Version:** 1

Subject:
MTC Resolution Nos. 3989, Revised; 4202, Revised; and 4505, Revised. Various revisions to the One Bay Area Grant (OBAG 2 and 3) Programs.

Presenter:
Thomas Arndt

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2c-26-0613**

MTC Resolutions Nos. 3989, Revised, 4202, Revised, and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant (OBAG 2 and 3) and MTC exchange programs, including programming $8 million in OBAG 3 Priority Conservation Area (PCA) funds to various projects and reprogramming $3.4 million in OBAG 2 Housing Incentive Pool (HIP) funds.

Background:

The OBAG 2 and 3 programs establish the policy and programming framework for federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2018 through FY 2026.

MTC's fund exchange program provides local funds to deliver priority projects within the broader OBAG framework. The program facilitates funding agreements with partner agencies to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for STP/CMAQ funds.

This month, staff recommend revisions to the OBAG 2 and 3 and MTC exchange programs as follows:

- **Priority Conservation Area (PCA) Grant Awards:** At the Planning Committee meeting on June 12, staff will recommend awards for the recent PCA call for projects. With this item, staff recommend programming $8 million in remaining OBAG 3 PCA grant funds to various projects consistent with the Planning Committee recommendations, changing the fund source for $6.1 million of these funds from federal STP/CMAQ to non-federal MTC exchange to support projects that align with the PCA goals and objectives but are ineligible or poorly suited for federal funds.
- **Housing Incentive Pool (HIP) Reprogramming:** In addition, staff recommend reprogramming $3.4 million in OBAG 2 HIP funds from the San Francisco Municipal Transportation Authority's (SFMTA's) Lincoln Way Traffic Improvements project to SFMTA's 29 Sunset Muni Forward project to ensure timely delivery. The Lincoln Way project will be delivered with local funds.
- **Co-Sponsor Addition:** Finally, staff recommend adding the City of San Mateo as a co-sponsor for the San Mateo County Transportation Authority's (SMCTA's) 19th Ave/Fashion Island Blvd Complete Street Class IV project, which was previously awarded OBAG 3 county program funds. This change will allow the partner agencies to proceed with the current project delivery plan.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised, 4202, Revised, and 4505, Revised to the Commission for approval. The PCA grant awards will also be considered by the Planning Committee this month. Only items approved by both Committees will be forwarded to the Commission for approval.

Attachments:

- MTC Resolution No. 3989, Revised
  - Attachment B
- MTC Resolution No. 4202, Revised
  - Attachment B-1
- MTC Resolution No. 4505, Revised
  - Attachment B-1
  - Attachment B-2

Andrew B. Fremier

Date: February 23, 2011
W.I.: 1512
Referred by: PAC
Revised: 10/26/11-C 02/26/14-C 12/21/16-C
07/26/17-C 02/28/18-C 03/28/18-C
11/28/18-C 03/27/19-C 06/26/19-C
09/25/19-C 11/20/19-C 03/25/20-C
11/20/20-C 05/26/21-C 06/23/21-C
07/28/21-C 03/23/22-C 06/22/22-C
03/22/23-C 05/24/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 05/22/24-C 06/26/24-C
05/24/24-C 07/24/24-C 09/25/24-C
11/20/24-C 01/22/25-C 02/26/25-C
03/26/25-C 06/25/25-C 09/24/25-C
10/22/25-C 11/19/25-C 12/17/25-C
01/28/26-C 02/25/26-C 03/25/26-C
04/22/26-C 05/27/26-C 06/24/26-C

ABSTRACT

Resolution No. 3989, Revised

This resolution establishes the procedures governing the MTC Exchange Program. This resolution supersedes MTC Resolution No. 3018.

Attachment B was revised on October 26, 2011 to provide $376,000 in Exchange Program funding to the intertribal Electric Vehicle project.

Attachments B and C were respectively revised on February 26, 2014 to include $10 million in Exchange Program funding for Transit Oriented Affordable Housing (TOAH), and update final balances of the initial STP Exchange Program (Resolution 3018) to reflect final project close out.

Attachments A and B were revised on December 21, 2016 to program $1.1 million to the Bay Bridge Forward Commuter Parking Initiative and update the name of the Transit Oriented Affordable Housing Program.

Attachments A and B were revised on July 26, 2017 to program $8.2 million to the Regional Priority Conservation Area (PCA) program and $2.8 million to the Regional Active Operational Management Program. An additional $1 million in exchange funds will be committed to a specific project or program through a future Commission action. This action and associated agreement and programming actions are contingent upon California Transportation Commission (CTC) approval of the amendment to the baseline agreement for the Marin Sonoma Narrows project to accept STP/CMAQ funds rather than local funds.

Attachment B was revised on February 28, 2018 to program $10 million to the Bay Area Preservation Pilot; $1,024,000 to Richmond's Bike Share Capital and Outreach project; $826,000 for the joint Transportation Authority of Marin/Sonoma County Transportation Authority (TAM/SCTA) Bike Share Capital and Outreach project along the SMART Corridor; and redirect $2,800,000 from Regional Active Operational Management to the Bay Bridge Forward Commuter Parking Initiative project.

Attachment B was revised on March 28, 2018 to program $30,000 to the Bay Area Greenprint Priority Conservation Area (PCA) Improvements.

Attachments A and B were revised on November 28, 2018 to add the SCVTA SR 85 Transit Guideway Study and the CCTA I-680 NB HOV/Express Lane exchange agreements, and to program $4,000,000 in Exchange funds to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand Management Strategies.

Attachment B was revised on March 27, 2019 to change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the funding from $619,000 to $589,000; and reduce the funding amount for the MTC Richmond-San Rafael Bridge Forward project from $1,160,000 to $1,046,000; and redirect these funds to a new project with MTC as the recipient for the Concord IDEA project for $144,000. The matching funds for the Concord IDEA project as identified in MTC Resolution 4357, are included within the $144,000 amount. These changes result in no net change to total funds committed to-date.

Attachment A was revised on June 26, 2019 to cancel the $1,200,000 exchange agreement with the SCVTA for the SR 85 Transit Guideway Study as the funds provided through the exchange are no longer needed.

Attachment B was revised on September 25, 2019 to reflect MTC as the direct recipient of exchange funds for the Concord and Walnut Creek IDEA projects; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on November 20, 2019 to program $6,023,000 to 13 projects as part of the Priority Conservation Area (PCA) Grant program; funds will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment B was revised on March 25, 2020 to redirect $25,000 from MTC's Bay Bridge Forward Commuter Parking Initiative to MTC's Fruitvale Quick Build project.

Attachment B was revised on November 20, 2020 to program $647,000 to four projects as part of the Priority Conservation Area (PCA) Grant program. For the Yerba Buena Island Multi-Use Pathway, which provides access to the San Francisco-Oakland Bay Bridge, $1 million of federal OBAG 2 funds are being provided at this time for cash flow purposes. The Bay Area Toll Authority will repay non-federal funds to the MTC Exchange Program within three years. MTC's funds for the Twin Peaks trail will be provided to the Coastal Conservancy for management of the two fund sources for this project. Because the Conservancy is a state entity, the funds will be provided as an up-front grant rather than on a reimbursement basis. Funds for projects other than the Twin Peaks Trail will be provided on a reimbursement basis to each project sponsor pursuant to their respective funding agreements with MTC.

Attachment A was revised on May 26, 2021 to add the Transportation Authority of Marin's (TAM's) US 101 Marin-Sonoma Narrows (MSN) High-Occupancy Vehicle (HOV) Lanes project for $75,651,097.

Attachment A was revised on June 23, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $63,464,510.

Attachment A was revised on July 28, 2021 to add the Solano Transportation Authority's (STA's) Solano I-80 Managed Lanes project for $1,845,000, and to add the Bay Area Infrastructure Financing Authority's (BAIFA's) Solano I-80 Managed Lanes Toll System project for $2,822,000.

Attachment A and B were revised on March 23, 2022 to add the $500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the $251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed.
Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for $100,000, as part of a fund exchange agreement with CCJPA.

Attachment B was revised on March 22, 2023 to program $15,940,000 to MTC for Bay Wheels Bikeshare E-bike Expansion.

Attachment B was revised on May 24, 2023 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC's Bay Area Housing Finance Authority (BAHFA): Senior Rental Assistance Pilot Program.

Attachment B was revised on October 25, 2023 to program $2,250,000 to MTC's Priority Production Area Pilot Program, $1,500,000 to MTC's Community Engagement and Capacity-Building project,

and $600,000 to MTC for station siting, marketing, and incentives in support of the Bay Wheels Bikeshare E-bike Expansion project.

Attachment B was revised on November 15, 2023 to program $1,500,000 to MTC for Priority Conservation Area (PCA) Grant Implementation.

Attachment B was revised on December 20, 2023 to program $560,000 to MTC for various projects in the Regional Active Transportation Technical Assistance Program.

Attachment B was revised on February 28, 2024 to revise the project name for the City of Rohnert Park's Regional Active Transportation Technical Assistance grant for Highway 101 Bicycle/Pedestrian Overcrossing at Copeland Creek to include Sonoma County Transportation Authority (SCTA) as a co-sponsor.

Attachment B was revised on March 27, 2024 to program $2,000,000 to MTC for the Enhancing Support for Safety in the Bay Area project, $2,000,000 to MTC for Pavement Management Program (PMP) Pavement Asset Data Collection Updates, $400,000 to MTC for two projects in the Regional Active Transportation Technical Assistance Program, and $80,000 to MTC for the Bay Area Vision Zero Data System.

Attachments A and B were revised on May 22, 2024 to add the $30,000,000 exchange agreement with MTC for programming an equal amount of federal funds to MTC's Next-Generation Clipper (C2) Capital project, as part of a Regional Measure 3 (RM3) loan arrangement, and program $350,000 to MTC for Bay Trail Implementation.

Attachment B was revised on June 26, 2024 to program $5,000,000 the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure, contingent upon BAHFA's submission of a bond measure, final election costs, and approval of a funding agreement between MTC and BAHFA.

Attachment B was revised on July 24, 2024 to program $100,000 to MTC for adaptive bikeshare pilots in Berkeley, Emeryville, Oakland, and San Jose; program $100,000 to MTC for an adaptive bikeshare pilot in San Francisco ($100,000); and deprogram $100,000 from MTC's bikeshare station siting project in Berkeley, Emeryville, San Francisco, and San Jose.

Attachment B was revised on September 25, 2025 to program $1,250,000 to MTC for Bay Wheels bikeshare expansion in Daly City.

Attachment B was revised on November 20, 2024 to program $4,950,000 to various projects within the Priority Conservation Area (PCA) Program and revise the project name for Menlo Park's Bedwell Bayfront Park OBAG 2 PCA project.

Attachments B and C were revised on January 22, 2025 to deprogram $250,000 from MTC for the Peninsula Open Space Trust's (POST's) Coyote Valley Wildlife Connectivity Planning project, reduce MTC's TransLink project by $49,242 to reflect final actual project costs, and revise the sponsor for the SMART Corridor Bikeshare Capital and Outreach project from the Transportation Authority of Marin (TAM) and Sonoma County Transportation Authority (SCTA) to MTC.

Attachment B was revised on March 26, 2025 to program $3,225,000 to MTC for various Transit Oriented Communities (TOC) housing policy development projects within the Regional Housing Technical Assistance program, program $2,740,000 to MTC for various Active Transportation Technical Assistance projects, program $750,000 to MTC for San Francisco Recreation and Parks' Visitacion Avenue Bicycle and Pedestrian Safety Improvements, and program $80,000 to MTC for Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on June 25, 2025 to program $240,000 to MTC for Regional Housing Technical Assistance (RHTA) implementation and change the project name for MTC's TOC Housing Policy Development project in San Mateo County to reflect that the City of Belmont will be contracting with MTC on this project on behalf of multiple jurisdictions in the County.

Attachment B was revised on September 24, 2025 to reprogram $5,000,000 from the Bay Area Housing Finance Authority's (BAHFA's) Regional Housing Bond – County Election Cost Reimbursement project to MTC for BAHFA's Mixed-Income Loan Fund, program $1,000,000 to MTC for the Pacific Flyway Fund's Pacific Flyway Center – Walk in the Marsh project, program $250,000 to MTC for Oakland's Doolittle Drive Bay Trail Gap Closure project, program $100,000 to MTC for Priority Conservation (PCA) Program Implementation, deprogram $51,619 in project savings from MTC for Alameda County's Niles Canyon Road (Phase 1) project, and revise the program name for MTC's Bay Trail Implementation project to Bay Trail Planning.

Attachment B was revised on October 22, 2025 to program $560,000 to MTC's Bikeshare Station Electrification project.

Attachment B was revised on November 19, 2025 to program $315,000 to MTC for the 2026 Statewide Local Streets and Roads Needs Assessment.

Attachment B was revised on December 17, 2025 to program $1,500,000 to MTC for CARE Power Building and Engagement and update the name of the project.

Attachment B was revised on January 28, 2026 to program $1,000,000 in funds previously programmed to CARE Power Building and Engagement to specific projects.

Attachment B was revised on February 25, 2026 to program $12,000,000 to MTC for CARE CBTP Technical Assistance Implementation and $100,000 to MTC for the Bay Area Vision Zero Data System (BayViz).

Attachment B was revised on March 25, 2026 to program $2,410,000 to MTC for the Bay Wheels contract extension and deprogram $560,000 from MTC for Bikeshare Station Electrification.

Attachment B was revised on April 22, 2026 to program $7,600,000 to MTC for CARE Participatory Budgeting and Implementation (PBI).

Attachment B was revised on May 27, 2026 to reprogram $5,000,000 from MTC's Transit Oriented Affordable Housing (TOAH) program to MTC for BAHFA's Mixed-Income Loan Fund.

Attachment B was revised on June 24, 2026 to program $6,100,000 to MTC for various Priority Conservation Area (PCA) projects.

Further discussions are contained in memorandums to the Programming and Allocations Committee dated February 9, 2011, October 12, 2011, February 12, 2014, December 14, 2016, July 12, 2017, February 14, 2018, March 7, 2018, November 14, 2018, March 6, 2019, June 12, 2019, September 4, 2019, November 8, 2019, March 11, 2020, November 4, 2020, May 12, 2021, June 9, 2021, July 14, 2021, March 9, 2022, June 8, 2022, and March 8, 2023; the Administration Committee dated May 10, 2023; the Programming and Allocations Committee dated October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, November 13, 2024, January 8, 2025, March 12, 2025, June 11, 2025, September 10, 2025, October 8, 2025, November 12, 2025, December 10, 2025, January 14, 2026, February 11, 2026, March 11, 2026, April 8, 2026, May 13, 2026, and June 10, 2026.

Date: February 23, 2011
W.I.: 1512
Referred by: PAC

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and is the recipient for various federal fund sources for the San Francisco Bay Area; and

WHEREAS, MTC develops policies and procedures to be used in the selection of projects to be funded with various federal fund sources within the region consistent with the regional Transportation Plan (RTP); and

WHEREAS, selected projects are sometimes incompatible with or ineligible for federal funding and projects are often ready for implementation in advance of funding availability; and

WHEREAS, MTC assisted the Santa Clara County Traffic Authority (SCCTA) in 1994 by providing Surface Transportation Program (STP) funds, which initiated the original Exchange program implemented through MTC Resolution 3018; and

WHEREAS, the original exchange funding under MTC Resolution 3018 is nearly exhausted and MTC has entered into new funding exchange agreements where the implementation of specific projects with federal funds in exchange for local funds can achieve regional goals and objectives; now, therefore, be it

RESOLVED that Attachments A and B reflect the Exchange program balance and agreements approved by the Commission subject to this resolution; and be it further

RESOLVED, that Attachment C lists the projects and amounts from the original STP Exchange program (MTC Resolution 3018) incorporated into the new MTC Exchange program; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments A, B and, C as necessary to reflect Commission actions and the on-going balances within the MTC Exchange program; and be it further

RESOLVED that MTC Resolution No. 3018 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Scott Haggerty, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on February 23, 2011.

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)*	3940, 4306	2/24/2010 12/20/2017 5/27/2026	$0
MTC	BAHFA: Senior Rental Assistance Pilot Program	4578	5/24/2023	$5,000,000
SP Rancheria	Intertribal Electric Vehicle Implementation	3925	10/26/2011	$376,000
MTC	Affordable Housing Jumpstart	4260	12/21/2016	
MTC	Alameda Jumpstart	4260	11/28/2018	$2,000,000
MTC	San Francisco Jumpstart	4260	11/28/2018	$5,000,000
MTC	Santa Clara Jumpstart	4260	11/28/2018	$3,000,000
MTC	Bay Bridge Forward Commuter Parking Initiative	4035	12/21/2016	$3,875,000
MTC	Fruitvale Quick Build	4035	3/25/2020	$25,000
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 2)	4202	7/26/2017	
MTC	Alameda County: Niles Canyon Trail, Phase 1	4202	11/20/2019	$269,381
MTC	Livermore: Arroyo Road Trail	4202	11/20/2019	$400,000
MTC	WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	4202	11/20/2020	$300,000
MTC	EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	4202	11/20/2019	$1,000,000
MTC	JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	4202	11/20/2019	$950,000
MTC	San Francisco: McLaren Park and Neighborhood Connections Plan	4202	11/20/2019	$194,000
MTC	State Coastal Conservancy (for SF Rec & Park): Twin Peaks Trail Imps.	4202	11/20/2020	$74,000
MTC	GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	4202	11/20/2019	$200,000
MTC	Half Moon Bay: Pillar Point Public Access Improvements	4202	11/20/2019	$298,000
MTC	Menlo Park: Bedwell Bayfront Park Access Improvements	4202	11/20/2019	$520,000
MTC	San Mateo County: Colma Creek Adaptation Study	4202	11/20/2019	$110,000
MTC	San Mateo Co,: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	4202	11/20/2020	$137,900
MTC	South San Francisco: Sign Hill Conservation and Trail Master Plan	4202	11/20/2020	$135,100
MTC	Point Blue: Pajaro River Watershed Habitat Rest. & Climate Resilient Imps.	4202	11/20/2019	$379,000
MTC	SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	4202	11/20/2019	$400,000
MTC	SCVOSA: Tilton Ranch Acquisition	4202	11/20/2019	$1,000,000
MTC	PCA Grant Implementation	4202	11/20/2019	$500,000
MTC	Bay Area Greenprint PCA Improvements	4202	3/28/2018	$30,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	CCRCD: Livestock Pond Restoration	4505	11/20/2024	$280,000
MTC	EBRPD: Tidewater Expansion	4505	11/20/2024	$1,000,000
MTC	GGNPC: Bothin Marsh Evolving Shorelines	4505	11/20/2024	$670,000
MTC	NCRPOSD: Phinney Fee Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVHA: Richmond Ranch Acquisition	4505	11/20/2024	$1,000,000
MTC	SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	4505	11/20/2024	$250,000
MTC	Santa Clara County: Upper Stevens Creek Trail	4505	11/20/2024	$500,000
MTC	SFRPD: Visitacion Ave Bike/Ped Safety Improvements	4505	3/26/2025	$750,000
MTC	Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	4505	9/24/2025	$1,000,000
MTC	**OPRF: Restoring Connections - Deep East Oakland Community Stewardship, Creeks, & Shoreline Access (Added)**	**4505**	**6/24/2026**	**$450,000**
MTC	**San Pablo: McNeil Park (Added)**	**4505**	**6/24/2026**	**$500,000**
MTC	**San Rafael: Canal Boatyard urban Park Connection (Added)**	**4505**	**6/24/2026**	**$800,000**
MTC	**NCRCD: Resilient Suscol Creek - Climate-Ready Habitat Planning (Added)**	**4505**	**6/24/2026**	**$440,000**
MTC	**SFRPD: Twin Peaks Promenade - Bay Area Ridge Trail Connection & Habitat Restoration (Added)**	**4505**	**6/24/2026**	**$500,000**
MTC	**Grassroots Ecology: Fire & Flora - Resilient Foothills Initiative (Added)**	**4505**	**6/24/2026**	**$210,000**
MTC	**Midpen ROSD: Hwy 17 Wildlife & Ridge Trail Crossings and Connections (Added)**	**4505**	**6/24/2026**	**$750,000**
MTC	**UC Cooperative Extension: Santa Clara Valley Agricultural Outreach and Awareness (Added)**	**4505**	**6/24/2026**	**$200,000**
MTC	**POST: North Coyote Valley Wildlife and Trails Study (Added)**	**4505**	**6/24/2026**	**$250,000**
MTC	**WRC/Kashia Band of Pomo Indians: South Fork Gualala River Acquisition (Added)**	**4505**	**6/24/2026**	**$750,000**
MTC	**Petaluma River Park Foundation: Petaluma River Park (Added)**	**4505**	**6/24/2026**	**$550,000**
MTC	**Sonoma Land Trust: Osprey Hill Ranch (Added)**	**4505**	**6/24/2026**	**$450,000**
MTC	**Sonoma/SEC: Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks (Added)**	**4505**	**6/24/2026**	**$250,000**
MTC	PCA Grant Implementation	4505	9/24/2025	$1,600,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infras. & Facility Modernization Plan	4505	10/25/2023	$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	$500,000
MTC	TAM/SCTA: Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	$826,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	$144,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Bay Wheels Bikeshare Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	4505	3/22/2023	$15,940,000
MTC	Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	4505	7/24/2024	$100,000
MTC	Adaptive Bikeshare Pilot - San Francisco	4505	7/24/2024	$100,000
MTC	Bay Wheels Bikeshare Expansion - Daly City	4505	9/25/2024	$1,250,000
MTC	Bikeshare Station Siting - Oakland	4505	10/25/2023	$150,000
MTC	Marketing for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$150,000
MTC	Membership Incentives for Bikeshare E-bike Expansion Launch	4505	10/25/2023	$200,000
MTC	Bay Wheels Contract Extension	4505	3/25/2026	$2,410,000
MTC	Regional Active Transportation Technical Assistance Program	4505	12/20/2023	
MTC	El Cerrito: BART to Bay Trail Connector	4505	12/20/2023	$40,000
MTC	El Cerrito: South El Cerrito Safe Routes to School	4505	12/20/2023	$40,000
MTC	Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	4505	12/20/2023	$40,000
MTC	Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	4505	12/20/2023	$40,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	4505	12/20/2023	$40,000
MTC	Petaluma: Lakeville Corridor Multi-Modal Improvements Study	4505	12/20/2023	$40,000
MTC	Pleasant Hill: Monument Boulevard Active Transportation Corridor	4505	12/20/2023	$40,000
MTC	SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	4505	12/20/2023	$40,000
MTC	San Bruno: San Bruno Avenue Complete Streets Project	4505	12/20/2023	$40,000
MTC	San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	4505	3/27/2024	$200,000
MTC	San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	4505	12/20/2023	$40,000
MTC	Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	4505	12/20/2023	$40,000
MTC	Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	4505	3/27/2024	$200,000
MTC	Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	4505	12/20/2023	$40,000
MTC	Vallejo: Mare Island Causeway Complete Street	4505	12/20/2023	$40,000
MTC	Alameda: Willie Stargell Ave Safety Improvements	4505	3/26/2025	$300,000
MTC	Albany: Pierce-Cleveland Bikeway Connection	4505	3/26/2025	$300,000
MTC	BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	4505	3/26/2025	$300,000
MTC	Colma: El Camino Real Bike/Ped Improvement (Segment A)	4505	3/26/2025	$300,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Lafayette: EBMUD Aqueduct Pathway	4505	3/26/2025	$300,000
MTC	Oakland: Fruitvale Connections	4505	3/26/2025	$300,000
MTC	Richmond: Richmond Wellness Trail	4505	3/26/2025	$150,000
MTC	San Leandro: Hesperian Boulevard Bike Lane Gap Closure	4505	3/26/2025	$100,000
MTC	Santa Clara County: San Tomas Trail Extension	4505	3/26/2025	$300,000
MTC	South San Francisco: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	4505	3/26/2025	$300,000
MTC	Active Transportation Technical Assistance Implementation	4505	3/26/2025	$90,000
MTC	Community Action Resources and Empowerment (CARE) Program	4505	10/25/2023	
MTC	CARE Power-Building and Engagement	4505	10/25/2023 12/17/2025	$2,000,000
MTC	United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility	4505	1/28/2026	$50,000
MTC	Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County	4505	1/28/2026	$50,000
MTC	Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice	4505	1/28/2026	$50,000
MTC	Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy	4505	1/28/2026	$50,000
MTC	East Contra Costa Community Alliance: Leadership Academy for Community Action	4505	1/28/2026	$100,000
MTC	Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative	4505	1/28/2026	$100,000
MTC	EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application	4505	1/28/2026	$100,000
MTC	BORP: Adaptive Micromobility Program	4505	1/28/2026	$200,000
MTC	Bonafide: Transit to Belonging - Reentry Access and Mobility	4505	1/28/2026	$200,000
MTC	One Treasure Island: Community Mobility Pilot	4505	1/28/2026	$100,000
MTC	CARE CBTP Technical Assistance Implementation	4505	2/25/2026	$12,000,000
MTC	CARE Participatory Budgeting and Implementation (PBI)	4740	4/22/2026	$7,600,000
MTC	Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	3/27/2024	$2,000,000
MTC	Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	3/27/2024	$2,000,000
MTC	Bay Area Vision Zero Data System	4505	3/27/2024 3/26/2025 2/25/2026	$260,000
MTC	Bay Trail Planning	4505	5/22/2024	$350,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	9/24/2025	$250,000
MTC	BAHFA: Mixed-Income Loan Fund	4505	9/24/2025 5/27/2026	$10,000,000
MTC	CEAC: Statewide Local Streets and Roads Needs Assessment	4505	11/19/2025	$315,000
MTC	Regional Housing Technical Assistance	4505	2/26/2025	
MTC	Alameda County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Emeryville: TOC Housing Policy Development	4505	3/26/2025	$250,000

MTC Exchange Program
Funding Commitments
Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Marin County: TOC Housing Policy Development	4505	3/26/2025	$400,000
MTC	Menlo Park: TOC Housing Policy Development	4505	3/26/2025	$250,000
MTC	Belmont: TOC Housing Policy Development in San Mateo County	4505	3/26/2025	$500,000
MTC	Morgan Hill: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	Windsor: TOC Housing Policy Development	4505	3/26/2025	$200,000
MTC	RHTA Implementation	4505	3/26/2025	$865,000
MTC	TOC Policy Implementation	4505	3/26/2025	$400,000
			Total Committed:	**$123,663,381**

*$10 million original contribution fully repaid and reprogrammed

Date: November 18, 2015
W.I.: 1512
Referred by: PAC
Revised: 07/27/16-C 10/26/16-C 12/21/16-C
03/22/17-C 04/26/17-C 05/24/17-C
06/28/17-C 07/26/17-C 09/27/17-C
10/25/17-C 11/15/17-C 12/20-17-C
01/24/18-C 02/28/18-C 03/28/18-C
04/25/18-C 05/23/18-C 06/27/18-C
07/25/18-C 09/26/18-C 11/28/18-C
12/19/18-C 01/23/19-C 02/27/19-C
03/27/19-C 06/26/19-C 07/24/19-C
09/25/19-C 10/23/19-C 11/20/19-C
02/26/20-C 05/27/20-C 07/22/20-C
09/23/20-C 11/20/20-C 01/27/21-C
02/24/21-C 04/28/21-C 05/26/21-C
06/23/21-C 07/28/21-C 09/22/21-C
11/17/21-C 12/15/21-C 01/26/22-C
02/23/22-C 03/23/22-C 04/27/22-C
05/25/22-C 06/22/22-C 09/28/22-C
10/26/22-C 11/16/22-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C 12/20/23-C
02/28/24-C 03/27/24-C 04/24/24-C
05/22/24-C 11/20/24-C 12/18/24-C
01/22/25-C 02/26/25-C 03/26/25-C
04/23/25-C 06/25/25-C 09/24/25-C
10/22/25-C 06/24/26-C

ABSTRACT

Resolution No. 4202, Revised

Adoption of the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). The project selection criteria and programming policy contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP) for the OBAG 2 funding period.

The resolution includes the following attachments:

Attachment A – OBAG 2 Project Selection Criteria and Programming Policy
Attachment B-1 – OBAG 2 Regional Program Project List
Attachment B-2 – OBAG 2 County Program Project List

On July 27, 2016, Attachment A, and Attachments B-1 and B-2 were revised to add additional funding and projects to the OBAG 2 framework, including $72 million in additional Fixing America's Surface Transportation Act (FAST) funding, and to incorporate housing-related policies.

On October 26, 2016, Attachment A, and Attachment B-1 were revised to clarify language related to the North Bay Priority Conservation Area (PCA) Program in Attachment A and to deprogram $2,500,000 from the Water Emergency Transportation Authority (WETA) Ferry Service Enhancement Pilot within the Regional Active Operational Management Program.

On December 21, 2016, Attachments B-1 and B-2 were revised to redirect $417,000 in un-programmed balances from the Regional Active Operational Management program to MTC's Spare the Air Youth within the Climate Initiatives Program; divide MTC's Rideshare Program into three subcomponents totaling $10,000,000: $720,000 for Rideshare Implementation, $7,280,000 for the Carpool Program, and $2,000,000 for the Vanpool Program; direct $1,785,000 from 511 Next Gen to the Commuter Benefits program; direct $1,000,000 in un-programmed balances to SMART's Multi-Use Pathway; transfer $1,000,000 from MTC's Casual Carpool project to MTC's Eastbay Commuter Parking project within the Bay Bridge Forward program, as the former will be funded with non-federal funds; transfer $500,000 from the Freeway Performance Initiative program and $500,000 in un-programmed balances to US 101/Marin Sonoma Narrow's B2 Phase 2 project in the Regional Active Operational Management Program; shift $40,000,000 from the BART Car Replacement/Expansion project to the Golden Gate Bridge Suicide Deterrent project and $13 million from MTC's Clipper project to un-programmed balances within the Transit Priorities program as part of a RM2 funding action to address a cost increase on the Golden Gate Bridge Suicide Deterrent project; and program $5,990,000 to Alameda County's Safe Routes to School Program in the County Program.

On March 22, 2017, Attachment B-1 was revised to program $17,000,000 in un-programmed balances within the Regional Transit Priorities Program to MTC's Clipper Program, as part of the FY17 Transit Capital Priorities program.

On April 26, 2017, Attachment B-2 was revised to program $1,655,000 to the Sonoma Safe Routes to School program; and redirect $1,000 from Contra Costa Transportation Authority's Planning Activities Base to its discretionary balance and $1,000 from San Francisco County Transportation Authority's Planning Activities Base to its discretionary balance to address an inconsistency between

amounts programmed to planning activities in Appendix A-3 and reflect actual amounts obligated for planning.

On May 24, 2017, Attachment B-1 was revised to redirect $1,237,000 from 511 Next Gen to AOM Implementation within the Regional Active Operational Management program to reflect re-organization of staff between program elements; direct $18,000,000 in Arterial/Transit Performance to the Program for Arterial System Synchronization ($5,000,000) and the Next Gen Arterial Operations Program ($13,000,000) within the Regional Active Operational Management program; direct $19,000,000 from the Transportation Management System (TMS) Field Equipment Devices Operations and Maintenance to TMS Implementation ($2,910,000), Performance-Based Intelligent Transportation Systems Device Maintenance and Rehabilitation ($5,940,000), Transportation Management Center Asset Upgrade and Replacement ($4,000,000), I-880 Communication Upgrade and Infrastructure Gap Closures ($4,000,000) and a Detection Technology Pilot ($5,000,000) within the Regional Active Operational Management program; and remove $290,556 in un-programmed balances from the Regional Active Operational Management program to address over-programming in a previous cycles of the STP/CMAQ regional programs.

On June 28, 2017, Attachments B-1 and B-2 were revised to reprogram $1,000,000 from the SMART Pathway – 2nd to Andersen to San Rafael's Grand Ave Bike/Pedestrian Improvements within the Regional Climate Initiatives program as part of a funding exchange within the City of San Rafael, conditioned on San Rafael committing $1 million in non-federal funds to the construction of the pathway, and a resolution of local support for the use of federal funds on the Grand Ave project, and TAM approval of the redirection of local measure funds between the projects; split out $8,729,000 from the 511 Next Gen program to 511 Implementation within the Regional Active Operational Management program; program $1,250,000 to Golden Gate Bridge Highway and Transportation District for the Bettini Transit Center as part of the Marin County Program; and program $2,617,000 within the San Mateo County Program to the San Mateo County Office of Education for the SRTS program, including $223,000 in supplemental funds from San Mateo's discretionary balance.

On July 26, 2017, Attachment B-1 was revised to program $12,000,000 to the US 101 Marin Sonoma Narrows project as part of a fund exchange agreement with Sonoma County Transportation Authority; $11,000,000 in exchange funds are added to the program for tracking purposes, with the final $1 million in exchange funds to be identified through a future Commission action.

On September 27, 2017, Attachment B-1 was revised to change the name of the Next Gen Arterial Operations Program (NGAOP) to Innovative Deployment for Enhanced Arterials (IDEA) to reflect program rebranding and additional focus on advanced technologies; program $4,160,000 to Incident Management Implementation and $8,840,000 to I-880 Integrated Corridor Mobility project within the Regional Active Operational Management program; split out the Connected Vehicles/Shared Mobility program into the Connected Vehicles/Automated Vehicles program for $2,500,000 and the Shared Use Mobility program for $2,500,000; and program $16,000,000 for three corridors within the Freeway Performance Program, with $8,000,000 for I-680, $3,000,000 for I-880, and $5,000,000 for SR-84.

On October 25, 2017, Attachment B-1 was revised to program $10,000,000 to the Bay Area Air Quality Management District for the Spare the Air program, in lieu of the Electric Vehicle Programs within the Regional Climate Initiatives Program, conditioned on the Air District contribution of an additional $10 million to advance implementation of electric vehicles within the region.

On November 15, 2017, Attachment B-2 was revised to program $200,000 in the Alameda County Program to the I-580 Corridor Study, to support a joint corridor study between Alameda County Transportation Commission (ACTC) and MTC; $122,000 within the Napa County Program to Napa Valley Transportation Authority (NVTA) for the Napa County Safe Routes to School (SRTS) Program; and $300,000 within the Contra Costa County Program to San Ramon for the San Ramon Valley Street Smarts Program.

On December 20, 2017, Attachments A, Appendix A-3, B-1, and B-2 were revised to program $334 million in the County Program to local and county projects recommended by the nine Congestion Management Agencies (CMAs); redirect $10,248,000 from BART Car Replacement/Expansion to Clipper within the Regional Transit Priorities Program; revise the CMA Planning Activities funding amounts to reflect the supplementary funds requested by several CMAs through their County Programs; and clarify the program details for the Local Housing Production Incentive program (also known as the *80K by 2020 Challenge Grant*).

On January 24, 2018, Attachment B-1 was revised to redirect $4,100,000 from Performance-Based ITS Device Maintenance and Rehabilitation to I-880 Communication Upgrade and Infrastructure Gap Closures, within the Transportation Management System program.

On February 28, 2018, Attachments B-1 and B-2 were revised to program $13 million in Innovative Deployments to Enhance Arterials (IDEA) program grants within the Regional Active Operational Management Program; redirect $822,000 within Contra Costa County's Safe Routes to School Program (SRTS) for future SRTS projects; program $2,813,000 to San Francisco SRTS Non-Infrastructure Program within the San Francisco County Program; and clarify MTC exchange fund projects.

On March 28, 2018, Attachment B-1 was revised to distribute the $1.5 million Community-Based Transportation Planning Program among the nine county Congestion Management Areas (CMAs); clarify the limits of three Freeway Performance Program projects within the Regional Active Operational Management Program; and reflect the programming of $30,000 in MTC exchange funds for Bay Area Greenprint Functionality Improvements, as part of the PCA program.

On April 25, 2018, Attachment B-1 was revised to program $8,200,000 in Priority Conservation Area (PCA) grants within the North Bay PCA Program; $3,400,000 to Sonoma County Transportation Authority (SCTA) for the Marin Sonoma Narrows B2 Phase 2 project, as part of an exchange agreement in which an equal amount of SCTA's future Regional Transportation Improvement Program (RTIP) funds will be programmed at MTC's discretion; $7,288,000 in PDA Planning and Implementation grants; and $500,000 to MTC for PDA Implementation.

On May 23, 2018, Attachments B-1 and B-2 were revised to change the project sponsor from MTC to VTA for the IDEA Program project at the Veteran's Administration Palo Alto Medical Center; redirect funds within the Santa Clara County OBAG 2 County Program to reduce San Jose's West San Carlos Urban Village Streetscape Improvements by $2,050,000, redirecting $1,000,000 from the project to Santa Clara's Saratoga Creek Trail Phase 1 and $1,050,000 to Saratoga's Prospect Rd Complete Streets project; and direct an additional an additional $25,000 in unprogrammed balances within Santa Clara County OBAG 2 County Program to Saratoga's Prospect Rd Complete Streets project.

On June 27, 2018, Attachments B-1 and B-2 were revised to program $800,000 to MTC's Carsharing Implementation and $325,000 to Targeted Transportation Alternatives within the Climate Initiatives Program; redirect from MTC's 511 NextGen program $8,271,000 to 511 Implementation, $2,000,000 to Contra Costa Transportation Authority's (CCTA's) I-80 Central Ave Interchange Improvements project, and $380,000 to an unprogrammed balance within the

Regional Active Operational Management program; clarify the scope of MTC's Freeway Performance Program I-880 to reflect the project limits of I-80 to I-280; and redirect $1,394,000 from Vallejo's Local Streets Rehabilitation project to Fairfield's Heart of Fairfield project within the Solano County Program.

On July 25, 2018, Attachment B-1 was revised to program $1,600,000 to Santa Clara Valley Transportation Authority (VTA) for the SR 85 Transit Guideway Study as part of a fund exchange agreement; remove Rohnert Park's $65,000 Central Rohnert Park PDA/Creekside Neighborhood Subarea Connector Path Technical Assistance grant from the Regional PDA Planning Grant program as it will be funded through a prior cycle; reduce the funding for Windsor's PDA Planning and Implementation Staffing Assistance grant by $85,000 as this project will receive an equivalent amount of funds through a prior cycle; a total of $150,000 balance created by these two revisions was returned to the Regional PDA Planning Grant Program un-programmed balance.

On September 12, 2018, Attachments B-1 and B-2 were revised to program $3,000,000 within the Freeway Performance Program to the US 101 corridor in San Mateo and Santa Clara counties; direct an additional $6,000,000 within the Freeway Performance Program to the I-680 corridor within Contra Costa County, $4,000,000 of which is part of an exchange agreement with Contra Costa Transportation Authority (CCTA); redirect $15,000 within the Innovative Deployment for Enhanced Arterials (IDEA) program from IDEA Technical Assistance to VTA's IDEA grant at the Veterans Affairs Palo Alto Medical Center; redirect $48,000 from MTC's Clipper to the BART Car Replacement/Expansion project within the Transit Priorities program to reflect program amounts previously adopted through the Transit Capital Priorities (TCP) program; revise the amount programmed to VTA's SR 85 Transit Guideway Study within Regional Strategic Initiatives to $1,200,000 to reflect amount previously approved; redirect $1,214,000 from Berkeley's North Shattuck Avenue Rehabilitation project to its Southside Complete Streets and Transit Improvements project within the Alameda County Program; from Sunnyvale's East Sunnyvale Area Sense of Place Improvements, redirect $1,000,000 to Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements and $1,140,000 to the Safe Routes to School program balance within the Santa Clara County Program; and program $4,500,000 available from a previous funding cycle to the following projects within Regional Strategic Initiatives: $617,000 to Novato's Pavement Rehabilitation (for Downtown Novato SMART Station) as part of a local funding exchange, $1,120,000 to the Transportation Authority of Marin (TAM) for the Old Redwood Highway Multi-Use Pathway project, $763,000 for San

Rafael's Grand Ave Bridge project, and $2,000,000 to TAM for the US 101 Marin Sonoma Narrows project.

On November 28, 2018, Attachment B-1 was revised to make adjustments related to the MTC/SCVTA Funding Exchange Agreement MTC Resolution No. 4356 and to the MTC/CCTA Funding Exchange Agreement MTC Resolution No. 4357, and to program $4,000,000 in MTC exchange funds in accordance with MTC Resolution 3989, to the following projects: $619,000 to CCTA for Innovative Deployment for Enhanced Arterials; $621,000 to the city of Walnut Creek for innovative Deployment for Enhanced Arterials; $500,000 to the city of Richmond for the Richmond-San Rafael Bridge Bikeway Access; $1,160,000 to MTC for Richmond-San Rafael Bridge Forward; and $1,100,000 to MTC for Napa Valley Transportation Demand.

On December 19, 2018, Attachments B-1 and B-2 were revised to redirect $5,200,000 from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the I-880 ICM Northern Segment project within the Regional Active Operational Management Program; clarify the Diridon Integrated Station Area Concept Plan project within the Regional Priority Development Planning and Implementation Program to reference Santa Clara Valley Transportation Authority (VTA) as a project partner; within the Santa Clara County Program, redirect $794,000 in unprogrammed balances to Sunnyvale's East Sunnyvale Sense of Place Improvements, clarify the remaining unprogrammed balance is discretionary, and clarify the division of funding for Santa Clara's Saratoga Creek Trail Phase 1 project between the county's Safe Routes to School program and its discretionary program.

On January 23, 2019, Attachment B-2 was revised to redirect $15,980,000 within the San Francisco County Program from the Better Market Street project to the Central Subway project.

On February 27, 2019, Attachment B-1 was revised to change the fund source of $3,779,849 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to federal Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. Of the $3,779,849 freed up by this swap, $1,000,000 is returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status. The remaining $2,779,849 is held for future Commission action.

On March 27, 2019, Attachment A, Appendix A-8, Appendix A-10, and Attachment B-1 were revised to clarify provisions pertaining to the interim status report requirements for Priority

Development Area (PDA) Investment & Growth Strategies; change the recipient of the Concord IDEA project from CCTA to the City of Concord and reduce the MTC Exchange funding from $619,000 to $589,000; and redirect the $30,000 in MTC Exchange funds to a new MTC-led Concord IDEA project.

On June 26, 2019, Attachment B-2 was revised to program $822,000 in unprogrammed Safe Routes to School Program (SRTS) balances within the Contra Costa County Program to six existing projects; and to redirect $251,000 within the San Mateo County Program from Atherton's Middlefield Road Class II Bike Lanes to its James Avenue Rehabilitation.

On July 24, 2019, Attachment A was revised to delegate authority to the Executive Director or designee to sign Letters of Understanding for the exchange of STP/CMAQ funds with other regions, within certain conditions and limitations, and to delegate to a Committee of the Commission the authority to approve exchanges beyond these conditions and limitations.

On September 25, 2019, Attachments B-1 and B-2 were revised to clarify that the $300,000 programmed to Alameda County Transportation Commission (ACTC) within the Community Based Transportation Plan (CBTP) Updates program will be directed to its Congestion Management Agency (CMA) Planning program as part of an internal fund exchange within ACTC; redirect $9.6 million from 511 Implementation to 511 Next Gen within the Bay Area 511 Traveler Information Program; within the Freeway Performance Program redirect $625,000 in from MTC's SR 84 (US 101 to I-880) to the environmental phase of MTC's I-580 WB HOV Lane Extension project and change the project sponsor of the I-80/Central Ave. Interchange Improvements project from the Contra Costa Transportation Authority (CCTA) to City of Richmond; within the Innovative Deployment to Enhance Arterials (IDEA) program, clarify that LAVTA is a partner agency for the Dublin Category 2 IDEA project; within the Transportation Management Systems (TMS) program, change the name of the overall program to Connected Bay Area, redirect $2 million from the Detection Technology Pilot project and $1.8 million from the Performance-Based ITS Device Maintenance and Rehabilitation project to provide an additional $3.8 million to the I-880 Communications Upgrade and Infrastructure Gap Closures project; within the Incident Management program, redirect $1 million from MTC's I-880 Integrated Corridor Management (ICM) Central Segment to the Northern Segment; within the San Francisco County program, redirect $3,366,000 from John Yehall Chin Elementary Safe Routes to School (SRTS) Improvement; and within the Santa Clara County program, redirect $1 million from Los Altos' Miramonte Ave Bicycle and Pedestrian Access Improvements project to

Cupertino's McClellan Rd Separated Bike Lane project, and program $1,346,000 in unprogrammed discretionary balances to Campbell's Harriet Ave Sidewalk project and Los Gatos Shannon Rd Complete Streets project.

On October 23, 2019, Attachment B-1 was revised to redirect $3 million from MTC's Detection Technology Pilot project to establish the InterConnect Bay Area grant program within the Connected Bay Area program; direct $5 million ($4 million Solano County and $1 million other North Bay counties) within the Housing Incentive Pool program to establish the Sub-HIP program, with specific projects to be recommended through future programming actions; and program $1 million to BART for AB2923 Implementation from unprogrammed balances within the PDA Planning & Implementation program.

On November 20, 2019, Attachments B-1 and B-2 were revised to program $6,023,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to 13 projects within the Priority Conservation Area (PCA) Grants program; and within the Contra Costa County program, redirect $1,025,000 from Brentwood's Various Streets and Roads Preservation project to Pittsburg's Pavement Improvements project, redirect $618,000 from San Pablo's Market Street Pavement Rehabilitation project to Giant Road Pavement Rehabilitation project; and revise the name of Walnut Creek's Ygnacio Valley Road Rehabilitation project to reflect the latest proposed scope of work.

On February 26, 2020, Attachments A, B-1, and B-2 were revised to program $1 million to MTC for SR 37 corridor planning in Marin, Napa, Solano, and Sonoma Counties and $3 million to MTC for I-80 corridor planning from the Carquinez Bridge to the San Francisco-Oakland Bay Bridge (SFOBB) Toll Plaza within the Freeway Performance Program; revise the name of the Concord Willow Pass Road Rehabilitation and Safe Routes to School project within the Contra Costa County Program to reflect the project's current scope; and clarify language within the OBAG 2 Project Selection Criteria and Programming Policy to reflect the Commission adoption of Housing Incentive Pool (HIP) program guidelines, MTC Resolution No. 4348.

On May 27, 2020, Attachment B-1 was revised to clarify the scope of MTC's Freeway Performance Program planning-only project on I-80 extends from Carquinez Bridge in Contra Costa to Fremont Street in San Francisco; change the sponsor for three projects within the Regional Priority Conservation Area (PCA) Grant program; and to redirect $104,000 in the

North Bay Priority PCA Grant program from Novato's Carmel Open Space Acquisition project to Novato's Hill Area National Recreation Area, as the former project has been cancelled. On July 22, 2020, Attachment B-1 was revised to program $5 million to five projects in Solano, Marin, Napa, and Sonoma Counties within the Housing Incentive Pool Pilot Program (Sub-HIP) and program $1 million to the Napa Valley Forward Traffic Calming and Multimodal Improvements project within the Freeway Performance Program (FPP); and incorporate $7,681,887 in federal Highway Infrastructure Program apportionment provided through the Department of Transportation Appropriations Act, 2020 to the Golden Gate Bridge Suicide Deterrent.

On September 23, 2020, Attachment B-2 was revised to redirect $2,000,000 from Napa's Silverado Trail Five-way Intersection Improvement project to Napa Valley Transportation Authority's Vine Transit Bus Maintenance Facility within the Napa County Program, and $1,394,000 from Fairfield's Heart of Fairfield Improvements to its Cadenasso Dr. repaving project within the Solano County Program.

On November 20, 2020, Attachment B-1 was revised to program $1,000,000 to SFCTA for the environmental phase of the Yerba Buena Island/Treasure Island Multi-Use Pathway project within the Priority Conservation Area (PCA) Grants program, with payback from BATA at a future date; $647,000 in MTC exchange funds in accordance with MTC Resolution No. 3989 to four projects within the Priority Conservation Area (PCA) Grants program; and to clarify the project sponsor of the Old Redwood Highway Multi-Use Pathway project as Larkspur, rather than the Transportation Authority of Marin (TAM).

On January 27, 2021, Attachments A and Attachment B-1 were revised, and Appendix A-11 was added, to incorporate additional funding into the OBAG 2 framework, including $52.9 million in STP/CMAQ program balances made available through FY2018-FY2020 appropriations of Federal Highway Infrastructure Program (FHIP) funds, and a $1.5 million balance redirected from the Cycle 1 STP/CMAQ Climate Initiatives program, as part of the Safe & Seamless Mobility Quick-Strike program.

On February 24, 2021, Attachment B-1 was revised to program a total of $7.91 million in Federal Highway Infrastructure Program (FHIP) funds provided in the Consolidated Appropriations Act, 2021, and project savings from previous STP/CMAQ cycles to the Golden Gate Bridge Highway and Transportation District (GGBHTD) for shareable costs of an increase

to the Golden Gate Bridge Suicide Deterrent System. Because the final FFY 2021 FHIP amount is not yet available at the time of the Commission meeting, the final split between the two fund sources will be adjusted by staff as a technical change, with the total amount not to exceed $7.91 million.
On April 28, 2021, Attachment B-1 was revised to change the fund source of $13,942,852 from Federal Highway Infrastructure Program (FHIP) funds to Surface Transportation Block Grant (STP) funds for the Gate Bridge Highway and Transportation District (GGBHTD) for the Golden Gate Bridge Suicide Deterrent System project; program $61,708,245 in STP/CMAQ funds, and $13,942,852 in FHIP funds redirected from the GGB suicide deterrent system, to the Transportation Authority of Marin (TAM) for the US-101 Marin-Sonoma Narrows Segment B7 project as part of the SB1/RMS alternative funding plan; and program $99,840,510 in STP/CMAQ funds to the Solano Transportation Authority (STA) for the Solano I-80 Express Lanes project as part of the SB1/RMS alternative funding plan. The programmed funding to TAM and STA serves as a loan to the project sponsors to permit the projects to move to construction while Regional Measure 3 funds are unavailable. The loaned funds shall be repaid to MTC as non-federal funds and will be subject to future OBAG programming.

On May 26, 2021, Attachment B-1 and Appendix A-11 were revised to program $34,593,076 in Federal Highway Infrastructure Program funds made available through federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) to augment the Regional Safe and Seamless Mobility Quick-Strike program framework; and to program $7,775,000 in Priority Development Area (PDA) Planning and Implementation grants and $87,000 in Regional PDA Supportive Studies within the Regional PDA Planning and Implementation program.

On June 23, 2021, Attachment B-1 was revised to program $83,118,000 to various local and regional projects within the Regional Safe and Seamless Mobility Quick-Strike program; and program $1,000,000 in project savings from previous fund cycles to VTA's Diridon Station Planning and Studies project as part of the Regional Strategic Initiatives program.

On July 28, 2021, Attachments A, B-1, and B-2 were revised to: temporarily increase the delegated authority amount the Executive Director may authorize for STP/CMAQ exchanges from $2 million per region to $100 million in total for federal fiscal year 2020-2021; to program $4,667,000 to AC Transit for Bus Purchases and to reflect changes in program amounts and projects proposed for MTC regional exchange funds (in accordance with MTC Resolution No. 3989) as part of the funding arrangement for the Solano I-80 Express Lanes project; to program

$1,750,000 within the Regional Safe and Seamless Mobility Quick-Strike program; to transit integration planning efforts in Solano, Sonoma, and East Bay Counties; redirect $130,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Danville's San Ramon Valley Blvd. Improvements project (in lieu of the Diablo Road Trail project which will be provided an equivalent amount of non-federal funds from CCTA) and redirect $350,000 in project savings from the County of Contra Costa Local Streets and Roads Preservation project to the City of Pinole's Safety Improvements at Appian Way and Marlesta Rd project within the Contra Costa County program; and to cancel the $4,655,000 El Camino Real Pedestrian Safety & Streetscape Improvements project in Palo Alto, direct $41,428 from the cancelled project to Campbell's Harriet Avenue Sidewalk project, and leave the remaining $4,614,572 balance unprogrammed within the Santa Clara county program.

On September 22, 2021, Attachment B-1 was revised to program $4,191,538 to various projects within the Regional Safe & Seamless Mobility Quick-Strike program; $184,000 in prior cycle project savings to San Mateo County's Broadmoor SRTS Pedestrian Safety and Mobility Improvements project within the Regional Strategic Investments program; and to redirect $800,000 from MTC's Carsharing Implementation project and $1,848,099 from the Climate Initiatives unprogrammed balance to various projects within the Mobility Hubs Pilot Program.

On November 17, 2021, Attachment B-2 was revised to redirect $948,000 from the City of Redwood City's US-101/Woodside Rd. Class I Bikeway project to the following projects: Daly City's Southgate Avenue and School Street Safety Improvements ($450,000) and Millbrae's Park Boulevard and Santa Teresa Way Improvements ($347,000), leaving an unprogrammed balance of $151,000 in the San Mateo County Program.

On December 15, 2021, Attachment B-2 was revised to program $4,613,572 in unprogrammed balances from the Santa Clara County Program to the following projects: Campbell's PDA Enhancements ($550,000), Mountain View's Shoreline Boulevard Pathway Improvements ($1,996,000), and San Jose's Julian and St. James Livable Streets Couplet Conversion ($2,067,572). In the San Mateo County Program, the project title for Millbrae's Park Blvd, San Anselmo Ave, and Santa Teresa Way Improvements was revised to clarify the project scope.

On January 26, 2022, Attachment B-1 was revised to direct $12,000,000 in unprogrammed balances from the Freeway Performance Program to MTC's Bay Bridge Forward Preliminary Engineering project, and to revise SCTA/MTC's $750,000 Sonoma Integration and Coordination

Implementation Planning project to reflect that these funds will be used to advance the Blue Ribbon Transit Transformational Action Plan as part of a fund swap with SCTA.
On February 23, 2022, Attachment B-2 was revised to redirect $120,000 in project savings within the Contra Costa County Program, from El Cerrito's Carson Boulevard and Central Avenue Pavement Rehabilitation project to the El Cerrito's El Cerrito del Norte TOD Complete Streets Improvements project.

On March 23, 2022, Attachment B-1 was revised to redirect $251,000 within the Priority Conservation Area grant program from Albany's Albany Hill Access Improvements project and $249,000 in regional program balances to Santa Clara Valley Transportation Authority's (VTA's) Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing Project as part of a fund exchange agreement with the Midpeninsula Regional Open Space District; revise $2,322,000 in Regional Active Operational Management program funds to reflect the amounts awarded to projects, technical advisory services, and project evaluations through the MTC's Connected Vehicles/Automated Vehicles program; and direct $14,495 in unprogrammed balances within the Climate Initiatives program to the Bay Area Rapid Transit (BART) MacArthur BART Station Mobility Hub project as part of a fund source change between fund cycles, with no net change in the total amount programmed to the project.

On April 27, 2022, Attachments B-1 and B-2 were revised to program $2,240,000 within the Freeway Performance Program for MTC's I-880 Optimized Corridor Operations project; reprogram $1,800,000 in Safe & Seamless Mobility Quick-Strike funds from Vallejo's Bay Trail/Vine Trail Gap Closure Segment to Vallejo's Springs Road Pavement Preservation project as part of a local funding exchange; revise MTC's $1.4 million Blue Ribbon Centralized Program Eligibility project within the Safe & Seamless Mobility Quick-Strike program to redirect $900,000 to Clipper for Regional Transit Connection contract expenses in support of the project; rename MTC's Interconnect Bay Area Program project to Regional Communications Infrastructure Upgrade; reprogram $2,206,000 within the Napa County Program to NVTA's Vine Trail Calistoga to St. Helena project from St. Helena's $1,206,000 Main Street Pedestrian Improvements project and American Canyon's $1,000,000 Green Island Road Improvements; and rename the City of Alameda's City-Wide Pavement Rehabilitation project within the Alameda County Program to Grand Street Pavement Resurfacing and Safety Improvements.

On May 25, 2022, Attachment B-2 was revised to redirect funds within the Santa Clara County Program, including $2,449,000 from Santa Clara's San Tomas Aquino Creek Trail Underpass

and $790,000 Hetch Hetchy Trail Phase 1 projects, and $919,000 from Palo Alto's Waverly Multi-Use Path, East Meadow Drive and Fabian Way Enhanced Bikeways project, and reprogram $3,351,000 of these funds to Los Gatos' Creek Trail to Highway 9 Trailhead Connection and $807,000 to Cupertino's new Stevens Creek Boulevard Class IV Bike Lanes project; redirect funds within the Alameda County Program, including $1,662,000 from Hayward's Winton Avenue Complete Streets project and $225,000 from Emeryville's Slurry Seal of Frontage Road, 65th Street, and Powell Street projects, and reprogram $620,000 of these funds to ACTC's Alameda County Safe Routes to School Non-Infrastructure Program, leaving an unprogrammed balance of $1,267,000 within the Alameda County Program.

On June 22, 2022, Attachment B-1 was revised to deprogram $400,000 from Cupertino's VTA Cores and Corridors PDA Plan, leaving an unprogrammed balance of $400,000 within the PDA Planning & Implementation program; program $100,000 in regional program balances to the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project within the Regional Strategic Investments program as part of a fund exchange agreement with CCJPA; and reprogram $1,250,000 within the Safe and Seamless Mobility Quick-Strike program to MTC's Bay Bridge Forward project's preliminary engineering phase, including $500,000 from MTC's Blue Ribbon Centralized Program Eligibility project and $750,000 in remaining program balance from the Blue Ribbon Transit Recovery Action Plan.

On September 28, 2022, Attachments A, A-11, and B-1 were revised to extend project obligation deadlines, and program a $380,000 balance within the Regional Active Operational Management program and $145,000 in prior cycle savings to MTC's Priority Conservation Area (PCA) Grant Implementation.

On October 26, 2022, Attachments B-1 and B-2 were revised to program $9,012,406 in unprogrammed balances within the Regional Climate Initiatives program to MTC's Parking Management Program and $1,267,000 in unprogrammed balances within the Alameda County Program to Alameda County Transportation Commission (ACTC) for Safe Routes to School (SRTS) Non-Infrastructure programs.

On November 16, 2022, Attachment B-2 was revised to reprogram $1,657,000 within the Solano County Program from Vacaville's Vaca Valley/I-505 Roundabouts project to Solano Transportation Authority's Vacaville Jepson Parkway Phase 3 Bike Path project.

On March 22, 2023, Attachment B-1 was revised to program $15,283,000 in unprogrammed balances to various projects within the Transit Performance Initiatives (TPI) Program; deprogram $340,760 for San Francisco Municipal Transportation Agency's Temporary Transbay Terminal within the Mobility Hubs Pilot Program; revise MTC's I-880 Integrated Corridor Management (ICM) Central project to include San Leandro as a co-sponsor; and revise the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Hicks Valley Road Rehabilitation.

On April 26, 2023, Attachment B-1 was revised to change the project names of Marin County's Priority Conservation Area (PCA) Grant Program projects to Wilson Hill Road Rehabilitation, program $239,000 in unprogrammed balances within the Mobility Hubs Pilot Program to Burlingame's Caltrain Station – Burlingame Square Transit Hub project, and revise projects within the Connected Bay Area program, including deprogramming $1,150,000 from MTC's TMC Asset Upgrade and Replacement project, deprogramming $2,500,000 from MTC and Caltrans' I-880 Communication Upgrade and Infrastructure Gap Closures project, programming $2,500,000 to Caltrans' Regional Communications Infrastructure Upgrade project, and programming $1,150,000 to MTC's Regional Communications Infrastructure Upgrade project.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram $150,000 within the Connected Vehicles/Automated Vehicles Regional Program from MTC's Project Evaluations to the Palo Alto Advanced Transit Passenger Management project, change the sponsor on the latter project from MTC to the Santa Clara Valley Transportation Authority (VTA), deprogram $3,735,000 in Santa Clara County Program funds from Santa Clara's Saratoga Creek Trail Phase 1 project, and reprogram $1,000,000 within the San Mateo County Program from San Carlos' US 101/Holly Street Bicycle and Pedestrian Overcrossing project to Pacifica's Sharp Park Priority Development Area Pedestrian Improvement project.

On June 28, 2023, Attachments B-1 and B-2 were revised to program $5,958,000 in Regional Climate Initiatives funds to various Parking Management Program projects; and program $2,842,000 for Los Gatos' Los Gatos Creek Trail to Highway 9 Trailhead Connection and $443,000 for Saratoga's Citywide Master Plan for Bicycle and Sidewalks within the Santa Clara County Program.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change of $16,727,000 programmed to various projects within the Safe & Seamless Mobility Quick-Strike

Program from federal Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds to STP/CMAQ; deprogram $700,000 in Safe & Seamless Mobility Quick Strike funds from San Pablo's Giant Road Cycletrack Quick Build project; and revise the project name for Solano Transportation Authority's Vacaville Jepson Parkway Phase 1B Bike Path to reflect project phasing.

On September 27, 2023, Attachment B-2 was revised to program $450,000 in unprogrammed balances within the Santa Clara County Program to Santa Clara County's Circulation and Mobility Element.

On December 20, 2023, Attachments B-1 and B-2 were revised to reflect an additional $46 million in program capacity for the Housing Incentive Pool (HIP) program, consisting of $27,730,000 in STP/CMAQ and $18,270,000 in San Francisco County transportation sales tax funds, as part of fund source changes enacted with the adoption of the 2024 Regional Transportation Improvement Program (RTIP) Guidelines; program $71 million in HIP preliminary award amounts to fifteen jurisdictions; reprogram $2,731,000 in County Program funds from Benicia's Park Road Improvements project to Fairfield's East Tabor Tolenas Safe Routes to School Sidewalk Gap Closure; reprogram $500,000 in Marin County Priority Conservation Area (PCA) Program funds from the National Park Service's Fort Baker Vista Point Trail project to Sonoma-Marin Area Rail Transit's (SMART's) SMART Pathway, Great Redwood Trail to Novato segment; and reprogram $250,000 in Solano County Program funds from Vacaville's Vaca Valley/ I-505 Roundabouts projects to the City's Bicycle/Pedestrian Trail Improvements at Fruitvale Road, Briarwood Drive, and Arlene Drive.

On February 28, 2024, Attachments B-1 and B-2 were revised to deprogram $9,300,000 in OBAG 2 County funds from Alameda County's Meekland Avenue Corridor Improvement, Phase II and deprogram $387,600 in OBAG 2 Mobility Hubs Pilot Program funds from San Ramon's Bishop Ranch Business Park project.

On March 27, 2024, Attachment B-1 was revised to reflect final Housing Incentive Pool (HIP) award amounts.

On April 24, 2024, Attachment B-1 was revised to program $157,000 in unprogrammed balances within the Mobility Hubs Pilot Program to the City of Burlingame's Caltrain Station Burlingame Square Transit Hub.

On May 22, 2024, Attachment B-1 was revised to reprogram $16,090,000 in various Regional Connected Bay Area projects to MTC and Caltrans' Regional Communications Infrastructure Upgrade project, program $1,621,000 in Regional Priority Development Area (PDA) Planning & Implementation funds from various projects to MTC for Priority Sites Technical Assistance in various jurisdictions, and program $30,000 in Regional Parking Management Program balances to the City of Martinez's Parking Meter Program Update project.

On November 20, 2024, Attachment B-1 was revised to program $4,600,000 to MTC's Mapping and Wayfinding project, deprogram $4,600,000 in Innovative Deployments for Enhanced Arterials (IDEA) projects and balances, reprogram $941,000 among various Priority Sites Technical Assistance projects, and deprogram $225,000 from MTC's Milpitas Midtown PDA Plan project.

On December 18, 2024, Attachment B-1 was revised to award $22,855,000 in Housing Incentive Pool (HIP) funds to various San Francisco and Santa Rosa projects, including $4,000,000 in San Francisco County transportation sales tax funds available to the HIP program through a prior funding exchange, and reprogram $250,000 among various projects within the Priority Sites Technical Assistance program.

On January 22, 2025, Attachment B-1 was revised to award $5,419,000 in Housing Incentive Pool (HIP) funds to various projects.

On February 26, 2025, Attachment B-1 was revised to program $4,987,000 in Housing Incentive Pool (HIP) funds to various projects.

On March 26, 2025, Attachment B-1 was revised to program $2,650,000 in Parking Management funds to various projects, reprogram $1,645,000 in Regional Active Operational Management funds from MTC's Eastbay Commuter Parking project to MTC's Bay Bridge Forward Preliminary Engineering project, reprogram $1,600,000 in Priority Development Area (PDA) planning funds among various projects, and program $300,000 in Mobility Hubs funds to one project

On April 23, 2025, Attachment B-1 was revised to program $23,469,000 in Housing Incentive Pool (HIP) funds to various projects.

On June 25, 2025, Attachment B-1 was revised to program $141,000 in Priority Sites Technical Assistance funds to MTC for San Rafael's Public Sites Portfolio.

On September 24, 2025, Attachment B-1 was revised to reprogram $10,000,000 from MTC's Regional Communications Infrastructure Upgrade project to MTC's West Oakland Link project and reflect deprogramming of $51,619 in non-federal MTC Exchange funds from MTC for Alameda County's Niles Canyon Road (Phase 1) project.

On October 22, 2025, Attachment B-1 was revised to select various San Francisco Municipal Transportation Agency (SFMTA) projects for the HIP program using $14,270,000 in San Francisco County transportation sales tax funds available through a prior funding exchange, program $10,161,000 in Regional funds to MTC for Planning and Program Implementation, change the fund source for $8,302,000 for MTC's West Oakland Link project from STP/CMAQ to CRP, reprogram $2,267,000 in federal HIP funds from the San Francisco County Transportation Authority's (SFCTA's) West Side Bridges Seismic Retrofit project to SFCTA's Yerba Buena Island Multi-Use Path, and change the fund source for $1,859,000 in San Leandro HIP funds from STP/CMAQ to CRP and change San Leandro's HIP project from the MacArthur Superior Roundabout project to the City's Lewelling Boulevard Class IV Bikeways project.

On June 24, 2026, Attachment B-1 was revised to reprogram $3,400,000 in HIP funds from SFMTA's Lincoln Way Traffic Improvements project to SFMTA's 29 Sunset Muni Forward project.

Further discussion of the project selection criteria and programming policy is contained in the memorandum to the Programming and Allocations Committee dated November 4, 2015, July 13, 2016, October 12, 2016, December 14, 2016, February 8, 2017 (action deferred to March 2017), March 8, 2017, April 12, 2017, May 10, 2017, June 14, 2017, July 12, 2017, September 13, 2017, October 11, 2017, November 8, 2017, December 13, 2017, January 10, 2018, February 14, 2018, March 7, 2018, and April 11, 2018; the Planning Committee dated April 6, 2018; the Programming and Allocations Committee dated May 9, 2018, June 13, 2018, July 11, 2018, September 12, 2018, November 14, 2018, December 12, 2018, January 9, 2019, February 13, 2019, March 6, 2019, June 12, 2019, July 10, 2019, September 4, 2019, October 9, 2019, November 13, 2019, February 12, 2020, May 13, 2020, July 8, 2020, September 9 2020, November 4, 2020, January 13, 2021, February 10, 2021, April 14, 2021, and May 12, 2021; the Planning Committee dated May 14, 2021; the Programming and Allocations Committee dated

June 9, 2021, July 14, 2021; and September 8, 2021; the Planning Committee dated September 10, 2021; and the Programming and Allocations Committee dated November 10, 2021, December 8, 2021, January 12, 2022, February 9, 2022; the Operations Committee dated February 11, 2022; the Programming and Allocations Committee dated March 9, 2022, April 13, 2022, May 11, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; and the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, November 13, 2024, December 11, 2024, January 8, 2025, February 12, 2025, March 12, 2025, April 9, 2025, June 11, 2025, September 10, 2025, October 8, 2025, and June 10, 2026.

Date: November 18, 2015
W.I.: 1512
Referred By: Programming & Allocations

RE: One Bay Area Grant Program Second Round (OBAG 2) Project Selection Criteria and Programming Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4202

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for state and federal funding assigned to the RTPA/MPO of the San Francisco Bay Area for the programming of projects; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), county Transportation Authorities (TAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Criteria and Programming Policy" for projects to be funded in the OBAG 2 Program as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the regional discretionary funding shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures and programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected, revised and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Dave Cortese, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on November 18, 2015

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
June 2026

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C 05/22/24-C 11/20/24-C 12/18/24-C 01/22/25-C 02/26/25-C 03/26/25-C 04/23/25-C 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
1. REGIONAL PLANNING ACTIVITIES			
Regional Planning	MTC	$9,555,000	
Planning and Program Implementation	MTC	$10,161,000	
1. REGIONAL PLANNING ACTIVITIES		**$19,716,000**	
2. PAVEMENT MANAGEMENT PROGRAM			
Pavement Management Program	MTC	$1,500,000	
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$250,000	
2. PAVEMENT MANAGEMENT PROGRAM		**$9,250,000**	
3. PDA PLANNING & IMPLEMENTATION			
PDA Planning and Implementation			
PDA Implementation	MTC	$1,755,000	
PDA Planning			
Berkeley: San Pablo Avenue PDA Plan	MTC	$750,000	
Oakland: MacArthur Transit Village PDA; North Oakland/Golden Gate PDA Plan	MTC	$800,000	
Oakland: Eastmont Town Center/International Blvd; Fruitvale & Dimond; MacArthur Blvd	MTC	$800,000	
Union City: Decoto Industrial Parkway Study Area Specific Plan 2.0	MTC	$800,000	
El Cerrito: San Pablo Avenue Specific Plan and EIR Update/Amendments	MTC	$308,000	
Moraga: Moraga Center Specific Plan Implementation Project	MTC	$140,000	
Richmond: Hilltop PDA Plan	MTC	$750,000	
San Pablo: Rumrill Blvd PDA Plan	MTC	$250,000	
Marin County: Urbanized Corridor/Marin City PDA Plan	MTC	$300,000	
San Rafael: Downtown Precise Plan	MTC	$500,000	
San Francisco: HUB Area EIR	MTC	$265,000	
San Francisco: Transit Corridors Study	MTC	$316,000	
Burlingame: Broadway Planning Area PDA Plan	MTC	$400,000	
South San Francisco: Downtown Station Area PDA Plan	MTC	$500,000	
Campbell: Hamilton Avenue Precise Plan	MTC	$400,000	
Milpitas: Midtown PDA Plan	MTC	$275,000	
Palo Alto: University Ave/Downtown PDA Plan	MTC	$800,000	
San Jose/VTA: Diridon Integrated Station Area Concept Plan	MTC	$800,000	
San Jose: SW Expressway/Race Street Light Rail Urban Village Plans	MTC	$22,000	
Santa Clara: Downtown PDA Plan	MTC	$400,000	
Santa Clara: El Camino Precise Plan EIR	MTC	$166,000	
Vacaville: Downtown Specific Plan	MTC	$350,000	
Vallejo: Waterfront Amendment	MTC	$1,200,000	
Santa Rosa: Downtown Station Area Specific Plan Update/Amendment	MTC	$800,000	
Staffing Assistance			
Emeryville: Mitigate Regulation-Induced Displacement, Streamlined Asset Mgmt	MTC	$162,000	
Fremont: SB743 Implementation	MTC	$56,000	
Hayward: SB743 Implementation	MTC	$66,000	
Concord: VMT-based Transportation Impact Standards	MTC	$51,000	
Concord: Galindo Street Corridor Plan	MTC	$154,000	
Lafayette: Updated Parking Ordinance and Strategies	MTC	$124,000	
San Jose: PDA/Citywide Design Guidelines	MTC	$7,000	
Windsor: Parking Management and Pricing	MTC	$67,000	
Technical Assistance			
Emeryville: Developing the Highest and Best Use of the Public Curb	MTC	$55,000	
Hayward: Micro Mobility/Safety Program	MTC	$75,000	
Oakland: General Plan Framework - PDA Community Engagement Program	MTC	$41,000	
San Leandro: BayFair TOD Infrastructure Design/Finance	MTC	$150,000	
San Francisco: PDA Density Bonus Program	MTC	$55,000	
Belmont: Transportation Demand Management Program	MTC	$57,000	
San Mateo: TDM Ordinance	MTC	$150,000	
San Jose: Urban Villages District Parking & Rezoning	MTC	$120,000	

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
June 2026

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C 05/22/24-C 11/20/24-C 12/18/24-C 01/22/25-C 02/26/25-C 03/26/25-C 04/23/25-C 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
Sunnyvale: Downtown Sunnyvale Block 15 Sale/Land Exchange	MTC	$4,000	
Santa Rosa/Sonoma County: Renewal Enterprise District	MTC	$150,000	
BART AB2923 Implementation	BART	$1,000,000	
Marin/Sonoma VMT Implementation Group	MTC	$178,000	
Napa/Solano VMT Implementation Group	MTC	$178,000	
Various Jurisdictions: VMT Implementation Group	MTC	$132,000	
Priority Sites Technical Assistance			
Alameda County: District Finance	MTC	$250,000	
Alameda County: Bay Fair BART Parking Lot	MTC	$250,000	
American Canyon: Adobe Lumber	MTC	$150,000	
Berkeley: Ashby BART Station Area	MTC	$250,000	
VTA: Great Mall Station (Milpitas)	MTC	$40,000	
Orinda: St John the Evangelist Orthodox Church	MTC	$150,000	
Pleasanton: Dublin/Pleasanton BART	MTC	$250,000	
Richmond: 12th and MacDonald	MTC	$100,000	
San Rafael: Public Sites Portfolio	MTC	$141,000	
VTA: River Oaks Campus (San Jose)	MTC	$40,000	
Community-Based Transportation Plan (CBTP) Updates	MTC		
ACTC: CMA Planning (for Community-Based Transportation Plans)	MTC	$300,000	
CCTA: Community-Based Transportation Plans	MTC	$215,000	
TAM: Community-Based Transportation Plans	MTC	$75,000	
NVTA: Community-Based Transportation Plans	MTC	$75,000	
SFCTA: Community-Based Transportation Plans	MTC	$175,000	
C/CAG: Community-Based Transportation Plans	MTC	$120,000	
VTA: Community-Based Transportation Plans	MTC	$300,000	
STA: Community-Based Transportation Plans	MTC	$95,000	
SCTA: Community-Based Transportation Plans	MTC	$110,000	
CBTP Program Evaluation	MTC	$35,000	
3. PDA PLANNING & IMPLEMENTATION		**$20,000,000**	
4. CLIMATE INITIATIVES			
Climate Initiatives			
Spare the Air & EV Program Outreach (for Electric Vehicle Programs)	BAAQMD	$10,000,000	
Parking Management Program			
BART Variable Parking Pricing Project	BART	$1,147,000	
Demand-Based Parking Pricing/Curb Mgmt in Business Districts/Ferry Terminals	Alameda	$742,000	
OakPark+	Oakland	$1,500,000	
Parking Meter Program Update	Martinez	$1,269,000	
Pay or Permit Parking Program Expansion	SFMTA	$1,494,000	
Port of San Francisco-SFMTA Parking Management Pilot	Port of SF	$200,000	
Parking Management Planning - Transit-Oriented Communities (TOC)			
Alameda County CDA: TOC Parking Management Planning	MTC	$300,000	
Hayward: TOC Parking Management Planning	MTC	$300,000	
Oakland: TOC Parking Management Planning	MTC	$300,000	
Pleasanton: TOC Parking Management Planning	MTC	$150,000	
Antioch: TOC Parking Management Planning	MTC	$100,000	
Concord: TOC Parking Management Planning	MTC	$300,000	
Orinda: TOC Parking Management Planning	MTC	$300,000	
Larkspur: TOC Parking Management Planning	MTC	$175,000	
Menlo Park: TOC Parking Management Planning	MTC	$200,000	
Millbrae: TOC Parking Management Planning	MTC	$300,000	
San Bruno: TOC Parking Management Planning	MTC	$100,000	
Morgan Hill: TOC Parking Management Planning	MTC	$125,000	
Parking Management Unprogrammed Balance	TBD	$10,406	
Mobility Hubs Pilot Program			
Mobility Hubs Technical Assistance	MTC	$150,000	
BART: MacArthur BART Station	BART	$539,084	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
Hayward: TOC Station Access and Circulation Planning	MTC	$300,000	
Burlingame: Caltrain Station - Burlingame Square Transit Hub	Burlingame	$896,000	
Millbrae: BART and Caltrain Station - Millbrae Transit Center	Millbrae	$345,150	
Mountain View: Mountain View Mobility Hub Pilot	Mountain View	$200,000	
Vallejo: Vallejo Ferry Terminal	Vallejo	$200,000	
Mobility Hubs unprogrammed balance	TBD	$32,360	
Targeted Transportation Alternatives	MTC	$325,000	
Spare the Air Youth Program - 2	MTC	$1,417,000	
4. CLIMATE INITIATIVES		**$23,417,000**	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT			
Active Operational Management			
AOM Implementation	MTC	$23,737,000	
Bay Area 511 Traveler Information			
511 Next Gen	MTC	$26,148,000	
511 Implementation	MTC	$7,450,000	
Rideshare			
Rideshare Implementation	MTC	$720,000	
Carpool Program	MTC	$7,280,000	
Vanpool Program	MTC	$2,000,000	
Commuter Benefits Implementation	MTC	$674,000	
Commuter Benefits Program	MTC	$1,111,000	
Napa Valley Transportation Demand Strategies (Fund Exchange)	MTC/NVTA		$1,100,000
Bay Bridge Forward 2018			
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	AC Transit	$1,200,000	
Pilot Transbay Express Bus Routes	AC Transit	$800,000	
Eastbay Commuter Parking	MTC	$855,000	
Transbay Higher Capacity Bus Fleet/Increased Service Frequencies	WestCat	$2,000,000	
Bay Bridge Forward 2020			
Preliminary Engineering	MTC	$13,645,000	
Dumbarton Forward			
SR 84 (US 101 to I-880) Dumbarton Forward	MTC	$4,375,000	
Richmond-San Rafael Bridge Forward			
Richmond-San Rafael Bridge Bikeway Access (Fund Exchange)	Richmond		$500,000
Richmond-San Rafael Bridge Forward (Fund Exchange)	MTC		$1,160,000
Freeway Performance Program			
FPP: I-880 (I-80 to I-280)	MTC	$3,000,000	
FPP: I-880 Optimized Corridor Operations	MTC	$2,240,000	
FPP: I-580 WB HOV Lane Extension (SR 24 to I-80/SFOBB approach) PL & ENV Only	MTC	$625,000	
FPP: I-80 (Carquinez Bridge to Fremont St., SF) PL only	MTC	$3,000,000	
FPP: CC I-680 NB HOV/Express Lanes (Ala Co. to Sol Co.)	MTC	$10,000,000	
FPP: I-80 Central Ave Interchange Improvements	Richmond	$2,000,000	
FPP: SR 37 (US 101 to I-80) PL only	MTC	$1,000,000	
FPP: Napa Valley Forward Traffic Calming & Multimodal Imps.	MTC	$1,000,000	
FPP: US 101 (SR 85 to San Francisco Co. Line)	MTC	$3,000,000	
FPP: SCTA US 101/Marin Sonoma Narrows (MSN) B2 Phase 2	SCTA	$1,000,000	
Program for Arterial System Synchronization (PASS)	MTC	$5,000,000	
Innovative Deployments for Enhanced Arterials (IDEA) Category 1			
AC Transit: Dumbarton Express Route (SR84)	MTC	$1,410,000	
Hayward: Various Locations	MTC	$263,000	
Pleasanton: Various Locations	MTC	$234,000	
Union City: Union City Blvd & Decoto Rd	MTC	$619,000	
San Ramon: Bollinger Canyon Rd & Crow Canyon Rd	MTC	$517,000	
San Rafael: Downtown San Rafael	MTC	$776,000	
South San Francisco: Various Locations	MTC	$120,000	
San Jose: Citywide	MTC	$910,000	
Innovative Deployments for Enhanced Arterials (IDEA) Category 2			
LAVTA/Dublin: Citywide	MTC	$161,000	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
Emeryville: Powell, Shellmound, Christie & 40th St	MTC	$661,000	
Concord: Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$589,000
MTC Concord Blvd, Clayton Rd & Willow Pass Rd (Fund Exchange)	MTC		$30,000
Walnut Creek: Various locations (Fund Exchange)	MTC		$621,000
Los Gatos: Los Gatos Blvd	MTC	$644,000	
VTA: Veterans Admin. Palo Alto Medical Center	VTA	$845,000	
Connected Vehicles/Automated Vehicles (CAV)	MTC	$178,000	
VTA: Palo Alto Advanced Transit Passenger Management	VTA	$976,000	
SFCTA/TIMMA: Treasure Island Automated Shuttle Pilot	MTC	$828,000	
Technical Advisory Services	MTC	$268,000	
Project Evaluations	MTC	$250,000	
Shared Use Mobility	MTC	$2,500,000	
Regional Communications Infrastructure Upgrade			
TMS Implementation	MTC	$2,910,000	
Regional Communications Infrastructure Upgrade	MTC/Caltrans	$6,090,000	
Incident Management			
Incident Management Implementation	MTC	$4,160,000	
I-880 ICM Northern	MTC	$6,200,000	
I-880 ICM Central	MTC/San Leandro	$2,640,000	
5. REGIONAL ACTIVE OPERATIONAL MANAGEMENT		**$158,020,000**	**$4,000,000**
6. TRANSIT PRIORITIES			
BART Car Replacement/Expansion	BART	$99,800,000	
GGB Suicide Deterrent (for BART Car Replacement/Expansion)	GGBH&TD	$9,760,668	$30,239,332
Clipper	MTC	$34,200,000	
Transit Performance Initiative			
Foothill Corridor Planning Study	AC Transit	$1,500,000	
MacDonald Avenue Transit Signal Priority - Phase 1	AC Transit	$2,237,000	
Transit Corridors Study	CCCTA	$400,000	
Marin County Hwy 101 Part-Time Transit Lane	MCTD/TAM	$1,107,000	
Napa Valley Transit Safety and Efficiency Improvements	NVTA	$1,060,000	
29 Sunset Improvements - Phase 2	SFMTA	$2,959,000	
Muni Forward Five-Minute Network Corridor Planning Program	SFMTA	$3,038,000	
Third Street Dynamic Traffic Signal Optimization	SFMTA	$2,000,000	
El Camino Real Mid-County Transit and Multimodal Corridor Plan	SMCTA	$407,000	
Monterey Road Transit Lane	VTA	$575,000	
6. TRANSIT PRIORITIES		**$159,043,668**	**$30,239,332**
7. PRIORITY CONSERVATION AREA (PCA)			
Regional Peninsula, Southern and Eastern Counties PCA Grant Program			
Bay Area GreenPrint: PCA Functionality Imps	MTC/GreenInfo Network		$30,000
PCA Grant Implementation	MTC/Coastal Conserva	$525,000	$500,000
Alameda County: Niles Canyon Trail, Phase 1	Alameda County		$269,381
Livermore: Arroyo Road Trail	Livermore		$400,000
WOEIP/Urban Biofilter: Adapt Oakland Urban Greening in West Oakland	WOEIP/Urban Biofilte		$300,000
EBRPD: Bay Trail at Point Molate (RSR Bridge to Point Molate Beach Park)	EBRPD		$1,000,000
JMLT: Pacheco Marsh/Lower Walnut Creek Restoration and Public Access	John Muir Land Trust		$950,000
SFCTA: Yerba Buena Island Multi-Use Pathway (PE/ENV)	SFCTA	$1,000,000	
San Francisco: McLaren Park and Neighborhood Connections Plan	SF Recreation and Par		$194,000
San Francisco/Coastal Conservancy: Twin Peaks Trail Improvement	SF Rec and Park/Conse		$74,000
GGNPC/NPS: Rancho Corral de Tierra Unit Management Plan Engagement	National Parks Service		$200,000
SMCHD: Pillar Point Public Access Improvements	San Mateo Co. Harbor		$298,000
Menlo Park: Bedwell Bayfront Park Access Improvements	Menlo Park		$520,000
San Mateo Co.: Colma Creek Adaptation Study (Colma Creek Connector)	San Mateo Co.		$110,000
San Mateo Co.: San Bruno Mtn. Habitat Conservation Plan Grazing Pilot	San Mateo Co.		$137,900
South San Francisco: Sign Hill Conservation and Trail Master Plan	South San Francisco		$135,100
Point Blue: Pajaro River Watershed: Habitat Restoration and Climate Resilient Imps.	Point Blue Conservatic		$379,000

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
SCVOSA: Coyote Ridge Open Space Preserve Public Access, Phase 1	Point Blue Conservatic		$400,000
SCVOSA: Tilton Ranch Acquisition	Santa Clara Valley Ope		$1,000,000
VTA: SR17 Bicycle/Ped Trail & Wildlife Overcrossing (Fund Exchange)	VTA	$251,000	
North Bay PCA Grant Program			
Marin Co: Wilson Hill Road Rehab. (for Corte Madera: Paradise Dr MUP)	Marin County	$312,000	
Marin Co: Wilson Hill Road Rehab	Marin County	$869,000	
Novato: Nave Dr/Bell Marin Keys Rehabilitation (for Hill Recreation Area Imps.)	Novato	$104,000	
Novato: Vineyard Rd Improvements (for Hill Recreation Area Imps.)	Novato	$265,000	
SMART Pathway: Great Redwood Trail – Novato	SMART	$500,000	
NVTA: Vine Trail - St. Helena to Calistoga	NVTA	$711,000	
Napa: Vine Trail - Soscol Ave Corridor	Napa	$650,000	
Napa County: Silverado Trail Rehabilitation - Phase L	Napa County	$689,000	
Solano County: Suisun Valley Farm-to-Market - Phase 3 Bike Imps	Solano County	$2,050,000	
Sonoma County: Crocker Bridge Bike/Pedestrian Bridge	Sonoma County	$1,280,000	
Sonoma County: Joe Rodota Trail Bridge Replacement	Sonoma County	$770,000	
7. PRIORITY CONSERVATION AREA (PCA)		**$9,976,000**	**$6,897,381**
8. BAY AREA HOUSING INITIATIVES			
Bay Area Preservation Pilot (BAPP)	MTC		$10,000,000
Housing Incentive Pool (HIP)			
HIP Rank 1 - San Francisco			
29 Sunset Muni Forward **(Revised)**	SFMTA	**$3,400,000**	$2,393,000
Folsom Streetscape	SFMTA	$4,000,000	
Howard Streetscape	SFMTA		$1,000,000
~~**Lincoln Way Traffic Signals** **(Removed)**~~	~~**SFMTA**~~	~~**$3,400,000**~~	
N-Judah Transit Priority	SFMTA		$6,452,000
New Flyer Bus Midlife Overhaul Phase I	SFMTA	$4,663,000	
New Flyer Bus Midlife Overhaul Phase II	SFMTA		$4,425,000
Powell Street Improvement	SFMTA		$4,000,000
Bay Skyway: Yerba Buena Island Multi-Use Path	SFCTA	$2,267,000	
West Side Bridges Seismic Retrofit (for YBI MUP)	SFCTA	$3,233,000	
HIP Rank 2 - Oakland			
Laurel Access to Mills, Maxwell Park & Seminary (LAMMPS)	Oakland	$10,033,000	
HIP Rank 3 - Fremont			
Fremont Boulevard Multimodal Corridor	Fremont	$4,098,000	
HIP Rank 4 - San Jose			
Better Bikeway San Jose - San Fernando St	San Jose	$2,233,000	
San Jose Downtown Bikeways - Quick Strike	San Jose	$1,421,000	
HIP Rank 5 - Richmond			
Bayview to BART	Richmond	$450,000	
Downtown Point Richmond Bicycle Connectivity	Richmond	$1,078,000	
McBryde Ave Safe Routes to Parks	Richmond	$922,000	
HIP Rank 6 - San Leandro			
Lewelling Blvd Class IV Bikeways	San Leandro		$1,859,000
HIP Rank 7 - Sunnyvale			
Poplar Ave Sidewalk	Sunnyvale	$1,000,000	
Sunnyvale Ave/California Ave Traffic Signal Upgrades	Sunnyvale	$836,000	
HIP Rank 8 - Mountain View			
Middlefield Rd Complete Streets	Mountain View	$1,766,000	
HIP Rank 9 - Santa Clara			
Santa Clara Uncontrolled Crosswalks Phase 2	Santa Clara	$1,754,000	
HIP Rank 10 - Berkeley			
San Pablo Ave and Ashby Ave Intersection Improvements	Berkeley	$1,508,000	
HIP Rank 11 - American Canyon			
Pavement Rehab (Poco Wy, Melvin Rd, James Rd)	American Canyon	$1,333,000	
HIP Rank 12 - Redwood City			

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
Jefferson Avenue Safety Improvements	Redwood City	$1,011,000	
Page Street Bike Boulevard	Redwood City	$310,000	
HIP Rank 13 - Daly City			
John Daly Blvd Pedestrian and Bicycle Facility Improvements	Daly City	$1,304,000	
HIP Rank 14 - Santa Rosa			
Santa Rosa US 101 Bicycle and Pedestrian Overcrossing	Santa Rosa	$1,292,000	
HIP Rank 15 - San Mateo			
El Camino Real/Humbolt St/Hillsdale Blvd Intersection Safety	San Mateo	$959,000	
Sub-HIP Pilot Program			
Fairfield: Pavement Preservation/Rehabilitation (for One Lake Apts. Linear Park Trail)	Fairfield	$2,100,000	
Vacaville: Pavement Preservation/Rehabilitation (for Allison PDA Affordable Housing)	Vacaville	$1,900,000	
Marin County: Marin City Pedestrian Crossing Imps.	Marin County	$300,000	
NVTA: Imola Park and Ride	NVTA	$300,000	
Santa Rosa: Downtown Multi-modal and Fiber Improvements	Santa Rosa	$400,000	
8. BAY AREA HOUSING INITIATIVES		**$55,871,000**	**$30,129,000**
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE			
County & Local			
Alameda			
CTA planning & programming (for Youth and Adult Bicycle Promotion & Education)	ACTC	$160,000	
Alameda County Safe Routes to Schools	ACTC	$1,500,000	
CTA planning & programming	ACTC	$354,000	
AC Transit Tempo Quick Build Transit Lane Delineation	AC Transit	$300,000	
AC Transit Quick Builds Transit Lanes	AC Transit	$954,000	
Anita Avenue Safe and Accessible Route to School and Transit	Alameda County	$2,000,000	
BART Fare Collection Equipment (for Oakland East Bay Greenway Segment II)	BART/Oakland		$1,000,000
Fremont Boulevard/Walnut Avenue Protected Intersection	Fremont	$1,271,000	
Fremont Boulevard/Grimmer Boulevard Protected Intersection	Fremont	$1,415,000	
LAVTA Passenger Facilities Enhancements	LAVTA		$2,000,000
Oakland 14th Street Complete Streets	Oakland		$1,000,000
Contra Costa			
CTA planning & programming	CCTA	$242,000	
BART Fare Collection Equipment (for Lafayette Town Center Pathway and BART Bike Station	BART / Lafayette		$1,825,000
BART Fare Collection Equipment (for Bicycle, Pedestrian, and ADA Imps. at Pittsburg/Bay Po	BART		$1,510,000
East Downtown Concord PDA Access & Safe Routes to Transit	Concord	$2,164,000	
Richmond 13th Street Complete Streets	Richmond	$2,821,000	
Marin			
CTA planning & programming	TAM	$141,000	
Marin County Bus Stop Improvements	Marin Transit	$1,200,000	
SMART Pathway - San Rafael McInnis Pkwy to Smith Ranch Road	SMART	$1,858,000	
Napa			
CTA planning & programming	NVTA	$162,000	
Napa Valley Safe Routes to School	NVTA	$100,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$1,000,000	
San Francisco			
CTA planning & programming	SFCTA	$180,000	
Downtown San Francisco Congestion Pricing Study	SFCTA	$200,000	
Embarcadero Station Platform Elevator Capacity & Redundancy	BART	$3,144,302	
San Francisco Folsom Streetscape	SFMTA		$5,000,000
Safe Routes to School Non-Infrastructure Program	SFMTA	$2,100,000	
San Mateo			
CTA planning & programming	C/CAG	$183,000	
Planning and Programming of safe and seamless mobility	C/CAG	$200,000	
Burlingame City-Wide Pedestrian Safe Routes and Mobility Imps	Burlingame	$200,000	
San Bruno Transit Corridor Pedestrian Connection Phase 4	San Bruno	$385,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	$1,419,000	
El Camino Real Grand Boulevard Initiative Phase III	South San Francisco	$2,120,000	

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
East of 101 Transit Expansion Project	South San Francisco	$49,924	$430,076
Santa Clara			
CTA planning & programming	VTA	$419,000	
Evaluating on-demand shuttle strategies for improved transit access	VTA	$200,000	
VTA Electronic Locker Upgrade and Replacement	VTA	$1,987,000	
Mountain View Stierlin Road Bicycle and Pedestrian Improvements	Mountain View	$4,007,000	
San Jose Julian Street & McKee Road Vision Zero Complete Streets	San Jose	$705,000	
San Jose Bascom Avenue Protected Bike Lanes & Complete Street	San Jose	$690,000	
En Movimiento Quick Build Network for East San Jose	San Jose		$1,325,000
San Jose - Downtown Bikeways	San Jose	$4,025,000	
Saratoga Blue Hills Elementary Pedestrian Crossing at UPRR	Saratoga	$1,800,000	
Sunnyvale Bicycle, Pedestrian and SRTS Safety Improvements	Sunnyvale		$1,900,000
Solano			
CTA planning & programming	STA	$110,000	
STA Mobility Planning	STA	$200,000	
Solano Safe Routes to School Non-Infrastructure Program	STA	$600,000	
Fairfield/Vacaville Hannigan Station Capacity Improvements	Fairfield	$1,900,000	
Vallejo Springs Rd Pavement Preservation	Vallejo	$1,800,000	
Sonoma			
CTA planning & programming	SCTA	$135,000	
Countywide Active Transportation Plan	SCTA	$200,000	
Cotati Downtown- Civic Center Connectivity and Safety Improvements	Cotati	$242,000	$1,008,000
Healdsburg Bike Share	Healdsburg	$250,000	
Rohnert Park Pedestrian and Bicycle Safety Improvements	Rohnert Park	$522,000	
Santa Rosa Transit Mall Roadbed Rehabilitation	Santa Rosa		$868,000
Sebastopol SR 116 and Bodega Ave Pedestrian Access and Mobility Enhancements	Sebastopol	$476,000	
SMART Pathway - Petaluma Payran to Lakeville	SMART	$806,000	
Regional & Corridor			
Regional Planning			
FasTrak START Pilot Evaluation Study	MTC	$900,000	
Diridon Station Planning & Studies	MTC	$1,000,000	
Regional and Corridor			
Bay Bridge Forward: I-580 WB HOV Lane Extension	MTC/ACTC	$7,000,000	
Napa Valley Forward: SR 29/Rutherford & Oakville Roundabouts	MTC	$6,000,000	
Redwood City Roosevelt Avenue Quick-Build	Redwood City	$755,000	
Transit Recovery Blue Ribbon Task Force			
East Bay Integration and Coordination Implementation Planning	CCTA	$500,000	
Solano Integration and Coordination Implementation Planning	STA	$500,000	
Accessibility: Clipper for Centralized Program Eligibility Verification	MTC	$900,000	
Bay Bridge Forward: Preliminary Engineering	MTC	$1,250,000	
Customer Information: Mapping & Wayfinding	MTC	$7,391,538	
Unprogrammed Balance	TBD	$700,000	
9. SAFE & SEAMLESS MOBILITY QUICK-STRIKE		**$75,793,764**	**$17,866,076**
10. REGIONAL STRATEGIC INVESTMENTS (RSI)			
AC Transit Bus Purchase (for Solano I-80 Express Lanes)	AC Transit	$4,667,000	
SR 84 Ardenwood Intermodal Bus Facility PA&ED (Fund Exchange)	CCJPA	$100,000	
Bay Skyway: West Oakland Link	MTC	$1,698,000	$8,302,000
CC I-680 NB HOV/Express Lanes Ala Co to Sol Co (Fund Exchange)	CCTA/MTC	$4,000,000	
GGB Suicide Deterrent System	GGBHTD	$7,910,000	
Pavement Rehab (for Downtown Novato SMART Station)	Novato	$617,000	
Old Redwood Highway Multi-Use Pathway	Larkspur	$1,120,000	
Grand Ave Bridge	San Rafael	$763,000	
Grand Ave Bike/Ped Imps (for SMART 2nd to Andersen Pathway)	San Rafael	$1,000,000	
US 101 Marin-Sonoma Narrows	TAM	$2,000,000	
US 101 Marin-Sonoma Narrows (MSN) B7 (Loan for RM3)	TAM	$61,708,245	$13,942,852

Attachment B-1
MTC Resolution No. 4202
OBAG 2 Regional Programs
FY 2017-18 through FY 2021-22
June 2026

MTC Res. No. 4202 Attachment B-1
Adopted: 11/18/15-C
Revised: 07/27/16-C 10/26/16-C 12/21/16-C 03/22/17-C 05/24/17-C 06/28/17-C 07/26/17-C 09/27/17-C 10/25/17-C 12/20/17-C 01/24/18-C 02/28/18-C 03/28/18-C 04/25/18-C 05/23/18-C 06/27/18-C 07/25/18-C 09/26/18-C 11/28/18-C 12/19/18-C 02/27/19-C 03/27/19-C 06/26/19-C 09/25/19-C 10/23/19-C 11/20/19-C 02/26/20-C 05/27/20-C 07/22/20-C 11/20/20-C 01/27/21-C 02/24/21-C 04/28/21-C 05/26/21-C 06/23/21-C 07/28/21-C 09/22/21-C 01/26/22-C 03/23/22-C 04/27/22-C 06/22/22-C 09/28/22-C 10/26/22-C 03/22/23-C 04/26/23-C 05/24/23-C 06/28/23-C 07/26/23-C 12/20/23-C 02/28/24-C 03/27/24-C 04/24/24-C 05/22/24-C 11/20/24-C 12/18/24-C 01/22/25-C 02/26/25-C 03/26/25-C 04/23/25-C 06/25/25-C 09/24/25-C 10/22/25-C 06/24/26-C

OBAG 2 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 2 REGIONAL PROGRAMS		**$696,968,187**	**$143,085,641**
Diridon Station Planning & Studies	MTC	$1,000,000	
VTA: Highway 17 Bicycle/Pedestrian Trail and Wildlife Overcrossing (Fund Exch.)	VTA	$249,000	
Broadmoor SRTS Pedestrian Safety & Mobility Imps	San Mateo County	$184,000	
I-80 Express Lanes in Solano County (Loan for RM3)	STA	$63,464,510	$3,255,000
I-80 Express Lanes in Solano County (Toll System)	BAIFA		$28,454,000
US 101/Marin Sonoma Narrows (MSN) B2 Phase 2 (Fund Exchange)	SCTA	$15,400,000	
10. REGIONAL STRATEGIC INVESTMENTS (RSI)		**$165,880,755**	**$53,953,852**
OBAG 2 REGIONAL PROGRAMS	**TOTAL:**	**$696,968,187**	**$143,085,641**

Date: January 26, 2022
W.I.: 1512
Referred by: PAC
Revised: 02/23/22-C 03/23/22-C 06/22/22-C
09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C
04/26/23-C 05/24/23-C 06/28/23-C
07/26/23-C 09/27/23-C 10/25/23-C
11/15/23-C 12/20/23-C 02/28/24-C
03/27/24-C 04/24/24-C 05/22/24-C
06/26/24-C 07/24/24-C 09/25/24-C
11/20/24-C 12/18/24-C 01/22/25-C
02/26/25-C 06/25/25-C 09/24/25-C
10/22/25-C 11/19/25-C 12/17/25-C
02/25/26-C 03/25/26-C 04/22/26-C
06/24/26-C

ABSTRACT

Resolution No. 4505, Revised

Adoption of the project selection and programming policies for the third round of the One Bay Area Grant program (OBAG 3). The project selection and programming policies contain the project categories that are to be funded with various fund sources, including federal surface transportation act funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 3 funding delivery period.

The resolution includes the following attachments:

Attachment A – OBAG 3 Project Selection and Programming Policies
Attachment B – OBAG 3 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-2 program $8,300,000 to Regional Planning Activities, $37,200,000 for OBAG 3 Program and Project Implementation, and $4,000,000 for Program and Project Implementation for transit transformation activities within the Planning and Program Implementation Regional Program; and $35,157,000 for CTA Planning Activities within the Planning and Program Implementation County & Local Program.

On February 23, 2022, Attachment B-1 was revised to program $30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2

Capital project as part of an alternative funding plan for the project's Regional Measure 3 (RM3) funds.
On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

On June 22, 2022, Attachments A, B-1, B-2, and Appendix A-1 were revised to further define program categories and program $80,800,000 million to various projects within the Regional Program, including $31,600,000 for Transit Transformation Action Plan programs and $7 million for future SamTrans projects as part of a Caltrain right-of-way (ROW) repayment arrangement; program $11,762,000 for ongoing Safe Routes to School Non-Infrastructure programs within the County & Local Program; add $7,000,000 in additional anticipated revenues to the Regional Program; and clarify language related to local policy requirements and project eligibilities within the County & Local Program.

On September 28, 2022, Attachments B-1 and B-2 were revised to program $14,000,000 to 511 Traveler Information Services within the Regional Travel Demand Management (TDM) Program, $1,280,000 in the Regional Vision Zero/Safety Program for Local Roadway Safety Plan Development, $2,500,000 for Bay Trail Planning, Delivery, and Technical Assistance projects within the Regional Active Transportation Plan Implementation Program, and $86,900,000 to various projects within the Multimodal Systems Program; assign $7,000,000 in Multimodal Systems Program funds previously committed to SamTrans as part of MTC's Caltrain Right-of-Way repayment to SamTrans' Preventative Maintenance project; and add $620,000 in County & Local Program funds to San Mateo C/CAG's Safe Routes to School Non-Infrastructure Program project.

On October 26, 2022, Attachments B-1 and B-2 were revised to program $43,800,000 within the Climate Initiatives Program, $25,000,000 within the Growth Framework Implementation program, $18,166,000 in County & Local Program for CTA Planning Activities, and $7,613,000 in County & Local Program funds to Alameda County Transportation Commission's Safe Routes to School Non-Infrastructure Program.

On November 16, 2022, Attachment B-1 was revised to program $6,000,000 from the Regional Active Transportation Plan Implementation balance to two Bay Skyway projects: $1,900,000 to MTC's West Oakland Link and $4,100,000 to SFCTA's Yerba Buena Island Multi-Use Path.

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program $301,682,000 in County & Local Program funds to various projects throughout the region, and $300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.
On February 22, 2023, Attachment B-1 was revised to direct $20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

On March 22, 2023, Attachments A, B-1, and B-2 were revised to change the fund source of $15,940,000 programmed to MTC's Bay Wheels Bikeshare E-Bike Expansion from STP/CMAQ to non-federal funds in the MTC exchange program; reprogram $1,600,000 in Regional Commuter Benefits Program funds from MTC to the Bay Area Air Quality Management District; program $1,000,000 to Napa Valley Transportation Authority's State Route 29 American Canyon Operational and Multimodal Improvements project; program $1.2 million within the Regional Forward Programs to MTC's Bay Bridge Forward I-80/Powel Interchange Transit Access project; revise County & Local Program awards for Alameda County's Mission Boulevard Phase III Corridor Improvements and Lafayette's School Street Class I Multiuse Facility from $9,657,000 to $4,950,000 and $3,435,000 to $750,000, respectively; add $8,000,000 in additional anticipated revenues to the County & Local Program and $1 million to the Regional Program; and program $15,392,000 in available capacity to various projects on the County & Local Program contingency list.

On April 26, 2023, Attachment A was revised to clarify the County & Local Program programming requirements.

On May 24, 2023, Attachments B-1 and B-2 were revised to reprogram $750,000 in Regional Program funds from MTC's Bay Trail Project Delivery to MTC's Bay Trail Implementation, reprogram $23,800,000 to various projects and programs within the Climate Initiatives Program, reprogram $21,540 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project, and revise the sponsor for Priority Development Area (PDA) Planning projects in both the County & Local and Regional Programs to MTC.

On June 28, 2023, Attachment B-1 was revised to program $17,000,000 in Regional Growth Framework Implementation funds to various Priority Development Area (PDA) Planning and Priority Production Area (PPA) Pilot projects; and program $2,844,000 in Regional Climate Initiatives funds to various Mobility Hub Planning and Parking Program Planning projects.

On July 26, 2023, Attachments B-1 and B-2 were revised to reflect the fund source change from STP to Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funding for $16,727,000 as follows: $14,677,000 for MTC's CTA Planning Activities Supplemental project within the County & Local Program; and $1,650,000 for MTC's Community-Based Transportation Plans and $400,000 for MTC's Local Roadway Safety Plan Development project within the Regional Complete Streets and Community Choice program.

On September 27, 2023, Attachment B-1 was revised to program $4,700,000 in Regional Active Transportation Plan Implementation balances to MTC's Active Transportation Technical Assistance Program, add MTC as the project sponsor for $15,000,000 in Transportation Electrification planning projects, and revise the project names for two of MTC's PDA Planning Grants in Fairfield and Suisun City to indicate that the Solano Transportation Authority will be facilitating project delivery.

On October 25, 2023, Attachment B-1 was revised to program $1,500,000 to MTC for Engagement and Capacity Building for Community-Based Transportation Plans (CBTP's) and the Community Action Resource and Empowerment (CARE) Program, and $600,000 to MTC for Bay Wheels Bikeshare E-Bike Expansion station siting, marketing, and incentives; and to reflect fund sources and fund source changes (in accordance with MTC Resolution No. 3989) for MTC's Engagement and Capacity Building for CBTP's and CARE program, various projects within the Priority Production Area (PPA) Pilot Program, and MTC's Bay Wheels Bikeshare E-Bike Expansion project.

On November 15, 2023, Attachment B-1 was revised to program $6,600,000 to MTC for Mapping & Wayfinding; program $1,500,000 to MTC for PCA Program Implementation and reflect the fund source change from STP/CMAQ to non-federal MTC exchange funds (as programmed in MTC Resolution No. 3989, Revised); reflect the fund source change for $300,000 of MTC's Active Transportation Technical Assistance project from STP/CMAQ to non-federal Planning, Programming, and Monitoring (PPM) funds; and distribute the funds

previously programmed to MTC for Connected Bay Area/Incident Management to MTC's component projects, Connected Bay Area ($24,400,000) and Incident Management ($4,000,000).

On December 20, 2023, Attachments A, B-1, and B-2, and Appendix A-1 were revised to update the Housing Element compliance requirements for the County & Local Program; reprogram $4,850,000 in Regional and County & Local funds from SFCTA's Yerba Buena Island Multi-Use Path to SFMTA for Light Rail Vehicles as part of a local fund exchange and revise the project names to reflect related roadway improvement supporting the multi-use path; reprogram $2,200,000 in County & Local Program funds from BART's Elevator Modernization Phase 1.3 project to MTC's Regional Carpool/Vanpool project; and program $2,110,000 in Regional Program funds to Active Transportation Technical Assistance Program projects, including changing the fund source of $560,000 from STP/CMAQ to non-federal MTC exchange funds.

On February 28, 2024, Attachment B-1 was revised to add $9,300,000 in Regional Climate Initiatives funds to the Mobility Hubs Capital Grants unprogrammed balance, reflect the $8,500,000 in Regional Priority Conservation Area (PCA) Grant Program funds available for the PCA Call for Projects, Phase I, and program $1,000,000 in Regional Adaptive Ramp Metering funds to MTC for Adaptive Ramp Metering on State Route 237 in Santa Clara County.

On March 27, 2024, Attachments B-1 and B-2 were revised to reprogram $2,000,000 in Regional Vision Zero/Safety Program funds from MTC's Bay Area Vision Zero Data System to MTC for Enhancing Support for Safety in the Bay Area, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; reprogram $80,000 in Regional Vision Zero/Safety Program funds from MTC's Regional Safety Program Coordination and Outreach to MTC for the Bay Area Vision Zero Data System, and change the fund source from STP/CMAQ to non-federal MTC exchange funds; change the funds source of $2,000,000 in Regional Pavement & Asset Management Program funds for MTC's Pavement Management Program (PMP) from STP/CMAQ to non-federal MTC exchange funds; program $1,000,000 in County & Local Program funds from the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue Parallel Bike Network to ACTA and the City of Albany for the Jackson Street portion of the same project; and change the fund source for $400,000 in Active Transportation Technical Assistance Program projects from STP/CMAQ to non-federal MTC exchange funds.

On April 24, 2024, Attachment A and Appendix A-1 were revised to standardize County & Local Program compliance requirement language.

On May 22, 2024, Attachments B-1 and B-2 were revised to deprogram $27,730,000 in County & Local Program funds from the City of San Jose's Story-Keyes Complete Streets project as part of a fund source change, program $11,555,000 in Regional Transit Priority funds to various projects within the Bus Accelerated Infrastructure Delivery (BusAID) program, program $6,000,000 in Local Public Fleet Electrification Planning Assistance funds to MTC for various local agencies, change the fund source for $350,000 in Bay Trail Project Delivery funds from STP/CMAQ to non-federal MTC exchange funds, and program $30,000 in Parking Management Planning balances to MTC for Concord's Downtown Parking Technology Solutions Study.

On June 26, 2024, Attachment B-1 was revised to reflect the programming of $5,000,000 in non-federal MTC exchange funds to the Bay Area Housing Finance Authority (BAHFA) for county election cost reimbursement related to the 2024 regional housing bond measure.

On July 24, 2024, Attachment B-1 was revised to program $1,500,000 to MTC's Bay Trail Marshlands Road project, program $560,000 in bikeshare funds to MTC for station electrification, change the fund source for $660,000 in bikeshare funds from STP/CMAQ to non-federal MTC exchange funds, and reflect reprogramming of these exchange funds to various projects.

On September 25, 2024, Attachment B-1 was revised to reprogram $1,250,000 in Regional Program bikeshare funds from e-bike expansion to MTC for Bay Wheels bikeshare expansion in Daly City, changing the fund source for this project from STP/CMAQ to non-federal MTC exchange funds; reprogram $300,000 in Regional Program bikeshare funds from e-bike expansion to MTC for bikeshare outreach; and program $240,000 in Regional Program Mobility Hub planning balances to MTC for Mobility Hubs and Parking Management technical assistance.

On November 20, 2024, Attachment B-1 was revised to program $8,500,000 in Regional Priority Conservation Area (PCA) funds to various projects, including changing the fund source for $4,950,000 of that total from STP/CMAQ to non-federal MTC Exchange; reprogram $2,000,000 from MTC's Priority Development Area (PDA) Planning Program to MTC's Regional Housing Technical Assistance (RHTA) Program; deprogram $4,600,000 from MTC's Mapping & Wayfinding project; program $3,950,000 to various Innovative Deployments for Enhanced Arterials Transit Signal Priority (IDEA TSP) and Bus Accelerated Infrastructure Delivery (BusAID) projects; add $650,000 to BusAID unprogrammed balance; reprogram $4,640,000

within MTC's Regional Vision Zero/Safety Program to various projects; and deprogram $415,000 from MTC's Cotati Santero Way PDA Planning project.
On December 18, 2024, Attachments B-1 and B-2 were revised to reprogram $10,000,000 in County & Local Program funds among various component projects of the Alameda County Transportation Commission's (ACTC's) San Pablo Avenue corridor improvements, reprogram $800,000 from MTC's Sonoma County Airport Area Specific Plan to MTC's Regional Housing Technical Assistance, and revise the project sponsor from San Mateo County to Redwood City for the Bay Road Complete Street Rehabilitation project in the County & Local Program.

On January 22, 2025, Attachment B-1 was revised to change the fund source for $250,000 in Priority Conservation Area (PCA) funds for the Peninsula Open Space Trust's (POST's) Coyote Valley Wildlife Connectivity Planning project from non-federal MTC exchange funds to STP/CMAQ, update the sponsor for the same project to include the Santa Clara Valley Transportation Authority (VTA), correct the amount of non-federal MTC exchange funds programmed to other PCA projects, and update the total balance of OBAG 3 funds available for the PCA program from $8,050,000 to $8,000,000.

On February 26, 2025, Attachment B-1 was revised to program $1,000,000 in Adaptive Ramp Metering (ARM) balances to MTC for ARM on SR4 in Contra Costa County.

On March 26, 2025, Attachment B-1 was revised to program $12,670,000 in Growth Framework Implementation funds to various projects, including changing the fund source for $3,225,000 of these funds from federal STP/CMAQ to non-federal MTC Exchange for Regional Housing Technical Assistance projects and reprogramming $1,600,000 from two previously awarded Priority Development Area (PDA) planning projects to various projects; program $10,103,000 in Mobility Hubs funds to various planning and capital projects; program $4,322,000 in Parking Management funds to various planning and capital projects; program $2,740,000 in Active Transportation Technical Assistance funds to various projects and change the fund source for the full amount from federal STP/CMAQ to non-federal MTC exchange funds; change the fund source for $750,000 in Priority Conservation Area (PCA) funds for San Francisco Recreation and Parks' Visitacion Avenue Bicycle and Pedestrian Safety Improvements from federal STP/CMAQ to non-federal MTC exchange funds; and change the fund source for $80,000 in Regional Vision Zero/Safety Program funds for MTC's Bay Area Vision Zero Data System (BayViz) from federal STP/CMAQ to non-federal MTC exchange funds.

On June 25, 2025, Attachments B-1 and B-2 were revised to reprogram $2,000,000 in OBAG 3 Multimodal Systems Programs funds from MTC's Express Lanes Studies and Pilots to MTC for Adaptive Ramp Metering implementation on US 101 in Marin and Sonoma Counties ($1,000,000) and on I-80 in Solano County ($1,000,000), reprogram $505,000 in County & Local Program funds from Sausalito's Bridgeway Bike Lanes project to San Jose's Jackson Ave project, reprogram $240,000 in OBAG 3 Climate Initiatives funds from MTC's Mobility Hubs and Parking Management Technical Assistance project to MTC's Regional Housing Technical Assistance (RHTA) implementation project and change the fund source from STP/CMAQ to non-federal MTC exchange funds, and change the project name for MTC's TOC Housing Policy Development project in San Mateo County to reflect that the City of Belmont will be contracting with MTC on this project on behalf of multiple jurisdictions in the County.

On September 24, 2025, Attachment B-1 was revised to reflect reprogramming of $5,000,000 in non-federal MTC exchange funds from the Bay Area Housing Finance Authority's (BAHFA's) Regional Housing Bond – County Election Cost Reimbursement project to MTC for BAHFA's Mixed-Income Loan Fund, reprogram $1,100,000 in Multimodal System Program funds from MTC's Regional Communications Infrastructure project to MTC for the Pacific Flyway Fund's Pacific Flyway Center – Walk in the Marsh project ($1,000,000) and to MTC for Priority Conservation (PCA) Program Implementation ($100,000), changing the fund source for these funds from federal STP/CMAQ to non-federal MTC Exchange; reprogram $350,000 in STP/CMAQ funds from MTC's Bay Trail Planning project to MTC's Bay Trail Implementation project; reflect reprogramming $350,000 in non-federal MTC Exchange funds from MTC's Bay Trail Implementation project to MTC's Bay Trail Planning Project; and program $250,000 in Bay Trail Technical Assistance funds to MTC for Oakland's Doolittle Drive Bay Trail Gap Closure project, changing the fund source from federal STP/CMAQ to non-federal MTC Exchange.

On October 22, 2025, Attachments B-1 and B-2 were revised to program $18,650,000 in County Program funds to various CTAs for planning activities, program $22,800,000 in Forwards Program balances to MTC for various projects, reprogram $15,941,000 in Alameda County Program funds between Alameda County Transportation Commission (ACTC) projects, program $13,000,000 in Transit Priority Highway balances to MTC for various projects, program $12,689,000 in Regional Program funds to MTC for program and project implementation, program $4,200,000 in County Program funds to various CTAs for Safe Routes to Schools Non-Infrastructure programs, program $3,000,000 in Optimized Freeway Corridor Operations

balances to MTC for US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties, program $2,000,000 in Adaptive Ramp Metering (ARM) balances to MTC for ARM on I-680 in Contra Costa County, program $750,000 in Transportation Demand Management balances to MTC for various projects, and to change the funds source for MTC's $560,000 Bikeshare Station Electrification project from federal STP/CMAQ to non-federal MTC Exchange.

On November 19, 2025, Attachments B-1 and B-2 were revised to program $315,000 to MTC for the 2026 Statewide Local Streets and Roads Needs Assessment and change the fund source to non-federal MTC exchange, add Caltrain as a co-sponsor for the Middle Ave Caltrain Pedestrian and Bicycle Undercrossing project within the OBAG 3 County & Local Program, and replace MTC with Fremont as the sponsor for the Bay Trail Marshlands Road Phase 1 project within the OBAG 3 Bay Trail Program.

On December 17, 2025, Attachment B-1 was revised to reprogram $1,500,000 in CARE balances to MTC for Power-Building and Engagement, revising the existing project name and changing the fund source for the new programming to non-federal MTC exchange; and program an additional $150,000 to MTC for Transportation Authority of Marin (TAM) Community-Based Transportation Plans.

On February 25, 2026, Attachments B-1 and B-2 were revised to program $12,000,000 in CARE balances to MTC for CARE CBTP Technical Assistance Implementation and change the fund source from federal STP/CMAQ to non-federal MTC exchange, reflect programming of $1,000,000 in CARE Power Building and Engagement funds to specific projects, change the fund source for $100,000 in Regional Vision Zero/Safety Program funds for MTC's Bay Area Vision Zero Data System (BayViz) from federal STP/CMAQ to non-federal MTC exchange funds, deprogram $18,650,000 in County & Local Program funds for base planning activities from various County Transportation Agencies (CTAs), and deprogram $12,689,000 in Regional Program funds for program and project implementation from MTC.

On March 25, 2026, Attachment B-1 was revised to program $1,850,000 in Climate, Conservation, and Resilience funds to MTC for the Bay Wheels contract extension and change the fund source from federal STP/CMAQ to non-federal MTC exchange, redirecting $1,250,000 from Bay Wheels Bikeshare E-bike Expansion and $600,000 from Regional Transportation Demand Management (TDM). The resolution was also revised to reflect the repurposing of

$560,000 in non-federal MTC exchange funds from MTC's Bikeshare Station Electrification to the Bay Wheels contract extension.

On April 22, 2026, Attachment B-1 was revised to change the name of MTC's previously awarded project for the Napa Valley Transportation Authority (NVTA) Local Roadway Safety Plan development, expanding the scope to include related safety planning.

On June 24, 2026 Attachments B-1 and B-2 were revised to program $8,000,000 in regional Priority Conservation Area (PCA) funds to various projects, changing the fund source for $6,100,000 of these funds from federal STP/CMAQ to non-federal MTC exchange, and add the City of San Mateo as a co-sponsor for the San Mateo County Transportation Authority's 19th Ave/Fashion Island Blvd Complete Street Class IV project, which was previously awarded county program funds.

Further discussion of the project selection criteria and programming policy is contained in memorandums to the Programming and Allocations Committee dated January 12, 2022, February 9, 2022, March 9, 2022, June 8, 2022, September 14, 2022, October 12, 2022, November 9, 2022, January 11, 2023, February 8, 2023, March 8, 2023, April 12, 2023, and May 10, 2023; the Planning Committee dated June 9, 2023; the Programming and Allocations Committee dated June 14, 2023, July 12, 2023, September 13, 2023, October 11, 2023, November 8, 2023; the Planning Committee dated December 8, 2023; and the Programming and Allocations Committee dated December 13, 2023, February 14, 2024, March 13, 2024, April 10, 2024, May 8, 2024, June 12, 2024, July 10, 2024, September 11, 2024, November 13, 2024, December 11, 2024, January 8, 2025, February 12, 2025, March 12, 2025, June 11, 2025, September 10, 2025, October 8, 2025, November 12, 2025, December 10, 2025, February 11, 2026, March 11, 2026, April 8, 2026, and June 10, 2026.

Date: January 26, 2022
W.I.: 1512
Referred by: PAC

RE: One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, state and federal funds assigned for RTPA/MPO programming discretion are subject to availability and must be used within prescribed funding deadlines; and

WHEREAS, the California Department of Transportation (Caltrans) Obligation Authority (OA) Management Policy allows RTPAs and MPOs to exchange regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and other federal funds assigned to the RTPA or MPO with Caltrans and other regions, when a region or Caltrans-managed local program has excess or insufficient apportionment available to deliver its annual federal program; and

WHEREAS, Title 23 CFR § 630, Subpart G, allows the advancement of federal-aid projects and expenditure of eligible costs prior to the obligation of funds (referred to as "Advance Construction" or "AC") with reimbursement of eligible expenditures permitted following conversion of the AC to a regular obligation; and

WHEREAS, MTC, in cooperation with transit operators, Caltrans, the Bay Area Air Quality Management District (BAAQMD), Bay Area County Transportation Agencies (CTAs), counties, cities, and interested stakeholders, has developed policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set

forth in Attachments A and B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, will develop a program of projects to be funded with these funds for inclusion in the federal TIP, as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP revisions and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection and Programming Policies" for projects to be funded in the OBAG 3 program as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the funds assigned to MTC as the RTPA/MPO for programming and project selection shall be pooled and distributed on a regional basis for implementation of project selection criteria, policies, procedures, and programming, consistent with implementation of the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval and requirements; and be it further

RESOLVED that the Executive Director or designee may make technical adjustments and other non-substantial revisions, including changes to project sponsor, updates to fund sources and distributions to reflect final funding criteria and availability; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are selected, revised, and included in the federal TIP; and be it further

RESOLVED that the Executive Director or designee is authorized to execute Advance Construction (AC) Authorizations with Caltrans and/or the Federal Highway Administration (FHWA) for federal projects sponsored or implemented by the Metropolitan Transportation Commission; and be it further

RESOLVED that the Executive Director or designee is authorized to execute agreements and Letters/Memorandums of Understanding with Caltrans and other MPOs and RTPAs for the exchange of regional Surface Transportation Block Grant Program (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ) and other federal funds assigned to MTC for programming discretion, consistent with Caltrans' Obligation Authority (OA) Management Policy; and be it further

RESOLVED that the Executive Director or designee shall make available a copy of this resolution, and attachments as may be required and appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations
on January 26, 2022

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	$8,300,000	
Program and Project Implementation	MTC	$37,200,000	
Program and Project Implementation - Transit Transformation	MTC	$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		**$49,500,000**	**$0**
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
Alameda County: San Lorenzo Village Specific Plan	MTC	$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	$312,000	
Fairfield/STA: Solano Rail Hub Residential Cluster	MTC	$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	$600,000	
Moraga: Moraga Center Specific Plan	MTC	$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	$250,000	
Suisun City/STA: PDA Project Implementation	MTC	$200,000	
Vacaville: Allison Policy Plan	MTC	$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infras. & Facility Modernization Plan	MTC	$0	$750,000
CC County: N Waterfront PPAs Technical Assistance Project	MTC	$0	$500,000
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC	$0	$500,000
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC	$0	$500,000
Regional Housing Initiatives			
BAHFA: Mixed-Income Loan Fund	MTC	$0	$5,000,000
Regional Housing Technical Assistance	MTC		
Alameda County CDA: TOC Housing Policy Development	MTC	$0	$400,000
Emeryville: TOC Housing Policy Development	MTC	$0	$250,000
Marin County: TOC Housing Policy Development	MTC	$0	$400,000
Menlo Park: TOC Housing Policy Development	MTC	$0	$250,000
Belmont: TOC Housing Policy Development in San Mateo County	MTC	$0	$500,000
Morgan Hill: TOC Housing Policy Development	MTC	$0	$200,000
Windsor: TOC Housing Policy Development	MTC	$0	$200,000
RHTA Implementation	MTC	$0	$865,000
TOC Policy Implementation	MTC	$0	$400,000
Transit Oriented Communities (TOC) Planning and Rezoning			
Alameda County CDA: TOC Planning and Rezoning	MTC	$1,000,000	
Antioch: TOC Planning and Rezoning	MTC	$650,000	
Concord: TOC Planning and Rezoning	MTC	$185,000	
El Cerrito: TOC Planning and Rezoning	MTC	$270,000	
Pittsburg: TOC Planning and Rezoning	MTC	$250,000	
Colma: TOC Planning and Rezoning	MTC	$100,000	
Redwood City: TOC Planning and Rezoning	MTC	$350,000	
San Bruno: TOC Planning and Rezoning	MTC	$300,000	
San Mateo City: TOC Planning and Rezoning	MTC	$610,000	
South San Francisco: TOC Planning and Rezoning	MTC	$250,000	
Milpitas: TOC Planning and Rezoning	MTC	$100,000	
Morgan Hill: TOC Planning and Rezoning	MTC	$650,000	

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
San José: TOC Planning and Rezoning	MTC	$1,200,000	
Santa Clara City: TOC Planning and Rezoning	MTC	$250,000	
Healdsburg: TOC Planning and Rezoning	MTC	$1,130,000	
Petaluma: TOC Planning and Rezoning	MTC	$1,000,000	
Santa Rosa: TOC Planning and Rezoning	MTC	$300,000	
Sonoma County: TOC Planning and Rezoning	MTC	$200,000	
Windsor: TOC Planning and Rezoning	MTC	$650,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		**$21,380,000**	**$10,715,000**
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants - Balance	TBD	$61,000	$0
Dublin/Pleasanton Access and Station Area Improvements	BART	$0	$3,000,000
Union City Intermodal Station Mobility Hub at Union City BART	Union City	$0	$2,259,000
Contra Costa College (CCC) Mobility Hub	San Pablo	$0	$2,950,000
Martinez Amtrak Station Shared Mobility Hub	CCTA	$0	$3,000,000
Walnut Creek BART Station Shared Mobility Hub	CCTA	$0	$3,343,000
Daly City BART Station Mobility Hub	BART	$3,776,000	
San Fernando Street Small-Scale Mobility Hubs	San Jose	$0	$1,140,000
VTA Blossom Hill Light Rail Station Mixed-Use Housing & Mobility Hub	VTA	$42,000	$4,758,000
Mobility Hubs Planning Grants			
Alameda County CDA: TOC Station Access and Circulation Planning	MTC	$400,000	
Berkeley/BART: TOC Station Access and Circulation Planning	MTC	$400,000	
Pleasanton: TOC Station Access and Circulation Planning	MTC	$150,000	
San Leandro: TOC Station Access and Circulation Planning	MTC	$265,000	
Antioch: TOC Station Access and Circulation Planning	MTC	$100,000	
Contra Costa County: TOC Station Access and Circulation Planning	MTC	$400,000	
ECCTA: Antioch Park n Ride Mobility Hub Plan	MTC	$400,000	
Lafayette: TOC Station Access and Circulation Planning	MTC	$350,000	
TAM: Marin County Mobility Hub Plan	MTC	$400,000	
SFMTA: Southeastern SF Mobility Hub Plan	MTC	$396,000	
Menlo Park: TOC Station Access and Circulation Planning	MTC	$400,000	
Morgan Hill: TOC Station Access and Circulation Planning	MTC	$175,000	
San José: TOC Station Access and Circulation Planning	MTC	$400,000	
Santa Clara City: TOC Station Access and Circulation Planning	MTC	$400,000	
Petaluma: TOC Station Access and Circulation Planning	MTC	$190,000	
Windsor: TOC Station Access and Circulation Planning	MTC	$200,000	
Mobility Hubs and Parking Management Technical Assistance	MTC	$572,000	
Bikeshare			
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	MTC	$0	$15,940,000
Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	MTC	$0	$100,000
Adaptive Bikeshare Pilot - San Francisco	MTC	$0	$100,000
Bay Wheels Bikeshare Expansion - Daly City	MTC	$0	$1,250,000
Bay Wheels Procurement Strategy	MTC	$500,000	
Bikeshare Outreach	MTC	$300,000	
Bikeshare Station Siting - Oakland	MTC	$0	$150,000
Marketing for Bikeshare E-bike Expansion Launch	MTC	$0	$150,000
Membership Incentives for Bikeshare E-bike Expansion Launch	MTC	$0	$200,000
Bay Wheels Contract Extension	MTC	$0	$2,410,000
Transportation Electrification			
Charging Infrastructure: Regional Technical Assistance Program			
Alameda Public EV Charging Program	Alameda	$0	$1,237,000
Expanding Electric Vehicle Charging	Pinole	$0	$952,000
Southern Marin Vehicle Charging Consortium (SMVCC)	Mill Valley	$0	$1,351,000
Equity Focused EV Charging in Downtown Napa	Napa	$0	$974,000
Expanding Charging Access in San Francisco's EPCs	SFMTA	$0	$2,254,000
San Mateo County Regional EV Charging	East Palo Alto	$0	$581,000
San Mateo County Regional EV Charging	Half Moon Bay	$0	$829,000

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 2026

MTC Res. No. 4505 Attachment B-1
Adopted: 01/26/22-C
Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C
09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C
05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 12/18/24-C
01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C
11/19/25-C 12/17/25-C 02/25/26-C 03/25/26-C 04/22/26-C 06/24/26-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
Long Term EV Charging Infrastructure	Menlo Park	$0	$2,297,000
San Mateo County Regional EV Charging	Portola Valley	$0	$317,000
San Mateo County Regional EV Charging	San Carlos	$0	$523,000
Gilroy Public Library EV Chargers	Gilroy	$0	$527,000
Transit Hub Charging Stations	Morgan Hill	$0	$1,052,000
Palo Alto School-Community Partnership EV Charging Infrastructure	Palo Alto	$0	$2,855,000
San José Community EV Charging Access	San Jose	$0	$2,495,000
County of Santa Clara TOC EV Charging	Santa Clara County	$0	$1,756,000
Solano 360 Mobility Hub	Solano County	$0	$250,000
Charging Infrastructure: Transit Station Public Charging Program			
Electric Vehicle Charging at BART Stations	BART	$0	$5,900,000
Richmond Ferry Terminal Charging Infrastructure	WETA	$0	$3,750,000
Suisun City EV Charging Station Installation	Suisun City	$0	$350,000
Local Public Fleet Electrification: Planning Assistance	MTC	$4,000,000	
Large (500+ Vehicle) Fleet Planning *BART, Berkeley, Marin County, San Francisco, Sonoma County*	MTC	$2,000,000	
Medium (100-500 Vehicle) Fleet Planning *Alameda, Oakland, San Leandro, Concord, El Cerrito, Novato, San Rafael, Napa, Napa County, San Mateo, South San Francisco, Benicia, Vacaville*	MTC	$2,600,000	
Small (<100 Vehicle) Fleet Planning *Dublin, Corte Madera, Fairfax, Mill Valley, San Anselmo, Sausalito, Tiburon, Calistoga, St. Helena, Yountville, Belmont, Half Moon Bay, Hillsborough, Dixon*	MTC	$1,400,000	
Planning & Program Strategy: Local Action Planning	MTC	$4,500,000	
Planning & Program Strategy: Regional Program Strategy	MTC	$500,000	
Parking Management			
Parking Management Capital			
Downtown Concord Parking Technology Innovation & Implementation	Concord	$500,000	
Sausalito Capital Parking Improvements	Sausalito	$500,000	
Park Napa	Napa	$500,000	
Advancing Curb Management Project	San Jose	$2,000,000	
Parking Management Planning			
Concord: Downtown Parking Technology Solutions Study	MTC	$110,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	$170,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	$195,000	
Sausalito: Sausalito Downtown Parking Study	MTC	$106,000	
Napa: Park Napa Plan	MTC	$315,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	$125,000	
San Mateo: Citywide Parking Requirement Update	MTC	$200,000	
Redwood City: TOC Parking Management Planning	MTC	$300,000	
Milpitas: TOC Parking Management Planning	MTC	$300,000	
San José: TOC Parking Management Planning	MTC	$300,000	
Santa Clara City: TOC Parking Management Planning	MTC	$150,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	$150,000	
Petaluma: Downtown Area Parking Management Plan	MTC	$100,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	$207,000	
Santa Rosa: TOC Parking Management Planning	MTC	$150,000	
Windsor: TOC Parking Management Planning	MTC	$150,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	$1,600,000	
Regional Carpool/Vanpool Program	MTC	$3,400,000	
Bike to Work & Spare the Air Youth	MTC	$4,800,000	
511 Traveler Information Services	MTC	$14,000,000	
Regional TDM Strategy	MTC	$250,000	
Regional TDM Balance	MTC	$2,650,000	
Priority Conservation Area (PCA) Grant Program			
PCA Program Implementation	MTC	$0	$1,600,000

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
PCA Call for Projects - Phase I			
CCRCD: Livestock Pond Restoration	MTC	$0	$280,000
EBRPD: Tidewater Expansion	MTC	$0	$1,000,000
Farm to Market Phase 4	Solano County	$750,000	
GGNPC: Bothin Marsh Evolving Shorelines	MTC	$0	$670,000
Napa Valley Vine Trail - Vista Carneros Segment	Napa County	$750,000	
NCRPOSD: Phinney Fee Acquisition	MTC	$0	$1,000,000
Coyote Valley Wildlife Connectivity Planning	POST/VTA	$250,000	$0
SCVHA: Richmond Ranch Acquisition	MTC	$0	$1,000,000
SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	MTC	$0	$250,000
Sonoma Schellville Trail Design	Sonoma County	$550,000	
Southeast Greenway	Santa Rosa	$750,000	
Santa Clara County: Upper Stevens Creek Trail	MTC	$0	$500,000
SFRPD: Visitacion Ave Bike/Ped Safety Improvements	MTC	$0	$750,000
Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	MTC	$0	$1,000,000
PCA Call for Projects - Phase II			
Wooden Bridge Replacement Feasibility Study (Added)	**Oakland**	**$500,000**	
OPRF: Restoring Connections - E Oakland Comm Steward/Creeks/Shoreline Access (Added)	**MTC**	**$0**	**$450,000**
San Pablo: McNeil Park (Added)	**MTC**	**$0**	**$500,000**
San Rafael: Canal Boatyard Urban Park Connection (Added)	**MTC**	**$0**	**$800,000**
NCRCD: Resilient Suscol Creek - Climate-Ready Habitat Planning (Added)	**MTC**	**$0**	**$440,000**
SFRPD: Twin Peaks Promenade - Bay Area Ridge Trail Connection & Habitat Restoration (Added)	**MTC**	**$0**	**$500,000**
Grassroots Ecology: Fire & Flora - Resilient Foothills Initiative (Added)	**MTC**	**$0**	**$210,000**
Bay Trail SFO Gap Closure Project - Phase 1 (Added)	**SMCTA**	**$600,000**	
Midpen ROSD: Hwy 17 Wildlife & Ridge Trail Crossings and Connections (Added)	**MTC**	**$0**	**$750,000**
UC Cooperative Extension: Santa Clara Valley Agricultural Outreach and Awareness (Added)	**MTC**	**$0**	**$200,000**
POST: North Coyote Valley Wildlife and Trails Study (Added)	**MTC**	**$0**	**$250,000**
Farm to Market Phase 4 (Added)	**Solano County**	**$800,000**	
WRC/Kashia Band of Pomo Indians: South Fork Gualala River Acquisition (Added)	**MTC**	**$0**	**$750,000**
Petaluma River Park Foundation: Petaluma River Park (Added)	**MTC**	**$0**	**$550,000**
Sonoma Land Trust: Osprey Hill Ranch (Added)	**MTC**	**$0**	**$450,000**
Sonoma/SEC: Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks (Added)	**MTC**	**$0**	**$250,000**
~~**PCA Grant Program Balance**~~ **(Removed)**	~~**TBD**~~	~~**$8,000,000**~~	
3. CLIMATE, CONSERVATION, AND RESILIENCE		**$71,855,000**	**$85,150,000**
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
CCTA: Local Roadway Safety Plan Development	MTC	$630,000	
NVTA: Local Roadway Safety Plan Development and Related Safety Planning	MTC	$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	$0	$400,000
Bay Area Vision Zero Data System (BayViz)	MTC	$760,000	$260,000
BayViz Non-Pavement Asset Data Collection	MTC	$1,000,000	
Data Driven Safety Campaign	San Jose	$1,700,000	
Enhancing Support for Safety in the Bay Area (SS4A Match)	MTC	$0	$2,000,000
Vision Zero Working Group Peer Exchanges	MTC	$500,000	
Vision Zero Working Group Workshops	MTC	$500,000	
Regional Pavement & Asset Management Program		$0	
Pavement Technical Assistance Program (PTAP)	MTC	$10,000,000	
Pavement Management Program (PMP)	MTC	$1,000,000	$2,000,000
CEAC: Statewide Local Streets and Roads Needs Assessment	MTC	$0	$315,000
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program			
Active Transportation Program (ATP) Application Assistance	MTC	$0	$300,000
Active Transportation Technical Assistance Implementation	MTC	$0	$90,000
Active Transportation Workshops	MTC	$1,000,000	
Alameda: Willie Stargell Ave Safety Improvements Project	MTC	$0	$300,000
Albany: Pierce-Cleveland Bikeway Connection Project	MTC	$0	$300,000
BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	MTC	$0	$300,000
Colma: El Camino Real Bike/Ped Improvement (Segment A)	MTC	$0	$300,000

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
El Cerrito: BART to Bay Trail Connector	MTC	$0	$40,000
El Cerrito: South El Cerrito Safe Routes to School	MTC	$0	$40,000
Lafayette: EBMUD Aqueduct Pathway	MTC	$0	$300,000
Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	MTC	$0	$40,000
Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	MTC	$0	$40,000
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	$0	$40,000
Oakland: Fruitvale Connections	MTC	$0	$300,000
Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	MTC	$0	$40,000
Petaluma: Lakeville Corridor Multi-Modal Improvements Study	MTC	$0	$40,000
Pleasant Hill: Monument Boulevard Active Transportation Corridor	MTC	$0	$40,000
Richmond: Richmond Wellness Trail	MTC	$0	$150,000
SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	MTC	$0	$40,000
San Bruno: San Bruno Avenue Complete Streets Project	MTC	$0	$40,000
San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	MTC	$0	$200,000
San Leandro: Hesperian Boulevard Bike Lane Gap Closure	MTC	$0	$100,000
San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	MTC	$0	$40,000
Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	MTC	$0	$40,000
Santa Clara County: San Tomas Trail Extension	MTC	$0	$300,000
Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	MTC	$0	$200,000
SSF: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	MTC	$0	$300,000
Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	MTC	$0	$40,000
Vallejo: Mare Island Causeway Complete Street	MTC	$0	$40,000
Bay Trail Planning	MTC	$1,150,000	$350,000
Bay Trail Implementation	MTC	$750,000	
Bay Trail Technical Assistance			
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	$0	$250,000
Bay Trail - Marshlands Road (Phase 1)	Fremont	$1,500,000	
Bay Skyway: West Oakland Link	MTC	$1,900,000	
SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps)	SFMTA	$4,100,000	
Community Choice			
Community-Based Transportation Plans (CBTPs)			
ACTC: Community-Based Transportation Plans	MTC	$600,000	
CCTA: Community-Based Transportation Plans	MTC	$450,000	
TAM: Community-Based Transportation Plans	MTC	$300,000	
NVTA: Community-Based Transportation Plans	MTC	$150,000	
SFCTA: Community-Based Transportation Plans	MTC	$0	$370,000
C/CAG: Community-Based Transportation Plans	MTC	$0	$245,000
VTA: Community-Based Transportation Plans	MTC	$0	$600,000
STA: Community-Based Transportation Plans	MTC	$0	$190,000
SCTA: Community-Based Transportation Plans	MTC	$0	$245,000
Community Action Resource and Empowerment (CARE) Program			
CARE Power-Building and Engagement	MTC	$0	$2,000,000
United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility	MTC	$0	$50,000
Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County	MTC	$0	$50,000
Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice	MTC	$0	$50,000
Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy	MTC	$0	$50,000
East Contra Costa Community Alliance: Leadership Academy for Community Action	MTC	$0	$100,000
Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative	MTC	$0	$100,000
EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application	MTC	$0	$100,000
BORP: Adaptive Micromobility Program	MTC	$0	$200,000
Bonafide: Transit to Belonging - Reentry Access and Mobility	MTC	$0	$200,000
One Treasure Island: Community Mobility Pilot	MTC	$0	$100,000
CARE CBTP Technical Assistance Implementation	MTC	$0	$12,000,000
4. COMPLETE STREETS AND COMMUNITY CHOICE		**$28,240,000**	**$26,225,000**
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments			
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	$4,600,000	

Attachment B-1
MTC Resolution No. 4505
OBAG 3 Regional Programs
FY 2022-23 through FY 2025-26
June 2026

MTC Res. No. 4505 Attachment B-1
Adopted: 01/26/22-C
Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C
09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C
05/22/24-C 06/26/24-C 07/24/24-C 09/25/24-C 11/20/24-C 12/18/24-C
01/22/25-C 02/26/25-C 03/26/25-C 06/25/25-C 09/24/25-C 10/22/25-C
11/19/25-C 12/17/25-C 02/25/26-C 03/25/26-C 04/22/26-C 06/24/26-C

OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		**$332,975,000**	**$122,090,000**
Bay Bridge Forward: I-80, SFOBB, & Carquinez Bridge HOV Hours of Operation	MTC	$3,050,000	
Smart Transbay Transit	MTC	$5,350,000	
Transit Priority - Bus Accelerated Infrastructure Delivery (BusAID)	TBD	$4,095,000	
International Blvd Transit Lane Delineation	AC Transit	$3,906,000	
El Camino Real Bus Boarding Islands & Stop Balancing in Redwood City	SamTrans	$1,421,000	
El Camino Real - Fast Tracking Corridor-Wide Implementation	SamTrans	$2,000,000	
K-Ingleside Rapid Project Ocean Ave Quick-Build	SFMTA	$2,200,000	
Vision Zero E San Jose Safety Corridor Senter Rd Boarding Islands	San Jose	$4,028,000	
Innovative Deployments for Enhanced Arterials - Transit Signal Priority (IDEA TSP)			
CCTA: Innovate 680 - Coordinated Adaptive Traffic Signals (CATS)	MTC	$250,000	
TAM: Marin Countywide Coordinated Signal Modernization Plan	MTC	$500,000	
County Connection: Four Corridors TSP	MTC	$200,000	
SamTrans: Countywide TSP Program	MTC	$700,000	
City of San José: TSP Evaluation and Signal Retiming	MTC	$300,000	
Mapping & Wayfinding	MTC	$5,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	$30,000,000	
Forward Programs			
Bay Bridge Forward Preliminary Engineering	MTC	$4,000,000	
Bay Bridge Forward: I-580 WB to I-80 EB Connector Bus Lane	MTC	$3,600,000	
Bay Bridge Forward: I-80 EB HOV Connector Bus on Shoulder	MTC	$3,600,000	
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	$4,300,000	
Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies	MTC	$6,300,000	
Bay Bridge Forward: I-80/Powell I/C Transit Access	MTC	$1,200,000	
Resilient SR 37	MTC	$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	$4,000,000	
Adaptive Ramp Metering Implementation			
Adaptive Ramp Metering on I-680 in Contra Costa County	MTC	$2,000,000	
Adaptive Ramp Metering on I-80 in Solano County	MTC	$1,000,000	
Adaptive Ramp Metering on SR 4 in Contra Costa County	MTC	$1,000,000	
Adaptive Ramp Metering on SR 237 in Santa Clara County	MTC	$1,000,000	
Adaptive Ramp Metering on US 101 in Marin and Sonoma Counties	MTC	$1,000,000	
Optimized Freeway Corridor Operations	MTC	$3,000,000	
US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties	MTC	$3,000,000	
Multimodal Arterial Operations	MTC	$6,500,000	
Shared Connected/Automated Vehicles and Technology	MTC	$1,000,000	
Regional ITS Architecture	MTC	$2,000,000	
Regional Communications Infrastructure Upgrade	MTC	$23,300,000	
Incident Management	MTC	$4,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		**$162,000,000**	**$0**
OBAG 3 REGIONAL PROGRAMS	**TOTAL:**	**$332,975,000**	**$122,090,000**

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
June 2026

MTC Res. No. 4505 Attachment B-2
Adopted: 01/26/22-C 11/20/24-C
Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C 05/24/23-C 07/26/23-C 12/20/23-C 03/27/24-C 05/22/24-C 12/18/24-C 06/25/25-C 10/22/25-C 11/19/25-C 02/25/26-C 06/24/26-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		**$344,793,000**	
ALAMEDA COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$4,905,000	
Planning Activities Supplemental	ACTC	$2,600,000	
County/Local Program			
Fruitvale Corridor	AC Transit	$2,000,000	
East Bay Greenway (for San Pablo Ave Bus/Bike Lanes)	ACTC	$10,000,000	
East Bay Greenway (for San Pablo Ave Safety/Bus Bulbs)	ACTC	$5,941,000	
San Pablo Avenue Parallel Bike Network	ACTC	$9,000,000	
San Pablo Avenue Parallel Bike Network (for Safety/Bus Bulbs)	ACTC	$4,059,000	
San Pablo Avenue Parallel Bike Network - Jackson St	ACTC/Albany	$1,000,000	
SRTS Non-Infrastructure Program	ACTC	$12,383,000	
Central Avenue/Fourth Street/Ballena Blvd Roundabout	Alameda	$2,325,000	
Mission Boulevard Phase III Corridor Improvements	Alameda County	$4,950,000	
West Oakland Link	MTC/BATA	$4,200,000	
Upper San Lorenzo Creekway Trail	Alameda County	$9,621,000	
Old Town Streetscape	Newark	$5,141,000	
ALAMEDA COUNTY		**$78,125,000**	
CONTRA COSTA COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$4,087,000	
County/Local Program			
Countywide Smart Signals	CCTA	$26,555,000	
SRTS Non-Infrastructure Program	CCTA	$3,665,000	
Galindo Street Multimodal Corridor	Concord	$3,361,000	
Willow Pass Road Bikeway Connection	Concord	$830,000	
School Street Class I Multiuse Facility	Lafayette	$750,000	
Bay Trail Gap Closure at Tennent Avenue	Pinole	$1,020,000	
Delta De Anza Multimodal Trail Safety Improvements	Pittsburg	$4,427,000	
Bayview to BART	Richmond	$1,675,000	
McBryde Avenue Safe Routes to Parks	Richmond	$1,028,000	
Safe Routes to School Infrastructure Improvements	Walnut Creek	$7,050,000	
CONTRA COSTA COUNTY		**$54,448,000**	
MARIN COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,446,000	
Planning Activities Supplemental	TAM	$400,000	
County/Local Program			
Paradise Drive	Corte Madera	$2,056,000	
Transit Corridor Improvements	MCTD	$1,600,000	
San Rafael: North San Rafael/Northgate Area PDA Study	MTC	$797,000	
San Rafael: SE San Rafael/Canal Area PDA Study	MTC	$797,000	
Second and Fourth Street Intersection Improvements	San Rafael	$3,051,000	
SMART Pathway: Great Redwood Trail – Novato	SMART	$1,000,000	
MARIN COUNTY		**$13,147,000**	
NAPA COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,446,000	
County/Local Program			
Green Island Road Class 1	American Canyon	$1,000,000	
Silverado Trail Five-Way Intersection Improvements	Napa	$2,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	$2,000,000	
Main Street St. Helena Pedestrian Improvements	St. Helena	$1,206,000	
NAPA COUNTY		**$9,652,000**	
SAN FRANCISCO COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,624,000	
Planning Activities Supplemental	SFCTA	$789,000	$1,411,000
County/Local Program			
Elevator Modernization, Phase 1.3	BART	$6,078,460	
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3)	MTC	$7,221,540	

Attachment B-2
MTC Resolution No. 4505
OBAG 3 County & Local Programs
FY 2022-23 through FY 2025-26
June 2026

MTC Res. No. 4505 Attachment B-2
Adopted: 01/26/22-C 11/20/24-C
Revised: 06/22/22-C 09/28/22 10/26/22-C 01/25/23-C 03/22/23-C 05/24/23-C 07/26/23-C 12/20/23-C 03/27/24-C 05/22/24-C 12/18/24-C 06/25/25-C 10/22/25-C 11/19/25-C 02/25/26-C 06/24/26-C

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		**$344,793,000**	
Yerba Buena Island Multi-use Pathway and Related Roadway Imps	SFCTA	2250000	
SFMTA Light Rail Vehicles (for SFCTA YBI MUP and Related Imps)	SFMTA	$750,000	
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	$14,899,000	
SRTS Non-Infrastructure Program	SFMTA	$7,082,000	
29 Sunset Improvement	SFMTA	$5,976,000	
Central Embarcadero Safety	SFMTA	$6,320,000	
SAN FRANCISCO COUNTY		**$54,990,000**	**$1,411,000**
SAN MATEO COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,450,000	
Planning Activities Supplemental	C/CAG		$2,300,000
County/Local Program			
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	$3,100,000	
El Camino Real Complete Street, Mission Rd to SSF	Colma	$4,640,000	
SRTS Non-Infrastructure Program	C/CAG	$2,820,000	
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park/Caltrain	$5,000,000	
Roosevelt Avenue Traffic Calming Project	Redwood City	$3,400,000	
Bay Road Complete Street Rehabilitation	Redwood City	$3,807,000	
19th Ave/Fashion Island Blvd Complete Street Class IV **(Revised)**	**San Mateo/**SMCTA	$3,375,000	
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	$3,128,000	
SAN MATEO COUNTY		**$32,720,000**	**$2,300,000**
SANTA CLARA COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$5,307,000	
Planning Activities Supplemental	VTA		$4,693,000
County/Local Program			
N San Antonio Road Protected Bikeway and Complete	Los Altos	$7,298,000	
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	$3,921,000	
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	$2,400,000	
Middlefield Road Complete Streets	Mountain View	$2,406,000	
Moffett Boulevard Complete Streets	Mountain View	$3,500,000	
Jackson Avenue Complete Streets	San Jose	$3,805,000	
Julian & St. James Livable Streets Couplet Conversion	San Jose	$12,974,000	
Signalized Intersections Pedestrian Safety Improvements	San Jose	$6,300,000	
Story-Keyes Complete Streets	San Jose	$5,000,000	$27,730,000
White Road Pedestrian Safety Improvements	San Jose	$3,382,000	
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	$9,029,000	
SANTA CLARA COUNTY		**$65,322,000**	**$32,423,000**
SOLANO COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,446,000	
Planning Activities Supplemental	STA		$4,044,000
County/Local Program			
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	$261,000	
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	$2,239,000	
Travis Safe Routes to School and Transit	Fairfield	$3,960,000	
Solano 360 Transit Center Phase 1	Solano County	$2,101,000	
Solano Mobility Call Center and Employer Commuter Program	STA	$1,500,000	
SRTS Non-Infrastructure Program	STA	$1,000,000	
Sacramento Street Road Diet – Phase II	Vallejo	$850,000	
SOLANO COUNTY		**$15,357,000**	**$4,044,000**
SONOMA COUNTY			
CTA Planning Activities			
Planning Activites Base	MTC	$3,446,000	
Planning Activities Supplemental	SCTA		$2,229,000
County/Local Program			
Grove Street Neighborhood Plan Implementation	Healdsburg	$2,217,000	
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	$3,350,000	
Downtown Connectivity for Housing Density Intensification	Santa Rosa	$2,588,000	
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	$1,321,000	
SRTS Non-Infrastructure Program	SCTA	$1,910,000	

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		**$344,793,000**	
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	$2,000,000	
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	$2,200,000	
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	$2,000,000	
SONOMA COUNTY		**$21,032,000**	**$2,229,000**
OBAG 3 COUNTY & LOCAL PROGRAMS	**TOTAL:**	**$344,793,000**	**$42,407,000**

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0763, **Version:** 1

Subject:
MTC Resolution No. 4770. Allocation of FY 2026-27 Transportation Development Act (TDA) funds to MTC, the County Controllers, and Solano Transportation Authority, for TDA administration and planning.

Presenter:
Luis Garcia

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2d-26-0730**

MTC Resolution No. 4770

Subject:

Allocation of FY 2026-27 Transportation Development Act (TDA) funds to MTC, the County Controllers, and Solano Transportation Authority, for TDA administration and planning.

Background:

TDA funds are derived from a ¼ cent sales tax. These funds are an important source of funding for the MTC operating budget. Public Utilities Code (PUC) Section 99233.1 provides that funds may be allocated to MTC and all nine Bay Area counties for the administration of the Transportation Development Act. PUC section 99233.2 provides that up to three percent of total annual TDA revenues may be allocated to MTC for planning purposes.

PUC section 99233.12 provides that funds may be allocated to the Solano Transportation Authority for the area representing the cumulative areas of the Authority's member agencies, up to 2.7 percent of annual revenues for countywide transit planning and coordination purposes relative to Solano County. Funds allocated to the Authority pursuant to this section shall be allocated after allocations are made pursuant to Sections 99233.1 and 99233.2 but prior to other allocations.

Based on the current adopted FY 2026-27 Fund Estimate (MTC Resolution No. 4742), the estimated allocation to MTC is approximately $17.7 million, the amount to the County Controllers is approximately $2.4 million and the amount to Solano Transportation Authority is approximately $738,937.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4770 to the Commission for approval.

Attachments:

- MTC Resolution No. 4770



Andrew B. Fremier

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4770

This resolution approves an allocation of FY 2026-27 Transportation Development Act (TDA) funds to the Metropolitan Transportation Commission (MTC) for: (a) the cost to MTC of administering TDA funds and (b) the conduct of the transportation planning process. It also approves an allocation of TDA funds to the counties to administer TDA.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

RE: Allocation to the Metropolitan Transportation Commission (MTC) for Transportation Planning in the Region and to the Counties and MTC for Administering the Transportation Development Act in FY2026-27.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4770

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

WHEREAS, the Transportation Development Act (TDA) (PUC Sections 99200 et seq.) provides, pursuant to PUC Section 99233.1, that there shall be allocated to the respective transportation planning agency, (MTC), such sums as are necessary to administer TDA; and

WHEREAS, the present estimate of the cost to MTC to administer TDA is one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the nine San Francisco Bay Area counties in FY2026-27; and

WHEREAS, PUC Section 99233.2 provides that there shall be allocated to the transportation planning agency, if it is statutorily created, such sums as the transportation planning agency may approve up to three percent (3%) of annual revenues for the conduct of the transportation planning process, unless a greater amount is approved by the Director of Transportation; and

WHEREAS, PUC Section 99233.12 provides that MTC may allocate, for the area representing the cumulative areas of Solano Transportation Authority's (STA) member agencies, up to 2.7 percent of annual revenues for countywide planning and coordination purposes relative to Solano County; and

WHEREAS, the present estimate of the cost for the counties to administer TDA in the nine San Francisco Bay Area Counties does not exceed one-half of one percent of the total funds estimated to be deposited in the Local Transportation Funds (LTFs) of the respective counties in FY2026-27; now, therefore, be it

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the respective counties to each county in an amount actually necessary to administer TDA but that such amount shall not exceed one-half of one percent of the total monies deposited in the LTF of each county in FY2026-27, and, be it further

RESOLVED, that MTC approves an allocation of TDA monies from the Local Transportation Funds of the nine San Francisco Bay Area counties, for MTC's costs of administering TDA, in the amount of one-half of one percent of the total monies deposited in the LTF of each county in FY2026-27, and, be it further

RESOLVED, that the MTC approves an allocation of TDA monies to MTC for the conduct of the transportation planning process in the nine San Francisco Bay Area counties in the amount of three percent (3%) of the total monies deposited in the LTFs in each of these counties in FY2026-27; and, be it further

RESOLVED, that MTC approves an allocation of TDA monies to STA for the conduct of countywide transit planning and coordination purposes relative to Solano County in the amount of 2.7 percent (2.7%) of the total monies deposited in the LTF for Solano County.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission at a
Duly called and noticed meeting held in
San Francisco, California and at other remote
locations on June 24, 2026

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0764, **Version:** 1

Subject:
MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment 2025-30.

Presenter:
John Saelee

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2e-26-0612**

MTC Resolution No. 4646, Revised

Subject:

2025 Transportation Improvement Program (TIP) Amendment 2025-31.

Background:

The TIP is a comprehensive listing of San Francisco Bay Area surface transportation projects that are federally funded, require a federal action, or are considered regionally significant for air quality purposes. The 2025 TIP works to implement the priorities established in MTC's long-range transportation plan, *Plan Bay Area 2050*. The TIP is posted on MTC's website at: https://mtc.ca.gov/funding/transportation-improvement-program-tip.

The 2025 TIP covers the four-year period from federal fiscal year (FY) 2024-25 through 2027-28. The MTC Commission adopted the 2025 TIP on September 25, 2024, and the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) approved MTC's 2025 TIP on December 16, 2024. The TIP is updated every two years, as required by state statute, and is revised as needed through amendments or administrative modifications.

Amendment 2025-31 revises or archives 111 projects, with a net funding decrease of approximately $201.2 million. Among other changes, this revision:

- Updates the funding plans or project details of three Community Project Funding/Congressionally Directed Spending (CPFCDS) Earmarks funds;
- Updates the project details of one Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) project;
- Archives 99 projects that have been completed and 8 projects will not move forward as federal projects at this time, resulting in a combined decrease of $198.4 million of funds from the TIP.

The TIP Revision Summary for this amendment is attached and posted at: https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip/2025-tip-revisions.

The revisions made pursuant to this amendment will not change the air quality conformity finding; therefore, a conformity determination is not required.

The TIP public participation process, including this amendment notice, serves to satisfy the public involvement requirements of the FTA annual Program of Projects (POP) for applicable funds. Public notice of public participation activities and time established for public review of and comments on the TIP will satisfy the FTA Section 5307 POP requirements.

Staff will transmit this amendment to Caltrans after Commission approval. Caltrans will then forward the amendment to FTA and FHWA for final federal agency review and approval.

Issues:

On December 4, 2025, the Bay Area entered a conformity lapse grace period. The Bay Area will remain in the conformity lapse grace period until MTC's long-range plan, *Plan Bay Area 2050+*, receives federal approval. The conformity analysis for the plan has been approved by Caltrans and federal approval anticipated in June.

During the lapse grace period, MTC's ability to revise the TIP is limited, particularly for projects that are non-exempt from air quality conformity requirements. Amendment 2025-31 includes proposed changes to a non-exempt project, Solano Transportation Authority's (STA) Jepson Parkway, to reflect the latest scope and phasing. This revision is required for STA to obligate $4 million in earmarks that will otherwise lapse on September 30, 2026. However, as the proposed changes would affect the existing regional conformity determination, the project changes can only be included in Amendment 2025-31 once *Plan Bay Area 2050+* receives federal approval. MTC staff will provide an update to the Commission should the plan not receive federal approval prior to the June 24, 2026 Commission meeting.

Recommendations:

Refer MTC Resolution No. 4646, Revised to the Commission for approval.

Attachments:

- 2025-31 TIP Revision Summary
- MTC Resolution No. 4646, Revised
    - Attachment A
    - Attachment B – Revisions to the Transportation Improvement Program

Andrew B. Fremier

TIP Revision Summary
2025-31

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Local Road					
ALA050002	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Archive project as it will not move forward	$0	0.0%
ALA130018	Alameda County	Alameda Co-Various Streets and Roads Preservation	Archive project as project is complete	$0	0.0%
ALA170043	Oakland	Oakland - 14th Street Safe Routes in the City	Archive project as project is complete	$0	0.0%
ALA170051	Oakland	Fruitvale Alive Bike/Ped Gap Closure	Archive project as project is complete	$0	0.0%
ALA170063	Oakland	Lakeside Family Streets	Archive project as project is complete	$0	0.0%
ALA170065	Hayward	Hayward - Main Street Complete Street	Archive project as project is complete	$0	0.0%
ALA170067	Berkeley	Southside Complete Streets and Transit Improvement	Archive project as project is complete	$0	0.0%
ALA170073	Alameda (City)	Clement Avenue Complete Streets	Archive project as project is complete	$0	0.0%
ALA170074	Alameda (City)	Alameda Grand St Pavement Rehab and Safety Imps	Archive project as project is complete	$0	0.0%
ALA190019	Alameda County	Alameda County Complete Street Improvements	Archive project as project funds have been obligated	$0	0.0%
ALA190022	Alameda County	E14th St/Mission Blvd Corridor Improvements	Archive project as project funds have been obligated	$0	0.0%
ALA210014	Fremont	Fremont Blvd/Walnut Ave Protected Intersection	Archive project as project is complete	$0	0.0%
ALA210015	Fremont	Fremont Blvd-Grimmer Blvd Protected Intersection	Archive project as project is complete	$0	0.0%
ALA210026	Dublin	Tassajara Road Widening	Archive project as project is complete	$1,500,000	11.1%
ALA210032	Pleasanton	West Las Positas Blvd Multimodal Reconstruction	Archive project as project funds have been obligated	$0	0.0%
ALA250201	Alameda County	ACPWA Safety Action Plan	Archive project as project is complete	$0	0.0%
ALA250205	Hayward	High Injury Network Supplemental Planning	Archive project as project is complete	$0	0.0%
ALA250206	San Leandro	Lake Chabot Road Erosion Repair	Archive project as project funds have been obligated	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
ALA250229	Livermore	Citywide Systematic Safety Enhancement Project	Archive project as project is complete	$0	0.0%
ALA250251	Hayward	Streetlight Conversion to LEDs	Archive project as project is complete	$0	0.0%
CC-170042	Pittsburg	City of Pittsburg Pavement Improvements	Archive project as project is complete	$0	0.0%
MRN230212	Corte Madera	Central Marin Regional Pathway Gap Closure	Archive project as project is complete	$0	0.0%
NAP150003	Napa Valley Transportation Authority	Napa Valley Vine Trail Calistoga-St. Helena Seg.	Archive project as project is complete	$0	0.0%
SCL170017	Sunnyvale	Sunnyvale SNAIL Neighborhood Improvements	Archive project as project is complete	$0	0.0%
SCL170020	Sunnyvale	Bernardo Avenue Bicycle Underpass	Update the funding plan to add $2.5M in CPFCDS and $324K in Local funds to FY26	$2,824,902	27.3%
SCL210015	San Jose	En Movimiento - Quick Strike Improvements	Archive project as project is complete	$0	0.0%
SCL230227	Gilroy	Safe Routes to School - Christopher High School	Update the to revise the scope to reflect updated location and activities	$0	0.0%
SF-210003	San Francisco Municipal Transport Agency (SFMTA)	San Francisco - Folsom Streetscape	Archive project as project is complete	$0	0.0%
SF-230209	San Francisco Municipal Transport Agency (SFMTA)	Pay or Permit Parking Program Expansion	Archive project as project is complete	$0	0.0%
SF-230211	San Francisco County Transport Authority (SFCTA)	Hillcrest Road Improvement Project	Archive project as project is complete	$0	0.0%
SF-250210	San Francisco Municipal Transport Agency (SFMTA)	Lincoln Way Traffic Signals	Archive as project as it will not move forward as a federal project.	$0	0.0%
SM-170013	Half Moon Bay	Half Moon Bay - Poplar Complete Streets	Archive project as project is complete	-$480,000	-26.1%
SM-210002	Redwood City	Roosevelt Ave Quick-build Traffic Calming	Archive project as project is complete	$0	0.0%
SM-210006	San Mateo (City)	Delaware Street Safe Routes to School Corridor	Archive project as project funds have been obligated	$0	0.0%

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
SM-210007	Burlingame	Burlingame Ped Safe Routes and Mobility Imp	Archive project as project is complete	$0	0.0%
SM-210010	Millbrae	Millbrae Transit Center MicroMobility Hub Pilot	Archive project as project is complete	$0	0.0%
SM-210011	Millbrae	Park Blvd, San Anselmo Ave and Sta. Teresa Wy Imps	Archive project as project is complete	-$83,981	-18.8%
SM-230208	Pacifica	Sharp Park PDA Improvements	Archive project as project is complete	$0	0.0%
SM-250217	Redwood City	Jefferson Avenue Traffic Safety Improvement	Update the project description to include updated activities in the scope of work. Also updated the AQ Exemption from Bike/Ped to Projects that correct, improve, or eliminate hazardous location	$0	0.0%
SOL110003	Solano Transportation Authority (STA)	Jepson: Vanden Rd from Peabody to Fairfield/Vacavi	Update the Project Name, Location, and Activities to reflect phased work	$0	0.0%
SOL170015	Solano County	Solano County Roadway Preservation	Archive project as project is complete	$0	0.0%
SOL170016	Solano County	Solano County Farm to Market Phase 3	Archive project as project is complete	$0	0.0%
SON210005	Sebastopol	SR 116 and Bodega Ave Pedestrian Improvements	Archive project as project is complete	$0	0.0%
SON210009	Rohnert Park	Southwest Boulevard Complete Streets	Archive project as project is complete	$0	0.0%
VAR230206	Metropolitan Transportation Commission (MTC)	Transportation Electrification Planning Program	Archive project as project funds have been obligated	$0	0.0%
System: Public Land Trail					
CC-170014	San Ramon	Iron Horse Trail Bike and Pedestrian Overcrossing	Archive project as project is complete	$0	0.0%
NAP130004	Napa (City)	SR-29 Bicycle and Pedestrian Undercrossing	Archive project as project is complete	$0	0.0%
REG210201	Metropolitan Transportation Commission (MTC)	Priority Conservation Area Grant Implementation	Archive project as project is complete	$0	0.0%
SOL170008	Vallejo	Vallejo Bay Trail / Vine Trail Gap Closure	Archive project as project is complete	$0	0.0%
SON170025	Sonoma County Regional Parks	Joe Rodota Trail Bridge Replacement	Archive project as project is complete	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
System: Region					
ALA250238	Port of Oakland	Powering Progress: Electrification of Transport	Archive project as project funds have been obligated	$0	0.0%
System: State Highway					
ALA170049	Alameda (City)	Central Avenue Safety Improvements	Archive project as project funds have been obligated	$0	0.0%
CC-070024	Concord	SR 242 / Clayton Road Interchange Improvements	Archive project as it will not move forward	-$61,010,000	-92.4%
CC-150013	Contra Costa Transportation Authority (CCTA)	SR 4 Integrated Corridor Management	Archive project as project funds have been obligated	-$14,400,000	-96.0%
NAP090003	Napa Valley Transportation Authority	SR 12/29/221 Soscol Junction Interchange Imps.	Archive project as project is complete	$0	0.0%
SCL190034	Caltrans	SCL-SM I-280 Pavement Preserv. and HOV Extension	Archive project as project is complete	$0	0.0%
SF-070027	San Francisco County Transport Authority (SFCTA)	Yerba Buena Island (YBI) Ramp Improvements	Update the funding plan to reflect final project costs and archive as project is complete	-$797,818	-0.2%
SM-110047	San Mateo (City)	SR92/El Camino Real (SR82) Ramp Modifications	Archive project as project is complete	$0	0.0%
SM-150017	San Mateo CCAG	US101 Managed Lanes: Santa Clara Co-S of Grand Ave	Archive project as project is complete	$0	0.0%
VAR170023	Metropolitan Transportation Commission (MTC)	Freeway Performance Program: SR-84	Archive project as project is complete	-$4,000,000	-91.4%
System: Transit					
ALA190027	Union City Transit	Union City Transit: COVID-19 Emergency Transit Ops	Archive project as project is complete	$0	0.0%
ALA210011	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 9 60ft Articulated Fuel Cell	Archive project as project is complete	$0	0.0%
ALA210012	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Purchase 50 40-ft Diesel Buses	Archive project as project is complete	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
ALA210017	Alameda Contra Costa Transit District (AC Transit)	Tempo Quick Build Transit Lane Delineation	Archive project as project is complete	$0	0.0%
ALA210018	Alameda Contra Costa Transit District (AC Transit)	AC Transit: Quick Builds Transit Lanes	Archive project as project is complete	$0	0.0%
CC-170060	Bay Area Rapid Transit District (BART)	Concord BART Station Modernization	Archive project as project is complete	$0	0.0%
CC-210017	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Bus Fueling Station	Archive project as project is complete	$0	0.0%
CC-230217	Central Contra Costa Transit Agency (CCCTA)	CCCTA - Replace 40' Buses	Archive project as it is duplicative of another project	-$7,031,999	-100.0%
CC-230236	Central Contra Costa Transit Agency (CCCTA)	CCCTA Replace (10) 40ft Urban Buses	Archive project as it will not move forward	$0	0.0%
CC-250203	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: Comprehensive Operational Analysis	Archive project as project is complete	$0	0.0%
CC-250223	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA: 10 DR Bus Replacement	Archive project as project is complete	$0	0.0%
MRN170003	Marin County Transit District	MCTD: Replace Paratransit Vehicles	Archive project as project is complete	-$428,000	-18.8%
MRN170004	Marin County Transit District	MCTD: Replace Paratransit Vehicles with Vans	Archive project as project is complete	-$252,000	-55.0%
MRN210002	Marin County Transit District	MCTD - Bus Stop Improvements	Archive project as project is complete	$0	0.0%
MRN210007	Marin County Transit District	MCTD: Replace Demand Response Vans	Archive project as project is complete	-$336,000	-80.0%
MRN210201	Marin County Transit District	MCTD ZEB Charging Infrastructure	Archive project as project is complete	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
MRN230202	Marin County Transit District	MCTD - Transit Corridor Improvements	Archive project as project is complete	$0	0.0%
MRN230211	Marin County Transit District	MCTD- Onboard Technology	Archive project as project is complete	$0	0.0%
MRN250201	Marin County Transit District	Hybrid Battery Refresh	Archive project as project is complete	$0	0.0%
MRN250209	Marin County Transit District	Replace 4 Diesel XHF Vehicles with 30 ft. Buses	Archive project as project is complete	$0	0.0%
MTC050027	Water Emergency Transportation Authority (WETA)	Ferry Service - Berkeley	Archive project as project funds have been obligated	$0	0.0%
NAP170003	Napa Valley Transportation Authority	NVTA- Vine Transit Bus Maintenance Facility	Update the funding plan to reflect final project costs and archive as project is complete	-$21,637,094	-52.9%
REG110044	Altamont Commuter Express (ACE)	ACE Positive Train Control	Archive project as project is complete	-$24,444,144	-69.4%
REG230207	Bay Area Rapid Transit District (BART)	BART Variable Parking Pricing	Archive project as project is complete	$0	0.0%
REG250202	Bay Area Rapid Transit District (BART)	BART Cyber Security	Archive project as project is complete	$0	0.0%
REG250204	Metropolitan Transportation Commission (MTC)	Innovative Deployments to Enhance Arterials TSP	Archive project as project funds have been obligated	$0	0.0%
SCL050009	Santa Clara Valley Transportation Authority (VTA)	Eastridge to BART Regional Connector (EBRC)	Archive project as project is complete	$0	0.0%
SCL190053	Santa Clara Valley Transportation Authority (VTA)	VTA: Guadalupe Steam Rack Improv & Liner Replace	Archive project as project is complete	$0	0.0%
SCL210017	Santa Clara Valley Transportation Authority (VTA)	VTA Electronic Locker Upgrade and Replacement	Archive project as project is complete	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
SCL210033	Santa Clara Valley Transportation Authority (VTA)	VTA North Yard Tire Awning	Archive project as project funds have been obligated	$0	0.0%
SCL210201	Santa Clara Valley Transportation Authority (VTA)	VTA ZEB Transition On-Route Charging Pilot	Archive project as project funds have been obligated	$0	0.0%
SCL230214	Santa Clara Valley Transportation Authority (VTA)	Transit Reliability Imp and Performance System	Archive project as project is complete	$0	0.0%
SCL230215	Santa Clara Valley Transportation Authority (VTA)	Wheels on the Bus – Real-Time Data (RTD)	Archive project as project is complete	$0	0.0%
SCL230238	Santa Clara Valley Transportation Authority (VTA)	Audio Frequency Train Activated Circuit (AFTAC)	Archive project as project is complete	$0	0.0%
SCL230239	Santa Clara Valley Transportation Authority (VTA)	Advanced Passenger Management Project	Archive project as project is complete	$0	0.0%
SCL250223	Santa Clara Valley Transportation Authority (VTA)	LRV Charging Station	Archive project as it will not move forward	$0	0.0%
SF-010028	Caltrain	Caltrain Electrification	Archive project as project is complete	$0	0.0%
SF-070003	San Francisco Municipal Transport Agency (SFMTA)	Historic Streetcar Extension to Fort Mason	Archive as project as it will not move forward	-$68,145,966	-98.9%
SF-230203	Caltrain	San Francisco RailyardsTOC Implementation Strategy	Archive project as project is complete	$0	0.0%
SF-250211	San Francisco Municipal Transport Agency (SFMTA)	Smart and Integrated Management and Fleet Charging	Archive as project as it will not move forward	-$2,499,999	-100.0%
SM-210009	Burlingame	Burlingame Square Caltrain Station Mobility Hub	Archive project as project is complete	$0	0.0%
SOL110041	Fairfield	Fairfield-Suisun Intercity/Local Bus Replacement	Archive project as project is complete	$0	0.0%

TIP Revision Summary
2025-31

TIP ID	Sponsor	Project Name	Description of Change	Funding Change ($)	Funding Change (%)
SOL210003	Vacaville	Vacaville: Electric Bus Charging Infrastructure	Archive project as project is complete	$0	0.0%
SOL210004	Vacaville	Vacaville: Electric Bus Fleet	Archive project as project is complete	$0	0.0%
SOL210007	Vallejo	Vallejo Ferry Mobility Hub Improvement	Archive project as project is complete	$0	0.0%
SON170017	Petaluma	Petaluma AVL Equipment	Archive project as project is complete	$0	0.0%
SON210001	Santa Rosa City Bus	Santa Rosa Transit Mall Roadbed Rehabilitation	Archive project as project is complete	$0	0.0%
SON210006	Petaluma	Petaluma: Purchase 2 Replacement Fixed Route Buses	Archive project as project is complete	$0	0.0%
SON230207	Petaluma	Petaluma Paratransit Replacements	Archive project as project is complete	$0	0.0%
VAR210006	Metropolitan Transportation Commission (MTC)	Technical Assistance Mobility Hub Pilot Program	Archive project as project funds have been obligated	$0	0.0%
VAR230202	Caltrain	Fencing for Caltrain Right of Way	Archive project as project is complete	$0	0.0%
			Total Funding Change:	-$201,222,099	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2025 TIP Only
Current:	$1,663,299,902	$1,629,975,192	$297,679,063	$1,344,700,560	$4,935,654,717	$333,573,523
Proposed:	$1,654,699,991	$1,629,975,192	$297,807,063	$1,151,950,372	$4,734,432,618	$327,938,486
Delta:	-$8,599,911	$0	$128,000	-$192,750,188	-$201,222,099	-$5,635,037

Date: September 25, 2024
W.I.: 1512
Referred by: PAC
Revised: 12/18/24-C 01/22/25-C
02/26/25-C 03/26/25-C
04/23/25-C 05/28/25-C
06/25/25-C 07/23/25-C
09/10/25-C 09/24/25-C
10/22/25-C 02/25/26-C
03/25/26-C 04/24/26-C
06/24/26-C

ABSTRACT

Resolution No. 4646, Revised

This resolution adopts the 2025 Transportation Improvement Program (TIP) for the San Francisco Bay Area. Supporting documents as listed in Attachment A.

Subsequent revisions listed below and described further in Attachment B to this resolution.

Further discussion of the 2025 TIP adoption is contained in the Programming & Allocations Committee summary sheets dated September 11, 2024, December 11, 2024, January 8, 2025, February 12, 2025, March 12, 2025, April 9, 2025, May 14, 2025, June 11, 2025, July 9, 2025, September 10, 2025, October 8, 2025, February 11, 2026, and June 10, 2026.

2025 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change ($)	MTC Approval Date	Final Approval Date
2025-01	Amendment	96	$1,821,513,444	12/18/2024	2/28/2025
2025-02	Admin Mod	66	$145,381,130	12/31/2024	12/31/2024
2025-03	Amendment	24	$647,145,468	1/22/2025	2/28/2025
2025-04	Admin Mod	13	$12,369,173	2/10/2025	2/10/2025
2025-05	Amendment	20	$133,469,678	2/26/2025	3/28/2025
2025-06	Admin Mod	14	$7,080,557	3/19/2025	3/19/2025
2025-07	Amendment	17	$125,696,053	3/26/2025	5/8/2025
2025-08	Admin Mod	16	$244,368,039	4/9/2025	4/9/2025
2025-09	Amendment	13	$148,338,325	4/23/2025	5/23/2025
2025-10	Admin Mod	23	-($193,225,515)	5/9/2025	5/9/2025
2025-11	Amendment	8	$175,712,578	5/28/2025	7/18/2025
2025-12	Admin Mod	41	$21,401,299	6/9/2025	6/9/2025
2025-13	Amendment	25	$592,586,653	6/25/2025	7/18/2025

2025-14	Admin Mod	23	$40,081,927	6/20/2025	6/20/2025
2025-15	Amendment	12	$93,219,855	7/23/2025	8/15/2025
2025-16	Admin Mod	11	$6,507,556	7/31/2025	7/31/2025
2025-17	Admin Mod	15	$383,500,383	8/14/2025	8/14/2025
2025-18	Amendment	3	$ 968,718,432	9/10/2025	9/15/25
2025-19	Amendment	28	$124,080,648	9/24/25	10/17/25
2025-20	Admin Mod	63	$1,489,768,110	10/15/25	10/15/25
2025-21	Amendment	111	$2,736,525,861	10/22/25	11/7/25
2025-22	Admin Mod	54	$66,427,325	11/17/25	11/17/25
2025-23	Admin Mod	32	$186,068,556	12/1/25	12/1/25
2025-24	Admin Mod	52	$83,261,874	1/14/26	1/14/26
2025-25	Admin Mod	5	$0	1/23/26	1/23/26
2025-26	Admin Mod	24	$35,201,095	3/3/26	3/3/26
2025-27	Amendment	6	$177,726,435	3/12/26	3/13/26
2025-28	Amendment	4	$11,151,000	4/23/26	4/24/26
2025-29	Admin Mod	43	$69,051,928	5/11/26	5/11/26
2025-30	Admin Mod	Pending	Pending	Pending	Pending
2025-31	Amendment	111	-($201,222,099)	Pending	Pending
Net Funding Change		974	$10,151,905,768		

Note: Net funding changes reflect funding changes in the four years of the 2025 TIP as well as changes to funds programmed in prior or future years, which are included for informational purposes only.

Date: September 25, 2024
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2025 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4646

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

WHEREAS, MTC is the federally designated Metropolitan Planning Organization (MPO), pursuant to Section 134(d) of Title 23 of the United States Code (USC) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, Title 23 Code of Federal Regulations Part 450 (23 CFR §450) requires the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant; and

WHEREAS, Section 65074 of the California Government Code requires all state MPOs to update their TIPs concurrently every even year; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised), which establish the Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR §450.326(k)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and

WHEREAS, federal regulations (23 CFR §450.326) require that the TIP be designed such that once implemented, it makes progress toward achieving the performance targets established under §450.306(d) and that the TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets; and

WHEREAS, federal regulations (23 CFR §450.316) require that the MPO develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies and interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process; and

WHEREAS, federal regulations (23 CFR §450.332(a)) allow MTC to move projects between years in the first four years of the TIP without a TIP amendment, if Expedited Project Selection Procedures (EPSP) are adopted to ensure such shifts are consistent with the required year by year financial constraints; and

WHEREAS, MTC, the State, and public transportation operators within the region have developed and implemented EPSP for the federal TIP as required by Federal Regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and

WHEREAS, MTC has found in MTC Resolution No. 4645 that the 2025 TIP, as set forth in this resolution, conforms to the applicable provisions of the SIP for the San Francisco Bay Area; and

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM2.5) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM2.5 SIP is approved by the federal Environmental Protection Agency (U.S. EPA); and

WHEREAS, federal regulations (23 CFR §667) encourage MPOs to consider evaluations of facilities repeatedly requiring repair and reconstruction due to emergency events when developing transportation plans and programs, including the TIP; now, therefore be it

RESOLVED, that MTC adopts the 2025 TIP, attached hereto as Attachment A and incorporated herein as though set forth at length; and be it further

RESOLVED, that MTC has developed the 2025 TIP in cooperation with the Bay Area County Transportation Agencies, transit operators, the Bay Area Air Quality Management District (BAAQMD), the California Department of Transportation (Caltrans), and other partner agencies and interested stakeholders, and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and U.S. EPA; and, be it further

RESOLVED, that the 2025 TIP was developed in accordance with the region's Public Participation Plan and consultation process (MTC Resolution No. 4590) as required by Federal Regulations (23 CFR §450.316); and, be it further

RESOLVED, that the projects and programs included in the 2025 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2025 TIP is financially constrained, by year, to reasonable estimates of available federal, state, and local transportation funds; and, be it further

RESOLVED, that the 2025 TIP makes progress toward achieving the performance targets established under §450.306(d); and, be it further

RESOLVED, that MTC approves the EPSP developed by MTC, the State, and public transportation operators within the region for the federal TIP as required by federal regulations (23 CFR 450.332(a)) and Section 134 of Title 23 United States Code (USC §134), as outlined in Attachment A to this Resolution, and MTC Resolution 3606, Revised; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the public participation process conducted for the 2025 TIP satisfies the public involvement requirements of the FTA annual Program of Projects; and, be it further

RESOLVED, that the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or provisions in federal regulations (49 CFR Part 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP was accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised); and, be it further

RESOLVED, that MTC finds that the 2025 TIP conforms to the applicable provisions of the State Implementation Plan (SIP) and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and to the emissions test for the national fine particulate matter standard (MTC Resolution No. 4645); and, be it further

RESOLVED, that the projects and programs included in the 2025 TIP do not interfere with the timely implementation of the traffic control measures (TCMs) contained in the SIP; and, be it further

RESOLVED, that MTC finds all regionally significant capacity-increasing projects included in the 2025 TIP are consistent with *Plan Bay Area 2050* (the Regional Transportation Plan including the Sustainable Communities Strategy for the San Francisco Bay Area) and, be it further

RESOLVED, that revisions to the 2025 TIP as set forth in Attachment B to this resolution and incorporated herein as though set forth at length, shall be made in accordance with rules and procedures established in the public participation plan and in MTC Resolution No. 4646, and that MTC's review of projects revised in the TIP shall be accomplished in accordance with procedures and guidelines set forth in the San Francisco Bay Area Transportation Air Quality Conformity Protocol (MTC Resolution 3757, Revised) and as otherwise adopted by MTC; and, be it further

RESOLVED, that staff have the authority to make technical corrections, and the Executive Director and Deputy Executive Directors have signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by Caltrans, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that a copy of this resolution shall be made available upon request to FHWA, FTA, U.S. EPA, Caltrans, the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate; and, be it further

RESOLVED, that projects in the TIP are consistent with 23 CFR §667 requirements and analysis.

METROPOLITAN TRANSPORTATION COMMISSION

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Nick Josefowitz, Vice Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California, on September 25, 2024.

2025 Transportation Improvement Program

The 2025 Transportation Improvement Program (TIP) for the San Francisco Bay Area, adopted September 25, 2024, is comprised of the following, incorporated herein as though set forth at length:

- TIP Volume 1: Overview
- TIP Volume 2: Project List
- TIP Volume 3: Technical Appendix
  - Appendix A: Adoption of the 2025 TIP (MTC Resolution No. 4646)
  - Appendix B: Caltrans 2025 FTIP Development Checklist and Development Guidance
  - Appendix C: Approval Letters
  - Appendix D: 2025 TIP Investment Analysis
  - Appendix E: Archived Projects Since 2023 TIP Approval
  - Appendix F: Delayed Projects Since 2023 TIP Approval
  - Appendix G: Project Selection and Prioritization
  - Appendix H: Public Notifications
  - Appendix I: Response to Public Comments on Draft 2025 TIP
  - Appendix J: Air Quality Conformity Analysis (MTC Resolution No. 4645)
  - Appendix K: Fiscal Constraint and Financial Plan for the 2025 TIP
  - Appendix L: Transit Financial Capacity Assessment
  - Appendix M: 2025 TIP Federal Performance Analysis
  - Appendix N: Transit Projects Compliant with Americans with Disabilities Act (ADA) Requirements

Date: September 25, 2024
W.I.: 1512
Referred by: PAC
Revised: 12/18/24-C 01/22/25-C
02/26/25-C 03/26/25-C
04/23/25-C 05/28/25-C
06/25/25-C 07/23/25-C
09/10/25-C 09/24/25-C
10/22/25-C 02/25/26-C
03/25/26-C 04/24/26-C
06/24/25-C

Revisions to the 2025 Transportation Improvement Program

Revisions to the 2025 Transportation Improvement Program (TIP) will be included as they are approved.

Revision 2025-01 is an amendment that adds or revises 96 projects with a net funding increase of approximately $1.8 billion. The revision was referred by the Programming and Allocations Committee on December 11, 2024 and approved by the MTC Commission on December 18, 2024. Caltrans approval was received on January 30, 2025 and final federal approval was received February 28, 2025. Among other changes, this revision:

- Adds three new projects and updates 23 existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Carbon Reduction Program (CRP);
- Adds 17 new projects and updates seven existing projects to reflect changes in Community Project Funding/Congressionally Directed Spending (CPF/CDS), Safe Streets and Roads for All (SS4A), Charging and Fueling Infrastructure (CFI), Reconnecting Communities and Neighborhoods (RCN) Program, National Infrastructure Project Assistance Program (MEGA), and Reconnecting Communities Pilot (RCP) Program funds;
- Adds 18 new projects and updates 10 existing projects to reflect changes in the Transit Capital Priorities (TCP) program;
- Adds one project and updates seven existing projects to reflect changes in the State Transportation Improvement Program (STIP), Transit Intercity Rail Capital Program (TIRCP), and other locally funded projects; and
- Archives and deletes six projects that have either been completed or will not move forward as federal projects at this time.

Changes made with this revision do not affect the air quality conformity finding or conflict with financial constraint requirements.

Revision 2025-02 is an administrative modification that revises 66 projects with a net funding increase of $145.4 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on December 31, 2024. Among other changes, this revision:

- Updates the funding plans of 37 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Carbon Reduction Program (CRP) projects;
- Updates the funding plans of five individually-listed projects to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plans of five Community Project Funding/Congressionally Directed Spending (CPFCDS), Passenger Ferry Grant Program (PFGP), and Ferry Boat Program (FBD) projects; and
- Updates the funding plans and back-up Group Listings of the Highway Bridge Program (HBP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Transit Operating Systems (TOS) and Mobility Program, and State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $270,000 in CRP, $341,659 in Repurposed Earmark, $2.2 million in CPFCDS, $11.4 million in PFGP, $15 million in Safe Streets and Roads for All (SS4A), $24.7 million in Federal Railroad Administration – Consolidated Rail Infrastructure and Safety Improvements (FRA-CRISI) Program, $5.7 million in California State Transportation Agency (CalSTA) 2021 State Budget Act Grant, $400 million in Bridge Investment Program (BIP) Grant, $180,000 in (PROTECT), and $62.5 million in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-02, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-03 is an amendment that adds or revises 24 projects with a net funding increase of approximately $647.1 million. The revision was referred by the Programming and Allocations Committee on January 8, 2025 and approved by the MTC Commission on January 22, 2025. Caltrans approval was received on February 12, 2025 and final federal approval was received February 28, 2025. Among other changes, this revision:

- Adds two new projects and updates two existing projects to reflect changes in the One Bay Area Grant (OBAG) 2 and 3 programs and Safe Streets and Roads for All (SS4A) program;
- Adds nine new projects and updates eight existing projects to reflect changes in the Transit Capital Priorities (TCP) program; and
- Adds Port of Oakland's Terminal Modernization Segments 1-4 project to 2025 TIP adding $102.3 million in Port and Freight Infrastructure Program (PFIP) and $36.3 million in Port Infrastructure and Development Program (PIDP) funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with financial constraint requirements.

Revision 2025-04 is an administrative modification that revises 13 projects with a net funding increase of $12.4 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on February 10, 2025. Among other changes, this revision:

- Updates the funding plans of five regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects and one Transit Capital Priorities (TCP) Program project;
- Updates the funding plans of four Community Project Funding/Congressionally Directed Spending (CPFCDS), Safe Streets For all (SS4A), and Recreational Trails projects; and
- Updates the funding plan and back-up Group Listing for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $43,547 in Repurposed Earmark, $3.9 million in CPFCDS, $1.9 million in Senate Bill 1 Road Repair and Accountability Act Local Partnership Program Formula, and $13.5 million in Trade Corridor Enhancement Program funds. MTC's 2025 TIP, as revised with Revision No. 2025-04, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-05 is an amendment that adds or revises 20 projects with a net funding increase of $133.5 million. The revision was referred by the Programming and Allocations Committee on February 12, 2025, and approved by the MTC Commission on February 26, 2025. Caltrans approval was received on March 27, 2025 and final federal approval was received March 28, 2025. Among other changes, this revision:

- Adds 15 new projects and updates two existing projects to the Transit Capital Priorities (TCP) program; and
- Updates Caltrans Rio Vista SR12 Pavement Rehab and Intersection Improvements project to reflect the latest information from Caltrans State Highway Operation and Protection Program (SHOPP).

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-06 is an administrative modification that revises 14 projects with a net funding increase of $7.1 million. The revision was approved into the Federal-Statewide TIP by the Chief Deputy Executive Director on March 19, 2025. Among other changes, this revision:

- Updates the funding plan of one regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) project and eight Transit Capital Priorities (TCP) Program projects; and
- Updates the funding plan of the Water Emergency Transportation Authority's (WETA) Ferry Major Component Rehabilitation/Replacement project to reprogram Earmark and Ferry Boat Discretionary funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $2.1 million in Repurposed Earmark and $2.9 million in Ferry Boat Discretionary funds. MTC's 2025 TIP, as revised with Revision No. 2025-06, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the

revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-07 is an amendment that adds or revises 17 projects with a net funding increase of $125.7 million. The revision was referred by the Programming and Allocations Committee on March 12, 2025, and approved by the MTC Commission on March 26, 2025. Caltrans approval was received on May 8, 2025 and final federal approval was received May 9, 2025. Among other changes, this revision:

- Adds two new projects and updates one existing project with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Carbon Reduction Program (CRP) funds;
- Adds two new projects and updates six existing projects to the Transit Capital Priorities (TCP) program; and
- Adds six new projects with Safe Streets for All (SS4A), Community Project Funding/Congressionally Directed Spending (CPFCDS), Rebuilding American Infrastructure with Sustainability and Equity (RAISE); and Innovative Finance and Asset Concession Grant Program (IFACGP) funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-08 is an administrative modification that revises 16 projects with a net funding increase of $244.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on April 9, 2025. Among other changes, this revision:

- Updates the funding plans of three regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) project and two individually-listed Transit Capital Priorities (TCP) Program projects;
- Updates the funding plan of one Community Project Funding/Congressionally Directed Spending (CPFCDS) project;
- Updates the funding plans and back-up Group Listings of MTC's Transit Operating Assistance, Transit Preventative Maintenance, and FTA 5311 Rural Area FY21-24 programs; and
- Updates the funding plans and back-up Group Listings of the Highway Safety Improvement Program (HSIP), Highway Bridge Program (HBP), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, and four State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $30.5 million in HSIP, $149.3 million in SHOPP, and $9.3 million in FTA's Section 5339 Discretionary funds. MTC's 2025 TIP, as revised with Revision No. 2025-08, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-09 is an amendment that adds or revises 13 projects with a net funding increase of $148.3 million. The revision was referred by the Programming and Allocations Committee on April 9, 2025, and approved by the MTC Commission on April 23, 2025. Caltrans approval was received on May 22, 2025 and final federal approval was received May 23, 2025. Among other changes, this revision:

- Adds one new project and updates four existing projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Transit Capital Priorities (TCP) program funds;
- Adds three new projects and updates two existing projects with Community Project Funding/Congressionally Directed Spending (CPFCDS), Infrastructure for Rebuilding America (INFRA), and Ferry Boat Discretionary (FBD) program funds; and
- Adds Port of Oakland's Arterial Roadway Improvements (Segment 1 & 2) project with Port and Freight Infrastructure Program (PFIP) funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-10 is an administrative modification that revises 23 projects with a net funding decrease of $193.2 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 9, 2025. Among other changes, this revision.

- Updates the funding plans of five regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Carbon Reduction Program (CRP), and Active Transportation Program (ATP) projects;
- Updates the funding plans of eight individually-listed projects and two Group Listings to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates Golden Gate Bridge, Highway and Transit District's (GGBHTD) Replacement Ferry California Air Resources Board (CARB) Compliance project to reprogram $6 million in Passenger Ferry Grant Program (PFGP) funds to the GGBHTD Fixed Guideway Connector's project; and
- Updates the funding plans and back-up Group Listings of the Recreational Trails Program and Railroad-Highway Crossing programs to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $5.7 million in ATP, $1.7 million in Recreational Trails Program, and $1.9 million in Railroad-Highway Crossing funds. MTC's 2025 TIP, as revised with Revision No. 2025-10, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-11 is an amendment that adds or revises 8 projects with a net funding increase of $175.7 million. The revision was referred by the Programming and Allocations Committee on May 14, 2025, and approved by the MTC Commission on May 28, 2025. Caltrans approval was received on July 17, 2025 and final federal approval was received July 18, 2025. Among other changes, this revision:

- Adds three new projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Transit Capital Priorities (TCP) program funds; and
- Adds four new projects with Community Project Funding/Congressionally Directed Spending (CPFCDS) and regional Carbon Reduction Program (CRP) funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-12 is an administrative modification that revises 41 projects with a net increase in funding of $21.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on June 9, 2025. Among other changes, this revision.

- Updates the funding plans of four regional Surface Transportation Block Grant Program (STP) projects;
- Updates the funding plans of 30 individually-listed projects and three Group Listings to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plans of three Community Project Funding/Congressionally Directed Spending (CPFCDS) projects; and
- Updates Golden Gate Bridge, Highway and Transit District's (GGBHTD) Golden Gate Bridge Seismic Retrofit, Phase 3B project to change the fund source of Regional Transportation – Long Range Plan (RTP-LRP) funds to Highway Bridge Program (HBP) funds.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $2.5 million in Ferry Boat Program and $128.9 million in HBP funds. MTC's 2025 TIP, as revised with Revision No. 2025-12, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-13 is an amendment that adds or revises 25 projects with a net funding increase of $592.6 million. The revision was referred by the Programming and Allocations Committee on June 11, 2025, and approved by the MTC Commission on June 25, 2025. Caltrans approval was received on July 18, 2025 and final federal approval was received July 18, 2025. Among other changes, this revision:

- Adds eight new projects and updates four existing projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Transit Capital Priorities (TCP), regional Carbon Reduction Program (CRP), and regional Active Transportation Program (ATP) funds;
- Adds six new projects and updates one existing project with Community Project Funding/Congressionally Directed Spending (CPFCDS), Passenger Ferry Grant Program (PFGP), and FTA Transit Oriented Development (TOD) Planning Grant funds;
- Adds two new projects and updates two existing locally funded projects; and
- $451.5 million of the funds being added to the TIP through this revision are future uncommitted funds (RTP-LRP), which are being revised by the project sponsors to reflect latest project cost estimates.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-14 is an administrative modification that revises 23 projects with a net increase in funding of $40.1 million. The revision was approved into the Federal-Statewide TIP by the Assistant Director, Funding, Policy, and Programs on June 20, 2025. Among other changes, this revision.

- Updates the funding plans of four regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects;
- Updates the funding plans of 11 individually-listed projects and two group listings to reflect the latest programming decisions in the Transit Capital Priorities (TCP) Program;
- Updates the funding plans of one Community Project Funding/Congressionally Directed Spending (CPFCDS) project and one Active Transportation Program project; and
- Updates the funding plans and back-up Group Listings of three State Highway Operation and Protection Program (SHOPP)-funded group listings and the FTA Section 5310 group listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $850,000 in CPFCDS, $9.9 million in Federal Transit Administration (FTA) Low or No Emission Grant Program, $16.4 million in FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, $8.5 million in FTA COVID Relief, $5.7 million in FTA General Funds, $2.6 million in Ferry Boat Program (FBP), $1.7 million in Transit and Intercity Rail Capital Program (TIRCP), and $6.4 million in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-14, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-15 is an amendment that adds or revises 12 projects with a net funding increase of $93.2 million. The revision was referred by the Programming and Allocations Committee on July 9, 2025, and approved by the MTC Commission on July 23, 2025. Caltrans approval was received on August 14, 2025 and final federal approval was received August 15, 2025. Among other changes, this revision:

- Adds five new projects and updates four existing projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Transit Capital Priorities (TCP), and regional Carbon Reduction Program (CRP);
- Adds Pacifica's Resurfacing Sharp Park Priority Development Area new project with Community Project Funding/Congressionally Directed Spending (CPFCDS) funds;
- Adds Port of Oakland's Powering Progress: Electrification of Transport new project with Reduction of Truck Emissions at Port Facilities (RTEPF) funds; and
- Adds City of Oakland's 42nd and High Street I-880 Access Improvements locally-funded project.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-16 is an administrative modification that revises 11 projects with a net increase in funding of $6.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on July 31, 2025. Among other changes, this revision.

- Updates the funding plans of seven regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects and one State Transportation Improvement Program (STIP) project;
- Updates the funding plans of one Rebuilding American Infrastructure with Sustainability and Equity (RAISE) project and one Community Project Funding/Congressionally Directed Spending (CPFCDS) project; and
- Updates the funding plan and back-up Group Listing of one State Highway Operation and Protection Program (SHOPP)-funded group listing to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $11.7 million in SHOPP and $3.1 million in STIP funds. MTC's 2025 TIP, as revised with Revision No. 2025-16, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-17 is an administrative modification that revises 15 projects with a net increase in funding of $383.5 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on August 13, 2025. Among other changes, this revision:

- Updates the funding plans of four regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects;
- Updates the funding plans of three individually-listed projects and one group listing project in the Transit Capital Priorities (TCP) program;
- Updates the funding plans of one Safe Streets and Roads for All (SS4A) project and two Community Project Funding/Congressionally Directed Spending (CPFCDS) projects; and
- Updates the funding plans and back-up Group Listings of four State Highway Operation and Protection Program (SHOPP)-funded group listings to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount $383.5 million in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-17, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-18 is an amendment that revises three projects with a net funding increase of $986.7 million, including funds in prior and future years. The revision was referred by the Programming and Allocations Committee on September 10, 2025, and approved by the MTC Commission on September 10, 2025. Caltrans approval was received on September 12, 2025 and

final federal approval was received September 15, 2025. This revision makes the following changes:

- Revises the scope and funding plan of two projects with FTA 5339 federal discretionary grants; and
- Revises the funding plan of the Golden Gate Bridge Seismic Retrofit Phase 3B project to add $993.6 million in Other Local funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-19 is an amendment that adds or revises 28 projects with a net funding increase of $124.1 million. The revision was referred by the Programming and Allocations Committee on September 10, 2025, and approved by the MTC Commission on September 24, 2025. Caltrans approval was received on October 10, 2025 and final federal approval was received October 17, 2025. Among other changes, this revision:

- Adds 15 new projects and updates three existing projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Transit Capital Priorities (TCP), and regional Carbon Reduction Program (CRP) funds;
- Adds two new projects and updates one existing project with Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Community Project Funding/Congressionally Directed Spending (CPFCDS), and Railroad Crossing Elimination (RCE) program funds;
- Adds four new projects and updates one existing project with Active Transportation Program (ATP) funds; and
- Adds two new locally-funded projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-20 is an administrative modification that revises 63 projects with a net increase in funding of $1.49 billion. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on October 15, 2025. Among other changes, this revision:

- Updates the funding plans of 13 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects;
- Updates the funding plans of seven individually-listed projects and four group listing projects in the Transit Capital Priorities (TCP) program;
- Updates the funding plans of 11 Safe Streets and Roads for All (SS4A), Rebuilding American Infrastructure and Sustainability and Equity (RAISE), and Community Project Funding/Congressionally Directed Spending (CPFCDS) projects;
- Updates the funding plans of five Active Transportation Program (ATP), Trade Corridor Enhancement Program (TCEP), State Transportation Improvement Program (STIP), and the funding plans of one individually-listed and back-up Group Listings of eight State Highway Operation and Protection Program (SHOPP) and Federal Lands Highway

Program – Tribal Transportation Program (FLHP-TTP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plans of 12 locally-funded projects.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $8.3 million in CRP, $35,779 in Repurposed Earmark, $814,953 in an High Priority Projects (HPP) Earmark, $200,000 in CPFCDS, $9.1 million in SS4A, $2.9 million in Ferry Boat Program, $64.1 million in FLHP, $2.1 million in TTP, $11 million in STIP, $1.8 million in Senate Bill 1 Local Partnership Program (SB1-LPP), $30 million in SB1-TCEP, and $1.25 billion in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-20, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-21 is an amendment that adds or revises 111 projects with a net funding increase of $2.74 billion. The revision was referred by the Programming and Allocations Committee on October 8, 2025, and approved by the MTC Commission on October 22, 2025. Caltrans approval was received on November 6, 2025 and final federal approval was received November 7, 2025. Among other changes, this revision:

- Adds 47 new projects and updates 27 existing projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ), Transit Capital Priorities (TCP), and regional Carbon Reduction Program (CRP) funds;
- Adds nine new projects and updates five existing projects with Rebuilding American Infrastructure with Sustainability and Equity (RAISE), Community Project Funding/Congressionally Directed Spending (CPFCDS), Safe Streets for All (SS4A), Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT), Maritime Administration (MARAD), Consolidated Rail Infrastructure and Safety Improvements (CRISI), Clean Ports Grant (CPG), and Strength Mobility and Revolutionizing Transportation (SMART) program funds;
- Adds two new projects and updates three existing projects with State Transportation Improvement Program (STIP), Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors (SCCP), California State Transportation Agency (CalSTA), and Transit and Intercity Rail Capital Program (TIRCP) funds; and
- Adds 11 new projects and updates seven existing projects locally-funded projects.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-22 is an administrative modification that revises 54 projects with a net increase in funding of $66.4 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on November 17, 2025. Among other changes, this revision:

- Updates the funding plans of 34 individually-listed projects and one group listing project in the regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ);

- Updates the funding plans of nine individually-listed projects and one group listing project in the Transit Capital Priorities (TCP) program;
- Updates the funding plans of five Carbon Reduction Program (CRP) and Community Project Funding/Congressionally Directed Spending (CPFCDS) projects; and

- Updates the funding plans of four Active Transportation Program (ATP) and State Transportation Improvement Program (STIP) projects.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $387,310 in 5311f Intercity Bus, $15 million in 5339(B) Buses and Bus Facilities Program (BBF), $2 million in Reconnecting Communities Initiative, $1.5 million in California State Arts Council Grant, and $2.7 million in Senate Bill 1 Local Partnership Program (SB1-LPP) funds. MTC's 2025 TIP, as revised with Revision No. 2025-22, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-23 is an administrative modification that revises 32 projects with a net increase in funding of $186.1 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on December 1, 2025. Among other changes, this revision:

- Updates the funding plans of three projects in the regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ);
- Updates the funding plans of 11 individually-listed and one group listing projects in the Transit Capital Priorities (TCP) program;
- Updates the funding plans, or project details, of eight Carbon Reduction Program (CRP), Safe Streets for All (SS4A), and Community Project Funding/Congressionally Directed Spending (CPFCDS) projects;
- Updates the funding plans, or project details, of three Active Transportation Program (ATP) and locally-funded projects; and
- Updates the funding plans of and back-up Group Listings of six State Highway Operation and Protection Program (SHOPP) and Highway Bridge Program (HBP) funded projects to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $323,902 in California Air Resources Board – Sustainable Transportation Equity Project (CARB-STEP), $500,000 in CPFCDS, $6.4 million in HBP, and $198.6 million in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-23, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-24 is an administrative modification that revises 52 projects with a net increase in funding of $83.3 million. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 14, 2026. Among other changes, this revision:

- Updates the funding plans of 45 projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ), Transit Capital Priorities (TCP) program, or Carbon Reduction Program (CRP) funds;
- Updates the funding plans of three Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and Community Project Funding/Congressionally Directed Spending (CPFCDS) projects;
- Updates the funding plans, or project details, of one Active Transportation Program (ATP) and one locally-funded projects; and
- Updates the funding plan and back-up listing of one State Highway Operation and Protection Program (SHOPP) and the Highway Safety Improvement Program (HSIP) program to reflect the latest information from Caltrans.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of $750,000 in State Bond Rail, $5.1 million in Ferry Boat Program (FBP), $5.9 million in Passenger Ferry Grant Program (PFGP), $4.1 million in Low Carbon Transit Operations Program (LCTOP), $20.2 million in California State Transportation Agency (CalSTA), $22.1 million in FTA Low or No Emission Grant Program, $3 million in CRP, $690,200 in RAISE, and $78.9 million in SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-24, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-25 is an administrative modification that revises five projects with zero net funding changes across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on January 23, 2026. Among other changes, this revision:

- Updates the funding plans, or project details, of three projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ) and Transit Capital Priorities (TCP) program funds; and
- Updates the funding plans, or project details, of two Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Community Project Funding/Congressionally Directed Spending (CPFCDS) projects.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $690,200 in California State Transportation Agency (CalSTA) funds. MTC's 2025 TIP, as revised with Revision No. 2025-25, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-26 is an administrative modification that revises 24 projects with a net increase in funding of $35.2 million across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on March 3, 2026. Among other changes, this revision:

- Updates the funding plans of 16 projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ), Transit Capital Priorities (TCP) program, and Carbon Reduction Program (CRP) funds;

- Updates the funding plans of five Community Project Funding/Congressionally Directed Spending (CPFCDS), Repurposed Earmarks, and Emergency Relief (ER) projects; and
- Updates the funding plans of three locally-funded projects.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $7.9 million in Federal Transit Administration (FTA) Low of No Emission Grant Program funds. MTC's 2025 TIP, as revised with Revision No. 2025-26, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-27 is an amendment that adds or revises six projects with a net funding increase of $177.7 million. The revision was referred by the Programming and Allocations Committee on February 11, 2026, and approved by the MTC Commission on February 25, 2026. Caltrans approval was received on March 12, 2026 and final federal approval was received March 13, 2026. Among other changes, this revision:

- Adds one new project and updates two existing projects with regional Transit Capital Priorities (TCP) funds;
- Updates the Santa Clara Valley Transportation Authority's Community Project Funding/Congressionally Directed Spending (CPFCDS) Spooky Knoll Trail project's funding plan and scope; and
- Updates Bay Area Raid Transit's (BART) Police Department Headquarters and Golden Gate Bridge, Highway and Transit District's (GGBHTD) Suspension Bridge Seismic Retrofit projects funding plans with local funds.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

Revision 2025-28 is an amendment that serves to conform the 2025 TIP to *Plan Bay Area 2050+* and revises four projects with a net funding increase of $11.2 million. The revision was referred by the Planning Committee on March 13, 2026, and approved by the MTC Commission on March 25, 2026. Caltrans approval was received on April 23, 2026 and final federal approval was received April 24, 2026. Among other changes, this revision:

- Updates the funding plans, or project details, of four projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ) funds.

Changes made with this revision do not conflict with the financial constraint requirements. The *Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ and Amended 2025 TIP* demonstrates that the TIP and Plan are consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP), as required by conformity regulations.

Revision 2025-29 is an administrative modification that revises 43 projects with a net increase in funding of $69.1 million across all program years. The revision was approved into the Federal-Statewide TIP by the Deputy Executive Director on May 11, 2026. Among other changes, this revision:

- Updates the funding plans, or project details, of 10 projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ) funds;
- Updates the funding plans of 20 individually-listed projects and five group listing projects in the Transit Capital Priorities (TCP) program;
- Updates the funding plans and back-up group listings of the Highway Bridge Program (HBP), the Railroad-Highway Crossing Program, and five State Highway Operation and Protection Program (SHOPP) programs to reflect the latest information from Caltrans; and
- Updates the funding plan and back-up grouped listing of the Federal Lands Highways Program (FLHP) and Tribal Transportation Program (TTP), including clarifying that these projects are included in the TIP as an appendix.

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amount of $28.8 million in Federal Transit Administration (FTA) Buses and Bus Facilities Program, $18.8 million in FTA's Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities Program, $87,310 in FTA's Section 5311 Rural Area Program, $3.5 million in Senate Bill 170 (SB170), $12.8 million in State Transportation Improvement Program (STIP), $300 in Ferry Boat Program (FBP), $6.5 million in Federal Lands Highway Program, $1.9 million in Tribal Transportation Program, $4.4 million in Railroad Highway Crossing Program, and $72.3 million in Caltrans SHOPP funds. MTC's 2025 TIP, as revised with Revision No. 2025-29, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

Revision 2025-30 is a pending administrative modification.

Revision 2025-31 is an amendment that deletes, or revises 111 projects with a net funding decrease of $201.2 million. The revision was referred by the Programming and Allocations Committee on June 10, 2026, and approved by the MTC Commission on June 24, 2026. Caltrans approval is expected in July, and final federal approval is expected in August 2026. Among other changes, this revision:

- Update the funding plans, or project details, of three Community Project Funding/Congressionally Directed Spending (CPFCDS) Earmarks funds;
- Updates the project details of Redwood City's Jefferson Avenue Traffic Safety Improvement regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ) project;
- Archives and deletes 107 projects that have either been completed or will not move forward as federal projects at this time, resulting in a decrease of $198.4 million of funds from the TIP.

Changes made with this revision do not affect the air quality conformity finding or conflict with the financial constraint requirements.

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0765, **Version:** 1

Subject:
MTC Resolution No. 4676, Revised. Transit Capital Priorities Program: AB 664 Net Bridge Tolls FY26 Program of Projects and Allocations.

Presenter:
Craig Bosman

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2f-26-0606**

MTC Resolution Nos. 4169, Revised, 4263, Revised, 4513, Revised, and 4676, Revised.
AB 664 and BATA Project Savings Programming and Revisions FYs 2017-20, 2022-2024, and 2025-2026

Subject:

Programming of $2.3 million in FY2025-26 AB 664 matching funds for the Transit Capital Priorities program, and extension of the allocation spend-down period for approximately $73 million in BATA Project Savings funds and $42 million in AB 664 funds.

Background:

FY 2025-26 AB 664 Program: Today's action programs $2.3 million to eligible operators as match to federal funds programmed within the FY 2025-26 Transit Capital Priorities (TCP) program.

Allocation Extensions: BATA Project Savings and AB 664 Bridge Toll Funds have been programmed for certain projects as part of the Core Capacity Challenge Grant Program (CCCGP).

The program is subject to the policy in MTC Resolution No. 4015, adopted by the Commission in June 2011 and revised in December 2017, which updated the Timely Use of Funds policy by extending the spend-down period from three years to four. Per the Timely Use of Funds policy, at the end of four years, undisbursed funds lapse and are returned to the applicable account. Operators must request extension or reallocation by providing compelling justification which must be beyond the control of the operator. MTC staff review these requests on a case-by-case basis and seek Commission action for those recommended.

This action would extend, by two years, two BATA Project Savings allocations and one AB 664 allocation for SFMTA. These allocations cover a variety of projects, which have been delayed by outstanding vehicle delivery, supply chain issues, and project delivery and coordination challenges.

This action would also extend, by three years, one BATA Project Savings allocation and one AB 664 allocation for AC Transit. These allocations are primarily for bus procurements that have been issued and for which delivery will take place over the next two and a half years.

Staff recommends approving these extensions.

Issues:
None.

Recommendation:
Staff recommends referral of MTC Resolution Nos. 4169, Revised; 4263, Revised; 4513, Revised; and 4676, Revised to the Commission for approval.

Attachments:
- MTC Resolution No. 4169, Revised (BATA Project Savings Programming)
  - Attachments A and B
- MTC Resolution No. 4263, Revised (AB 664 Program FY17-FY20)
  - Attachment D
- MTC Resolution No. 4513, Revised (AB 664 Program FY22-FY24)
  - Attachment B
- MTC Resolution No. 4676 (AB 664 Program FY25-FY26)
  - Attachments A – B



Andrew B. Fremier

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 06/23/21-C
07/28/21-C 03/23/22-C
05/25/22-C 06/22/22-C
09/28/22-C 06/28/23-C
04/24/24-C 05/22/24-C
06/25/25-C 10/22/25-C
06/24/26-C

ABSTRACT

Resolution No. 4169, Revised

This resolution establishes the program of projects for BATA Project Savings and allocates these funds to eligible projects.

The following attachment is provided with this resolution:

Attachment A – Program of Projects
Attachment B – Allocations

This resolution was revised on September 23, 2015 to update the conditions associated with the programming of $84 million of BATA project savings to SFMTA's Light Rail Vehicle purchase (LRV) project, in order to reflect the updated amount of AB 664 funds programmed to the project.

This resolution was revised on January 27, 2016 to program and allocate $24,922,916 in BATA Project Savings towards AC Transit's Fleet Replacement consistent with the Core Capacity Challenge Grant Program funding plan.

This resolution was revised on December 21, 2016 to de-program $23,014,657 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2015-16 and update the conditions associated with the programming to reflect the updated amount of AB 664 and BATA Project Savings funds programmed to the project.

This resolution was revised on March 22, 2017 to program and allocate $5,248,522 in BATA Project Savings funds to AC Transit and program $23,040,236 and allocate $4,649,495 in BATA Project Savings funds to SFMTA towards their Fleet Replacement projects.
This resolution was revised on December 20, 2017 program and allocate $20,167,986 in BATA Project Savings funds to AC Transit and program $83,921,695 and allocate $8,091,805 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects.

This resolution was revised on June 27, 2018 to allocate $37,270,041 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and de-program $26,867,000 in BATA Project Savings funds from SFMTA's LRV project due to receipt of TIRCP funding of the same amount in FY2017-18 and update the conditions associated with the programming to reflect the updated amount of BATA Project Savings funds programmed to the project.

This resolution was revised on January 23, 2019 to update the programming conditions on SFMTA's LRV Expansion programming from FY2014-15, program an additional $24,999,671 and allocate $59,118,014 to SFMTA's LRV Expansion, and program $5 million for SFMTA projects to execute a funding exchange for their Central Subway project.

This resolution was revised on May 22, 2019 to deprogram $5 million and remove a project from SFMTA's programming to reflect changes made in the Transit Capital Priorities Program.

This resolution was revised on September 25, 2019 to allocate $45,729,959 in BATA Project Savings funds to SFMTA toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove a funding condition related to financing.

This resolution was revised on July 22, 2020 to revise AC Transit's FY2016-17 through FY2019-20 BATA Project Savings programming to match their updated fleet plan, and allocate a total of $7,890,353 in BATA Project Savings funds to AC Transit ($3,607,227) and SFMTA ($4,283,126) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program, and remove funding conditions on SFMTA programming related to financing.

This resolution was revised on April 28, 2021 to program and allocate a total of $10,904,715 in BATA Project Savings funds to AC Transit ($4,912,063) and SFMTA ($5,992,652) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 23, 2021 to extend $5,248,522 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on July 28, 2021 to program and allocate $1,845,000 to Solano Transportation Authority for Design Services During Construction on the Solano 80 Express Lanes Project, and to program and allocate $2,822,000 to BAIFA for the Toll System on the Solano 80 Express Lanes Project, as part of a funding exchange.

This resolution was revised on March 23, 2022 to program and allocate a total of $34,160,576 in BATA Project Savings funds to AC Transit ($29,160,576) and SFMTA ($5,000,000) toward their Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on May 25, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating $4,667,000, to reflect a July 2021 funding exchange with the OBAG 2 program.

This resolution was revised on June 22, 2022 to extend $21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on September 28, 2022 to correct AC Transit's FY 2021-22 allocation, de-allocating $1,412,063 to be replaced by FTA formula funds, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 28, 2023 to extend $21,809,281 in BATA Project Savings funds to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core

Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on April 24, 2024 to reprogram $9,472,750 in BATA Project Savings funds in AC Transit Fleet Replacement projects, reflecting the change in programming from purchasing 17 BEBs and 25 FCEBs to purchasing 42 FCEBs.

This resolution was revised on May 22, 2024 to extend $4,912,063 in BATA Project Savings funds to AC Transit for Fleet Replacement projects and $50,013,085 in BATA Project Savings funds to SFMTA for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on June 25, 2025 to extend $50,013,085 in BATA Project Savings funds to SFMTA for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

This resolution was revised on October 22, 2025 to re-allocate $2,071,770 in BATA Project Savings funds to AC Transit between Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program.

This resolution was revised on June 24, 2026 to extend BATA Project Savings funds allocations to SFMTA and AC Transit, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Further discussion of this action is contained in the MTC Programming and Allocations Committee summary sheet dated January 14, 2015, September 9, 2015, January 13, 2016, December 14, 2016, March 8, 2017, December 13, 2017, June 13, 2018, January 9, 2019, May 8, 2019, September 4, 2019, July 8, 2020, April 14, 2021, June 9, 2021, July 14, 2021, March 9, 2022, May 11, 2022, June 8, 2022, September 14, 2022, June 14, 2023, April 10, 2024, May 8, 2024, June 11, 2025, October 8, 2025, and June 10, 2026.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC

RE: Programming and allocation of BATA Project Savings

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4169

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

WHEREAS, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code (SHC) Section 31010(b), funds generated in excess of those needed to meet the toll commitments as specified by paragraph (4) of subdivision (b) of Section 188.5 of the SHC shall be available to BATA for funding projects consistent with SHC Sections 30913 and 30914; and

WHEREAS, the BATA Project Savings are bridge toll funds made available from project and financing savings on BATA's Regional Measure 1 and Toll Bridge Seismic Retrofit programs; and

WHEREAS, MTC adopted Resolution No. 4123, Revised, which established an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30, and as part of this investment plan, BATA Project Savings were assigned to certain projects; and

WHEREAS, BATA staff has determined that the Transit Core Capacity Challenge Grant Program is a bridge improvement project that improves the operations of the state-owned toll bridges; and

WHEREAS, BATA has adopted BATA Resolution No. 111, Revised, to amend the BATA budget to include the Transit Core Capacity Challenge Grant Program; and

WHEREAS, BATA has adopted BATA Resolution No. 72, Revised, to amend the BATA Long Range Plan to include the Transit Core Capacity Challenge Grant Program; now, therefore, be it

RESOLVED, that MTC approves the program of projects for BATA Project Savings, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of BATA Project Savings in accordance with the amount, conditions and reimbursement schedule for the phase, and activities as set forth in Attachment B; and, be it further

RESOLVED, that should the allocation of BATA Project Savings be conditioned on the execution of a funding agreement, that the Executive Director or his designee is authorized to negotiate and enter into a funding agreement with claimant that includes the provisions contained in Attachment A and B.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on January 28, 2015.

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 09/23/15-C 01/27/16-C
12/21/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 05/22/19-C
09/25/19-C 07/22/20-C
04/28/21-C 07/28/21-C
03/23/22-C 05/25/22-C
09/28/22-C 04/24/24-C
10/22/25-C

Attachment A
Resolution No. 4169

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2014-15 Program of Projects

Operator	Project	Amount	Conditions
SFMTA	Fleet Expansion - LRV Purchase	34,118,343	This programming counts toward MTC share of replacment LRVs.
	Total FY2014-15 Programming:	**34,118,343**	

FY2015-16 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 29 40-ft Artic Urban buses		
	Purchase 10 40-ft urban buses - Zero-Emission Fuel Cell		
	Purchase 10 double-decker diesel buses		
	Total AC Transit Programming	*24,922,916*	
	Total FY2015-16 Programming:	**24,922,916**	

FY2016-17 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 36 Coach Buses (MCIs)		
	Total AC Transit Programming	*5,248,522*	
SFMTA Projects			
	Replacement of 60' Trolley Coaches		
	Total SFMTA Programming	*12,967,639*	
	Total FY2016-17 Programming:	**18,216,161**	

FY2017-18 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Purchase 40-ft Urban Buses		
	Total AC Transit Programming	*14,488,989*	
SFMTA Projects			
	Replacement of 40-ft Trolley Coaches		
	Replacement of 60-ft Motor Coaches		
	Replacement of 30-ft Motor Coaches		
	Total SFMTA Programming	*79,638,569*	
	Total FY2017-18 Programming:	**94,127,558**	

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2018-19 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 50 40-ft buses		
	Total AC Transit Programming	*2,321,181*	
SFMTA Projects			
	Fleet Expansion - LRV Purchase		Note: $24,999,671 programmed in January 2019. Programming counts toward MTC share of replacement LRVs.
	40-ft Motor Coach Midlife Overhaul		
	Replace 35 Paratransit Cutaway Vans		
	Total SFMTA Programming	*27,452,111*	
	Total FY2018-19 Programming:	**29,773,292**	

FY2019-20 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Preventive Maintenance		
	Total AC Transit Programming	*1,286,046*	
SFMTA Projects			
	Muni Rail Replacment		
	40-ft Motor Coach Midlife Overhaul		
	Total SFMTA Programming	*1,830,686*	
	Total FY2019-20 Programming:	**3,116,732**	

FY2020-21 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace (50) 40ft Urban Buses - Diesel		
	Total AC Transit Programming	*4,912,063*	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	Total SFMTA Programming	*5,992,652*	
	Total FY2020-21 Programming:	**10,904,715**	

PROGRAM OF BATA PROJECT SAVINGS FUND PROJECTS

FY2021-22 Program of Projects

Operator	Project	Amount	Conditions
Solano Transportation Authority			
	Solano 80 Express Lanes - Design Services During Construction		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	Total STA Programming	*1,845,000*	
BAIFA			
	Solano 80 Express Lanes - Toll System		Note: The programming is a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County.
	Total BAIFA Programming	*2,822,000*	
AC Transit Projects			
	Replace (42) Urban Buses - Fuel Cell	21,453,064	
	Replace (23) 40ft Urban Buses - Diesel	1,628,449	
	Total AC Transit Programming	*23,081,513*	
SFMTA Projects			
	Light Rail Vehicle Replacement Procurements		
	Total SFMTA Programming	*5,000,000*	
	Total FY2021-22 Programming:	**32,748,513**	

FY2025-26 Program of Projects

Operator	Project	Amount	Conditions
AC Transit Projects			
	Replace 10 35' Diesel Buses with BEBs		
	Total AC Transit Programming	*2,071,770*	

Date: January 28, 2015
W.I.: 1511
Referred by: PAC
Revised: 01/27/16-C 03/22/17-C
12/20/17-C 06/27/18-C
01/23/19-C 09/25/19-C
07/22/20-C 04/28/21-C
06/23/21-C 07/28/21-C
03/23/22-C 05/25/22-C
06/22/22-C 09/28/22-C
06/28/23-C 05/22/24-C
06/25/25-C 10/22/25-C
06/24/26-C

Attachment B
Resolution No. 4169
Page 1 of 1

ALLOCATIONS TO BATA PROJECT SAVINGS FUNDED PROJECTS

Operator	Project	Date	Amount	Allocation No.	Notes
AC Transit	Projects Listed on Attachment A	1/27/2016	24,922,916	16-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	3/22/2017	5,248,522	17-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	3/22/2017	4,649,495	17-4169-02	See Notes below
AC Transit	Projects Listed on Attachment A	12/20/2017	14,488,989	18-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	12/20/2017	4,956,713	18-4169-02	See Notes below
SFMTA	Projects Listed on Attachment A	6/27/2018	37,270,041	18-4169-03	See Notes below
SFMTA	Projects Listed on Attachment A	1/23/2019	59,118,014	19-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	9/25/2019	45,729,959	20-4169-01	See Notes below
AC Transit	Projects Listed on Attachment A	7/22/2020	3,607,227	21-4169-01	See Notes below
SFMTA	Projects Listed on Attachment A	7/22/2020	4,283,126	21-4169-02	See Notes below
SFMTA	Light Rail Vehicle Replacement	4/28/2021	5,992,652	21-4169-03	See Notes below
AC Transit	Replace (50) 40ft Urban Buses -Diesel	4/28/2021	4,912,063	21-4169-04	See Notes below
STA	Solano 80 Express Lanes - DSDC	7/28/2021	1,845,000	22-4169-01	See Notes below
BAIFA	Solano 80 Express Lanes - Toll System	7/28/2021	2,822,000	22-4169-02	See Notes below
AC Transit	FY22 Projects Listed on Attachment A	3/23/2022	23,081,513	22-4169-03	See Notes below
SFMTA	Light Rail Vehicle Replacement	3/23/2022	5,000,000	22-4169-04	See Notes below
AC Transit	Replace 10 35' Diesel Buses with BEBs	10/22/2025	2,071,770	26-4169-01	See Notes below
	Total Allocations:		**250,000,000**		

Notes:

1 Acceptance of allocations requires operator agreement to comply with the provisions of the AB 664 Net Bridge Toll Revenues section of MTC Resolution No. 4015 and that any BATA Project Savings funds received shall be subject to MTC Resolution No. 4015, unless otherwise agreed to herein.

2 Allocation 17-4169-01 shall be extended to 6/30/2022 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 9, 2021 for detail.

3 Allocations 22-4169-01 and 22-4169-02 are a part of the exchange of federal funds originally earmarked for the I-80 Managed Lanes project in Solano County. See PAC memo dated July 14, 2021 for more detail.

4 Technical correction made on 8/12/2021 to correct amounts to match Attachment A which were transposed in Attachment B for allocations 21-4169-03 and 21-4169-04.

5 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2023 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 8, 2022 for detail.

6 Allocations 17-4169-01 and 18-4169-01 shall be extended to 6/30/2025 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 14, 2023 for detail.

7 Allocation 21-4169-04 shall be extended to 6/30/2026 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated May 8, 2024 for detail.

8 Allocations 20-4169-01 and 21-4169-02 shall be extended to 6/30/2025 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated May 8, 2024 for detail.

9 Allocations 20-4169-01 and 21-4169-02 shall be extended to 6/30/2026 in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 11, 2025 for detail.

10 Allocation 26-4169-01 contains 2,071,770 that has lapsed and been rescinded from 18-4169-01. See PAC memo dated October 8, 2025 for detail.

11 Allocations 20-4169-01 and 21-4169-02 (SFMTA) shall be extended to 6/30/2028, and Allocation 22-4169-03 (AC Transit) shall be extended to 6/30/2029, in accordance with the Timely Use of Funds policy in MTC Resolution No. 4015. See PAC memo dated June 10, 2026 for detail.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 04/26/17-C 07/26/17-C
12/20/17-C 06/27/18-C
05/22/19-C 03/25/20-C
07/22/20-C 06/22/22-C
06/28/23-C 05/22/24-C
06/25/25-C 06/24/26-C

ABSTRACT

Resolution No. 4263, Revised

This resolution allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2016-17 through FY2019-20. The initial allocation will be for FY2016-17 for AC Transit and SFMTA projects consistent with the Transit Capital Priorities Program, and reallocation of FY2012-13 AB 664 funds for BART, SFMTA, and WETA that had lapsed due to unforeseen project delays. This resolution will be amended to add the remainder of the FY2016-17 AB 664 allocations in conjunction with final revisions to the FY2015-16 Transit Capital Priorities program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2019-20.

The following attachments are provided with this resolution:

Attachment A – Allocation of AB 664 Net Bridge Toll Revenue FY2016-17
Attachment B – Allocation of AB 664 Net Bridge Toll Revenue FY2017-18
Attachment C – Allocation of AB 664 Net Bridge Toll Revenue FY2018-19
Attachment D – Allocation of AB 664 Net Bridge Toll Revenue FY2019-20

Attachment A of this resolution was revised on April 26, 2017 to reallocate FY2012-13 AB 664 Bridge Toll funds for AC Transit that had lapsed due to unforeseen project delays.

Attachment A of this resolution was revised on July 26, 2017 to allocate the remainder of the FY2016-17 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2016-17 Transit Capital Priorities program.

Attachment B of this resolution was revised on December 20, 2017 to allocate AB 664 Bridge Tolls funds to AC Transit, BART, and SFMTA in FY2017-18 consistent with the Transit Capital

Priorities Program and commitments of the Core Capacity Challenge Grant Program, and to reallocate FY2013-14 funds for AC Transit, SFMTA, SamTrans, and WestCAT that had lapsed due to unforeseen project delays.

Attachment B of this resolution was revised on June 27, 2018 to allocate $40,771,236 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate the remainder of the FY2017-18 non-Core Capacity Challenge Grant Program AB 664 Bridge Toll funds based on the final revisions to the FY2017-18 Transit Capital Priorities program.

Attachment C of this resolution was revised on May 22, 2019 to allocate $2,300,000 to operators based on the final revisions to the FY2018-19 Transit Capital Priorities program.

Attachment D of this resolution was revised on March 25, 2020 to allocate $1,088,974 to AC Transit consistent with the commitments of the Core Capacity Challenge Grant Program, and to allocate $2,300,000 to other non-Core Capacity Challenge Grant Program operators based on the final revisions to the FY2019-20 Transit Capital Priorities program.

Attachment D of this resolution was revised on July 22, 2020 to allocate $30,505,174 to SFMTA consistent with the commitments of the Core Capacity Challenge Grant Program.

Attachment B of this resolution was revised on June 22, 2022 to extend allocations of $40,771,236 to SFMTA and $6,647,545 to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Attachment B of this resolution was revised on June 28, 2023 to extend allocations of $40,771,236 to SFMTA and $6,647,545 to AC Transit for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Attachment B of this resolution was revised on May 22, 2024 to extend the allocation of $40,771,236 to SFMTA for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Attachment D of this resolution was revised on June 25, 2025 to extend the allocation of $30,505,174 to SFMTA for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Attachment D of this resolution was revised on June 24, 2026 to extend the allocation of $30,505,174 to SFMTA for Fleet Replacement projects, consistent with the commitments of the Core Capacity Challenge Grant Program and the Timely Use of Funds policy outlined in MTC Resolution No. 4015.

Further discussion of the AB 664 program of projects is contained in the Programming and Allocations Committee summary sheet dated March 8, 2017, April 12, 2017, July 12, 2017, December 13, 2017, June 13, 2018, May 8, 2019, March 11, 2020, July 8, 2020, June 8, 2022, June 14, 2023, May 8, 2024, June 11, 2025, and June 10, 2026.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC

RE: Allocation of AB 664 Net Bridge Toll Revenues for FY 2016-17 through FY 2019-20

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4263

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operating public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, MTC Resolution No. 4015 sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2016-17 through FY2019-20 for the projects and purposes set forth in Attachments A-D to this resolution, attached hereto and in MTC Resolution No. 4262, and incorporated herein as though set forth at length; and

WHEREAS, MTC Resolution No. 4262 programs Net Bridge Toll Revenues for FY2016-17 through FY2019-20; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachment A-D are in compliance with the requirements of the California Environmental

Quality Act (Public Resources Code § 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.).; now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachment A-D are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2016-17 through FY2019-20 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-D to this resolution and consistent with MTC Resolution 4262.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Jake Mackenzie, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held in
San Francisco, California on March 22, 2017.

Date: March 22, 2017
W.I.: 1512
Referred by: PAC
Revised: 03/25/20-C
07/22/20-C
06/25/25-C
06/24/26-C

Attachment D
Resolution No. 4263
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FY 2019-20 Program

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
20-4263-01/5850	AC Transit*	Capital projects programmed in MTC Resolution No. 4262	$1,088,974		3/25/2020
20-4263-02/5850	Caltrain	Capital projects programmed in MTC Resolution No. 4262		$639,595	3/25/2020
20-4263-03/5850	SamTrans	Capital projects programmed in MTC Resolution No. 4262		$60,405	3/25/2020
20-4263-04/5850	SolTrans	Capital projects programmed in MTC Resolution No. 4262	$299,521		3/25/2020
20-4263-05/5850	Union City Transit	Capital projects programmed in MTC Resolution No. 4262	$343,242		3/25/2020
20-4263-06/5850	WestCAT	Capital projects programmed in MTC Resolution No. 4262	$218,797		3/25/2020
20-4263-07/5850	WETA	Capital projects programmed in MTC Resolution No. 4262	$738,440		3/25/2020
21-4263-01/5850	SFMTA[1]	Capital projects programmed in MTC Resolution No. 4262		$30,505,174	7/22/2020
					Grand Total
		Total Allocations	$2,688,974	$31,205,174	$33,894,148

**Includes amounts programmed in FY2018-19 and FY2019-20.*

Notes:

1 On 6/25/2025, allocation expiration extended to 6/30/2026; on 6/24/2026, allocation expiration extended to 6/30/2028.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 06/28/23-C
04/24/24-C 05/22/24-C
06/24/26-C

ABSTRACT

Resolution No. 4513, Revised

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FY2021-22 through FY2023-24. The programming and allocation for FY2021-22 for AC Transit is consistent with the Transit Capital Priorities (TCP) Program (MTC Res. No. 4510) and the Core Capacity Challenge Grant Program (MTC Res. No. 4123). This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY2021-22 TCP Program. Additionally, this resolution will be amended annually to add each year's AB 664 allocation, through FY2023-24.

This Resolution includes the following attachments:

- Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FYs 2021-22 through 2023-34
- Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FYs 2021-22 through 2023-24

This resolution was revised on September 28, 2022 to program $2.3 million in matching funds corresponding to the FY2021-22 TCP Program, and to re-allocate $181,305 to CCCTA.

This resolution was revised on June 28, 2023, to program $2.3 million in matching funds corresponding to the FY2022-23 TCP program.

This resolution was revised on April 24, 2024, to update AC Transit's programming in the FY 2021-22 program, reflecting the purchase of 42 FCEBs instead of 25 FCEBs and 17 BEBs.

This resolution was revised on May 22, 2024 to program $2.3 million in matching funds corresponding to the FY2023-24 TCP program, and to re-allocate $145,275 to Caltrain.

This resolution was revised on June 24, 2026 to extend AC Transit's FY 2021-22 allocation to June 30, 2029.

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheets dated March 9, 2022, September 14, 2022, June 14, 2023, April 10, 2024, May 8, 2024, and June 10, 2026.

Date: March 23, 2022
W.I.: 1512
Referred By: PAC
Revised: 09/28/22-C 06/28/23-C
04/24/24-C 05/22/24-C

RE: AB 664 Net Bridge Toll FYs 2021-22 through 2023-24 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4513

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FY2021-22 through FY2023-24 for the projects and purposes set forth in Attachments A-B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachments A-B are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code§ 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.).; now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachments A-B are in conformance with MTC's Regional Transportation Plan, MTC's bridge

toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2021-22 through FY2023-24 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution revising and superseding the Resolution approved on March 23, 2022 was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on June 28, 2023.

Date: March 23, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C
04/24/24-C
05/22/24-C
Attachment A
Resolution No. 4513
Page 1 of 2

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2021-22 Program				
			East Bay	**West Bay**
	Revenue Projections		**13,319,686**	**700,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**13,319,686**	**700,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
AC Transit Core Capacity Projects				
AC Transit	Replace (42) Urban Buses - Fuel Cell	§ 5307/5339	11,719,686	
	Subtotal - Core Capacity projects		*11,719,686*	-
	Total Amount Programmed to AC Transit		**11,719,686**	**-**
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
	Total Amount Programmed to Caltrain			**229,444**
CCCTA	Replace 40ft Diesel Buses - Diesel	§ 5307/5339		
CCCTA	Electric Bus Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to CCCTA		**549,471**	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	Replace Paratransit Vehicles	§ 5307/5339		
SamTrans	South Base Near-Term Battery Electric Bus (BEB) Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			**470,556**
SolTrans	Preventive Maintenance	§ 5307/5339		
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
	Total Amount Programmed to SolTrans		**103,039**	
Union City	Bus Purchases	§ 5307/5339		
Union City	Electric Vehicle Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to Union City		**30,805**	
WestCAT	Revenue Vehicle Replacement	§ 5307/5339		
WestCAT	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to WestCAT		**52,679**	
WETA	Ferry Vessel Replacement - MV Mare Island	§ 5307/5337		
WETA	Vessel Engine Overhaul - Pyxis Class Vessels	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Gemini	§ 5337 FG		
WETA	Passenger Float Rehabilitation - Pier 9 Berthing Facility	§ 5337 FG		
WETA	Waterjet Control System Upgrade - Pyxis Class Vessel	§ 5337 FG		
WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	§ 5337 FG		

Date: March 23, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C
04/24/24-C
05/22/24-C
Attachment A
Resolution No. 4513

	Total Amount Programmed to WETA		**864,006**	
		Fund Balance	**-**	**-**

FY2022-23 Program

			East Bay	West Bay
	Revenue Projections		**1,600,000**	**700,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**1,600,000**	**700,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	TVM Project	§ 5337 FG		
Caltrain	Replacement Railcars	§ 5337 FG		
	Total Amount Programmed to Caltrain			**292,229**
CCCTA	Replace 22' Vehicles	§ 5307		
	Total Amount Programmed to CCCTA		**99,814**	
ECCTA	ECCTA: Transit Bus Replacements	§ 5307/5339		
	Total Amount Programmed to ECCTA		**103,919**	
LAVTA	LAVTA Bus Bay Rehabilation	§ 5307/5339		
LAVTA	Replace (4) 40'Buses - Fuel Cell	§ 5307/5339		
LAVTA	Replace (8) 40' Buses - Hybrid	§ 5307/5339		
LAVTA	Fareboxes	§ 5307/5339		
LAVTA	AVL	§ 5307/5339		
LAVTA	Radios	§ 5307/5339		
	Total Amount Programmed to LAVTA		**566,148**	
SamTrans	Replace 40ft Diesel Buses - Battery	§ 5307/5339		
SamTrans	SamTrans South Base BEB Charging Infrastructure	§ 5307/5339		
	Total Amount Programmed to SamTrans			**407,771**
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
SolTrans	Preventive Maintenance	§ 5307/5339		
	Total Amount Programmed to SolTrans		**194,492**	
WETA	Vallejo Ferry Terminal Reconfiguration	§ 5337 FG		
WETA	Vessel Engine Injectors Replacement - MV Dorado	§ 5337 FG		
WETA	Ferry Mid-Life Refurbishment - MV Pisces	§ 5337 FG		
WETA	Ferry Major Component Rehabilitation - MV Hydrus and MV Cetus	§ 5337 FG		
WETA	Vessel Engine Overhaul - MV Carina and MV Peralta	§ 5337 FG		
	Total Amount Programmed to WETA		**635,627**	
		Fund Balance	**-**	**-**

Notes:

Date: March 23, 2022
W.I.: 1514
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C
04/24/24-C
05/22/24-C
Attachment A
Resolution No. 4513

			East Bay	West Bay
	Revenue Projections		**1,600,000**	**845,275**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**1,600,000**	**845,275**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
Caltrain	Systemwide Track Rehabilitation	§ 5337 FG		
Caltrain	Comm. System/Signal Rehab.	§ 5337 FG		
Caltrain	Replacement Railcars	§ 5337		
	Total Amount Programmed to Caltrain			**355,389**
CCCTA	Replace (10) 40ft Urban Buses - Diesel	§ 5307/5339		
CCCTA	Replacement Vans	§ 5307		
	Total Amount Programmed to CCCTA		**286,655**	
LAVTA	LAVTA Atlantis Facility	§ 5307		
LAVTA	Replace (4) 40'Buses - Fuel Cell	§ 5307		
LAVTA	Replace (8) 40' Buses - Hybrid	§ 5307		
	Total Amount Programmed to LAVTA		**147,911**	
SamTrans	Replace (65) 40ft Diesel Buses - Fuel Cell	§ 5307		
SamTrans	Replace 40ft Diesel Buses - Fuel Cell	§ 5307		
SamTrans	Replace Paratransit Vehicles	§ 5307		
SamTrans	SamTrans South Base BEB Charging Infrastructure	§ 5307		
	Total Amount Programmed to SamTrans			**489,886**
SolTrans	Bus Replacement Alternative Fuel	§ 5307/5339		
SolTrans	Preventive Maintenance	§ 5307		
	Total Amount Programmed to SolTrans		**235,539**	
WestCAT	Revenue Vehicle Replacement	§ 5307		
	Total Amount Programmed to WestCAT		**55,086**	
WETA	Ferry Mid-Life Refurbishment - MV Taurus	§ 5337 FG		
WETA	Ferry Major Component Rehabilitation	§ 5337 FG		
WETA	Vessel Engine Injectors Replacement			
WETA	Ferry Channel Dredging - Vallejo Ferry Terminal	§ 5337 FG		
WETA	Fixed Guideway Connectors	§ 5337 FG		
WETA	Passenger Float Rehabilitation - Oakland Ferry Terminal	§ 5337 FG		
	Total Amount Programmed to WETA		**874,809**	
		Fund Balance	**-**	**-**

Notes:

Date: March 23, 2022
W.I.: 1512
Referred by: PAC
Revised: 09/28/22-C
06/28/23-C
04/24/24-C
05/22/24-C
06/24/26-C
Attachment B
Resolution No. 4513

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FYs 2021-2022 through 2023-24

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
22-4513-01/5850	AC Transit[3]	See Attachment A List of FY 2021-22 Projects	$11,719,686		3/23/2022
22-4513-02/5850	Caltrain	See Attachment A List of FY 2021-22 Projects		$229,444	9/28/2022
22-4513-03/5850	CCCTA	See Attachment A List of FY 2021-22 Projects[1]	$730,776		9/28/2022
22-4513-04/5850	SamTrans	See Attachment A List of FY 2021-22 Projects		$470,556	9/28/2022
22-4513-05/5850	SolTrans	See Attachment A List of FY 2021-22 Projects	$103,039		9/28/2022
22-4513-06/5850	Union City	See Attachment A List of FY 2021-22 Projects	$30,805		9/28/2022
22-4513-07/5850	WestCAT	See Attachment A List of FY 2021-22 Projects	$52,679		9/28/2022
22-4513-08/5850	WETA	See Attachment A List of FY 2021-22 Projects	$864,006		9/28/2022
23-4513-01/5850	Caltrain	See Attachment A List of FY 2022-23 Projects		$355,389	6/28/2023
23-4513-02/5850	CCCTA	See Attachment A List of FY 2022-23 Projects	$99,814		6/28/2023
23-4513-03/5850	ECCTA	See Attachment A List of FY 2022-23 Projects	$103,919		6/28/2023
23-4513-04/5850	LAVTA	See Attachment A List of FY 2022-23 Projects	$566,148		6/28/2023
23-4513-05/5850	SamTrans	See Attachment A List of FY 2022-23 Projects		$407,771	6/28/2023
23-4513-06/5850	SolTrans	See Attachment A List of FY 2022-23 Projects	$194,492		6/28/2023
23-4513-07/5850	WETA	See Attachment A List of FY 2022-23 Projects	$635,627		6/28/2023
24-4513-01/5850	Caltrain	See Attachment A List of FY 2023-24 Projects[2]		$355,389	5/22/2024
24-4513-02/5850	CCCTA	See Attachment A List of FY 2023-24 Projects	$286,655		5/22/2024
24-4513-03/5850	LAVTA	See Attachment A List of FY 2023-24 Projects	$147,911		5/22/2024
24-4513-04/5850	SamTrans	See Attachment A List of FY 2023-24 Projects		$489,886	5/22/2024
24-4513-05/5850	SolTrans	See Attachment A List of FY 2023-24 Projects	$235,539		5/22/2024
24-4513-06/5850	WestCAT	See Attachment A List of FY 2023-24 Projects	$55,086		5/22/2024
24-4513-07/5850	WETA	See Attachment A List of FY 2023-24 Projects	$874,809		5/22/2024
		Total Allocations	$16,700,991	$2,308,435	$19,009,426

Notes:

1. CCCTA amount includes $549,471 in matching funds for FY22 TCP projects, and re-allocation of $181,305 in FY17-18 AB 664 funding

2. Caltrain amount includes $210,114 in matching funds for FY24 TCP projects, and re-allocation of $145,275 in FY18-19 AB 664 funding

3. AC Transit allocation extended to 6/30/2029 in accordance with Timely Use of Funds policy of Res. 4015.

Date: June 25, 2025
W.I.: 1512
Referred By: PAC
Revised: 6/24/26-C

ABSTRACT

Resolution No. 4676, Revised

This resolution establishes the program of projects and allocates AB 664 Net Bridge Toll Revenues to eligible transit operators for FYs 2024-25 and 2025-26. This resolution will be updated to provide matching funds to eligible East Bay and West Bay operators concurrent with full programming of the FY 2024-25 TCP Program (MTC Resolution No. 4674). This resolution will be further amended to include the FY 2025-26 AB 664 allocation.

This Resolution includes the following attachments:

- Attachment A – Program of AB 664 Net Bridge Toll Revenue Projects FYs 2024-25 and 2025-26
- Attachment B – Allocation of AB 664 Net Bridge Toll Revenues FYs 2024-25 and 2025-26

This resolution was revised via Commission action on June 24, 2026 to add the FY2025-26 Program of Projects to Attachment A, and FY2025-26 allocations to Attachment B.

Further discussion of the allocation and programming of AB 664 Bridge Toll Revenue is contained in the Programming and Allocations Committee summary sheets dated June 11, 2025 and June 10, 2026.

Date: June 25, 2025
W.I.: 1512
Referred By: PAC

RE: AB 664 Net Bridge Toll FYs 2024-25 and 2025-26 Program of Projects and Allocations

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4676

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

WHEREAS, pursuant to Streets and Highways Code § 30892, after deduction for MTC's administrative costs, MTC shall allocate toll bridge net revenues to public entities operation public transportation systems to achieve MTC's capital planning objectives in the vicinity of toll bridges as set forth in its adopted Regional Transportation Plan (RTP) ("Net Revenues"); and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015, which sets forth MTC's bridge toll revenue allocation policies; and

WHEREAS, pursuant to Streets and Highways Code § 30895, MTC has prepared and submitted to the Legislature a report on the capital planning and ferry system objectives of MTC to be achieved through the allocation of net toll revenues; and

WHEREAS, "Claimants" have each submitted an application to MTC for an allocation of net bridge toll revenues in FYs 2024-25 and 2025-26 for the projects and purposes set forth in Attachments A-B to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, claimants certify that their respective projects and purposes set forth in Attachments A-B are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code§ 21000 et seq.) and the State EIR Guidelines (14 Cal. Code Regs. § 15000 et seq.).; now, therefore, be it

RESOLVED, that MTC finds that the Claimants' projects and purposes as set forth in Attachments A-B are in conformance with MTC's Regional Transportation Plan, MTC's bridge toll revenue allocation policies, and MTC's capital planning and ferry system objectives; and, be

it further

RESOLVED, that MTC approves the allocation of net bridge toll revenues in FY2024-25 and FY205-26 to Claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachments A-B to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 25, 2025.

Date: June 25, 2025
W.I.: 1512
Referred by: PAC
Revised: 6/24/26-C

Attachment A
Resolution No. 4676
Page 1 of 2

PROGRAM OF AB 664 NET BRIDGE TOLL REVENUE PROJECTS

FY2024-25 Program				
			East Bay	**West Bay**
	Revenue Projections		**1,600,000**	**700,000**
	Previous Year Carry-Over (if any)			**672,081**
	Expirations and Rescissions			
	Total Funds Available		**1,600,000**	**1,372,081**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
Caltrain	Systemwide Track Rehab and Related Structures	§ 5337 FG		
Caltrain	Signal/Communication Rehab. & Upgrades	§ 5337 FG		
Caltrain	Caltrain Railcar Replacement	§ 5307/5337		
Caltrain	Preventive Maintenance	§ 5337 FG		
	Total Amount Programmed to Caltrain			**1,104,838**
CCCTA	Replace 10 40' Diesel Buses with New Diesel Buses	§ 5307/5339		
CCCTA	Replace 7 30' Diesel Buses with New Diesel Buses	§ 5307		
CCCTA	Replace 15 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans	§ 5307		
CCCTA	Replace 3 Cut-Away/Vans with New Minivans under 22'	§ 5307		
	Total Amount Programmed to CCCTA		**519,481**	
ECCTA	Battery Electric Charging Upgrade	§ 5307		
ECCTA	Replace 8 25' Cutaways	§ 5307		
ECCTA	Replace 6 Minivans	§ 5307		
ECCTA	Hydrogen Fueling Station	§ 5307		
	Total Amount Programmed to ECCTA		**176,478**	
LAVTA	Atlantis MOA Facility	§ 5307		
	Total Amount Programmed to LAVTA		**14,334**	**-**
SamTrans	Replace 26 paratransit vehicles	§ 5307		
SamTrans	Replace 29 40' Diesel Buses with Fuel Cell	§ 5307/5339		
	Total Amount Programmed to SamTrans			**267,243**
SolTrans	Door Access System	§ 5307		
SolTrans	Preventive Maintenance	§ 5307		
	Total Amount Programmed to SolTrans		**222,771**	
WestCAT	Replace two (2) 45' Diesel Buses	§ 5307		
	Total Amount Programmed to WestCAT		**9,937**	
WETA	FY24-25 Vessel Rehabilitation Projects	§ 5337 FG		
WETA	FY 24/25 Ferry Fixed Guideway Connectors	§ 5337 FG		
	Total Amount Programmed to WETA		**656,999**	
		Fund Balance	**-**	**-**

Date: June 25, 2025
W.I.: 1512
Referred by: PAC
Revised: 6/24/26-C

Attachment A
Resolution No. 4676

FY2025-26 Program				
			East Bay	West Bay
	Revenue Projections		**1,600,000**	**700,000**
	Previous Year Carry-Over (if any)			
	Expirations and Rescissions			
	Total Funds Available		**1,600,000**	**700,000**
Sponsor	**Eligible Capital Projects**	**Fund Source**		
Current Year Programming				
Caltrain	Systemwide Track Rehab and Related Structures	§ 5337 FG		
Caltrain	Caltrain Railcar Replacement	§ 5307/5337		
	Total Amount Programmed to Caltrain			**492,435**
CCCTA	Replace 3 Minivans under 22' with New Minivans under 22'	§ 5307		
CCCTA	Replace 42 Cut-Away/Vans with New 7-year Gas Cut-Away/Vans	§ 5307		
	Total Amount Programmed to CCCTA		**272,593**	
ECCTA	Replace 25 40' Diesel Buses with Diesel	§ 5307/5339		
	Total Amount Programmed to ECCTA		**800,866**	
LAVTA	Atlantis MOA Facility	§ 5307		
LAVTA	Rutan Facility Rehabilitation and Modernization	§ 5339		
	Total Amount Programmed to LAVTA		**56,432**	**-**
SamTrans	Replace 33 40' Diesel Buses with Fuel Cell	§ 5307/5339		
	Total Amount Programmed to SamTrans			**207,565**
SolTrans	Shop Equipment	§ 5307		
SolTrans	Preventive Maintenance	§ 5307		
	Total Amount Programmed to SolTrans		**67,361**	
Union City	Replace 2 Gas Paratransit Vans with EV	§ 5307		
	Total Amount Programmed to Union City		**20,316**	
WETA	FY25-26 Vessel Rehabilitation Projects	§ 5337 FG		
	Total Amount Programmed to WETA		**382,432**	
		Fund Balance	**-**	**-**

Date: June 25, 2025
W.I.: 1512
Referred by: PAC
Revised: 6/24/26-C

Attachment B
Resolution No. 4676
Page 1 of 1

ALLOCATION OF AB 664 NET BRIDGE TOLL REVENUE
FYs 2024-25 and 2025-26

PO/Acct. Code	Project Sponsor	Project	East Bay Allocation	West Bay Allocation	Approval Date
25-4676-01/5850	Caltrain	See Attachment A List of FY 2024-25 Projects[1]		$1,104,838	6/25/2025
25-4676-02/5850	CCCTA	See Attachment A List of FY 2024-25 Projects	$519,481		6/25/2025
25-4676-03/5850	ECCTA	See Attachment A List of FY 2024-25 Projects	$176,478		6/25/2025
25-4676-04/5850	LAVTA	See Attachment A List of FY 2024-25 Projects	$14,334		6/25/2025
25-4676-05/5850	SamTrans	See Attachment A List of FY 2024-25 Projects		$267,243	6/25/2025
25-4676-06/5850	SolTrans	See Attachment A List of FY 2024-25 Projects	$222,771		6/25/2025
25-4676-07/5850	WestCAT	See Attachment A List of FY 2024-25 Projects	$9,937		6/25/2025
25-4676-08/5850	WETA	See Attachment A List of FY 2024-25 Projects	$656,999		6/25/2025
26-4676-01/5850	Caltrain	See Attachment A List of FY 2025-26 Projects		$492,435	6/24/2026
26-4676-02/5850	CCCTA	See Attachment A List of FY 2025-26 Projects	$272,593		6/24/2026
26-4676-03/5850	ECCTA	See Attachment A List of FY 2025-26 Projects	$800,866		6/24/2026
26-4676-04/5850	LAVTA	See Attachment A List of FY 2025-26 Projects	$56,432		6/24/2026
26-4676-05/5850	SamTrans	See Attachment A List of FY 2025-26 Projects		$207,565	6/24/2026
26-4676-06/5850	SolTrans	See Attachment A List of FY 2025-26 Projects	$67,361		6/24/2026
26-4676-07/5850	Union City	See Attachment A List of FY 2025-26 Projects	$20,316		6/24/2026
26-4676-09/5850	WETA	See Attachment A List of FY 2025-26 Projects	$382,432		6/24/2026
		Total Allocations	$3,200,000	$2,072,081	$5,272,081

Notes:

1. Caltrain FY25 amount includes $432,757 in matching funds for FY25 TCP projects, and re-allocation of $672,081 in FY20-21 AB 664 funding

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0766, **Version:** 1

Subject:
MTC Resolution Nos. 4519, Revised, and 4529, Revised. An update to the Transit Transformation Action Plan Program of Projects to program and allocate State Transit Assistance (STA) Revenue-Based Exchange Funds for Bay Bridge Forward projects.

Presenter:
Josie Ahrens

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2g-26-6080**

MTC Resolution Nos. 4519, Revised, and 4529, Revised.

Subject:

An update to the Transit Transformation Action Plan Program of Projects to program and allocate State Transit Assistance (STA) Revenue-Based Exchange Funds for Transit Transformation Action Plan staffing at AC Transit and BART.

Background:

In September 2021, the Commission received and accepted the Blue Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation integrated with recovery actions in the wake of the pandemic. $85 million in near-term Blue Ribbon funding was made available by a commitment made by the Commission during the programming of American Rescue Plan (ARP) federal COVID-relief funds and a funding swap with transit operators and County Transportation Agencies. MTC Resolution No. 4519 establishes the funding framework for the $85 million in Action Plan funds, focused on near-term implementation activities for Fare Coordination/Integration, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways. MTC Resolution No. 4529 allocates STA Revenue-Based Exchange Fund portion of Action Plan funds.

Oon November 15, 2023, the Commission approved approximately $1.8 million to AC Transit and $1.9 million to BART for staff support of Action Plan implementation. On November 19, 2025, Resolution No. 4519 was updated via Delegated Authority to program a rescission of $152,000 from BART and program $152,000 to AC Transit for staff support, and the corresponding update to Resolution No. 4529 was approved on March 25, 2026. This month's proposed action would program and allocate $310,000 to AC Transit and $577,000 to BART for staff support for Action Plan implementation for FY 2026-2027.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4519, Revised, and MTC Resolution No. 4529, Revised, to the Commission for approval.

Attachments:

- MTC Resolution No. 4519, Revised
  - Attachment B
- MTC Resolution No. 4529, Revised

Andrew B. Fremier

Date:	June 22, 2022
W.I.:	1517
Referred by:	PAC
Revised:	10/26/22-C 03/22/23-C 11/15/23-C 12/20/23-C 05/22/24-C 09/25/24-C 06/25/25-C 09/24/25-C 11/19/25-DA 06/24/26-C

ABSTRACT
MTC Resolution No. 4519, Revised

This resolution adopts the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A – Blue Ribbon Transit Transformation Action Plan Funding Framework
Attachment B – Blue Ribbon Transit Transformation Action Plan Program of Projects

On October 26, 2022, Attachment B was revised to reflect updated programming of funds to Transit Transformation Action Plan projects and to program State Transit Assistance Population-Based funds to 22 transit operators for their participation in the Clipper® BayPass pilot program (Institutional Pass Pilot).

On March 22, 2023 Attachment B was revised to reflect updated programming of funds to AC Transit and BART for transit operator staff support for the delivery of the Transit Transformation Action Plan.

On November 15, 2023 Attachment B was revised to program an additional $1 million in State Transit Assistance (STA) Population-Based funds for Fare Coordination/Integration projects and to deprogram $315,000 in STA Revenue-Based Exchange funds not currently required to support initiatives in the Transit Planning category.

On December 20, 2023, Attachment B was revised to program an additional $1,785,860 in STA Population-Based funds for the Mapping and Wayfinding Standards and $25,000 in STA Revenue-Based Exchange Funds to support Transit Priority activities.

On May 22, 2024, Attachment B was revised to program approximately $425,000 in STA Population-Based funds for Clipper BayPass program administration, approximately $12.4 million in Federal Transit Administration Section 5307 Formula Funds to the Regional Mapping & Wayfinding Project, and $15 million in STA Revenue-Based Exchange funds for the BusAID program.

On September 25, 2024, Attachment B was revised to program State Transit Assistance Population-Based funds to transit operators to reimburse each of them for their participation in the Clipper® BayPass pilot program's Phase 1.

On June 25, 2025, Attachment B was revised to program $1,100,000 in STA Revenue-Based Exchange Funds to MTC to conduct a Regional Transit Assessment.

On September 24, 2025, Attachment B was revised to program $1,050,000 in State Transit Assistance (STA) Population-Based Funds to MTC to conduct One-Seat Ride paratransit pilot activities.

On November 19, 2025, Attachment B was revised by Executive Director's Delegated Authority to program $5,000 for Clipper BayPass Administration, and $152,000 recession from BART and program to AC Transit for Transformation Action Plan (TAP) Project Delivery Staff Support.

On June 24, 2026, Attachment B was revised to program $310,000 to AC Transit and $577,000 to BART in STA Revenue-Based Exchange Funds for Transformation Action Plan (TAP) Project Delivery Staff Support.

Further information is contained in memorandum to the Programming and Allocations Committee Summary Sheets dated June 8, 2022, October 12, 2022, March 8, 2023, and November 8, 2023, December 13, 2023, May 8, 2024, September 11, 2024, June 11, 2025, September 10, 2025, and June 12, 2026.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

RE: Adoption of the Blue Ribbon Transit Transformation Action Plan Funding Framework and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4519

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, MTC, as the RTPA/MPO for the San Francisco Bay Area, is assigned programming and project selection responsibilities for certain state and federal funds; and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the Action Plan identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of $85 million in ARP funds “should support the

implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force"; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved $85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, incorporated herein as though set forth at length, and MTC staff is working with transit operators to secure these funds; and

WHEREAS, the fund sources identified in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework, may be subject to change; and

WHEREAS, the initiatives and related programming amounts for each initiative are identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, incorporated herein as though set forth at length; and

WHEREAS, each initiative identified in Attachment B, Blue Ribbon Action Plan Program of Projects will be comprised of one or more projects, which are or will be identified in Attachment B, Blue Ribbon Program of Projects; and

WHEREAS Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, programming and allocations of funds related to each initiative and project identified in Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects will be further subject to the program policies for each fund source, respectively; now therefore be it

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Funding Framework as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that MTC approves the Blue Ribbon Transit Transformation Action Plan Program of Projects and programming set forth in Attachment B of this Resolution; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise the fund sources in Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework; and be it further

RESOLVED, that the Executive Director or designee may make technical adjustments and other non-substantial revisions to Attachment A, Blue Ribbon Transit Transformation Action Plan Funding Framework and/or Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects; and be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment B, Blue Ribbon Transit Transformation Action Plan Program of Projects, to add projects and related programming under each initiative up to $1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related programming that exceed $1,000,000.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 22, 2022.

Attachment A: Blue Ribbon Transit Transformation Action Plan Funding Framework

I. Funding

This funding framework pertains to the $85 million in funds anticipated to be available to support implementation of the Transit Transformation Action Plan (Action Plan). The Action Plan was developed as part of the Blue Ribbon Transit Recovery Task Force and sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic.

As part of the distribution of federal COVID relief funds provided through the American Rescue Plan Act (ARP), MTC initially set aside a minimum amount of $85 million in ARP funding for the implementation of Blue Ribbon initiatives. In October 2021, to address and optimize transit operator funding opportunities at the Federal level, the $85 million was directly distributed to transit operators and, in exchange, transit operators agreed to work with MTC staff to identify alternate near-term revenue sources. Transit operators and County Transportation Agencies, in the case of Sonoma and Solano, have agreed to provide funding in the respective amounts shown in Table 1 to support implementation of the Action Plan.

The $85 million in funding is focused on three initiatives to accelerate transformation of the transit system for the benefit of transit customers in the San Francisco Bay Area and to support on-going transit recovery in the wake of the pandemic. These initiatives are Fare Coordination/Integration, Regional Mapping and Wayfinding (Customer Information), and Transit Priority on Roadways. The $85 million is primarily intended to support near-term implementation activities for these initiatives. A smaller share of the funds is also available to support other initiatives coming out of the Action Plan and to provide staff resources for implementation.

More funding is needed to fully implement the three accelerated initiatives as well as other actions in the Action Plan. MTC will collaborate with partner agencies, including transit operators, to advocate for and secure other funds to implement the Action Plan.

Table 1: Funding Amounts by Operator

Operator	Funding
AC Transit	$ 6,175,442
ACE	$ 335,130
BART	$ 30,908,967
Caltrain	$ 3,839,537
CCCTA	$ 548,920
ECCTA	$ 178,426
GGBHTD	$ 5,390,277
LAVTA	$ 535,322
Marin Transit	$ 243,613
NVTA	$ 216,814
SamTrans	$ 1,460,519
SFMTA	$ 26,921,813
Solano County Operators	$ 613,192
Sonoma County Operators	$ 868,262
Union City Transit	$ 42,344
VTA	$ 5,202,490
WCCTA	$ 270,627
WETA	$ 1,248,305
Total	**$ 85,000,000**

II. Fund Sources

MTC and transit operators have identified a variety of fund sources to fulfill the $85 million funding commitment. These potential fund sources include, but are not limited to:

- Population-based State Transit Assistance (STA);
- Revenue-based STA;
- Federal Transit Administration funds through the Transit Capital Priorities; and
- Federal STP/CMAQ funds through One Bay Area Grant Programs.

The specific fund sources will be identified through programming actions contained in Attachment B, Blue Ribbon Action Plan Program of Projects, to this resolution. MTC and transit operators will continue to work together to secure funds to fulfill the $85 million funding commitment. MTC will be able to independently program some of these fund sources while others will require additional coordination with and participation of transit operators.

Funding exchanges may be needed to implement the Blue Ribbon Action Plan Program of Projects. MTC will pursue funding exchanges, as necessary, to fulfill the $85 million funding commitment.

III. Programming and Allocations Process

The Blue Ribbon Action Plan Program of Projects, Attachment B, identifies the programmed amounts for each initiative. Specific programming actions within each initiative will be taken as projects are ready to move forward. Should additional funding be secured to implement the projects identified in Attachment B, recommendations to shift funds between initiatives may be made based on project eligibility for different funding and overall needs of the Blue Ribbon Program.

Programming of funds, up to $1 million, may be made through the Executive Director's Administrative Authority.

Additional actions may be needed following the adoption of the Blue Ribbon Program of Projects that are specific to the fund source assigned to a project. Project sponsors are responsible for ensuring completion and compliance with any additional actions needed to secure the funds identified for the project through this resolution in Attachment B.

A summary of subsequent actions necessary to obligate or encumber the expected fund sources is provided below. This information is not exhaustive and additional fund sources may be identified and incorporated into the Blue Ribbon Funding Plan at a future date. Project sponsors are responsible for complying with all policies related to the respective fund sources programmed to the project in Attachment B.

State Transit Assistance Funds:
An allocation request should be submitted to MTC by the project sponsor or subrecipients in order to encumber funds to the project. MTC Resolution No. 4524 allocates FY22-23 Population-based STA funds. MTC Resolution No. 4529 allocates revenue-based STA funds.

Federal Transit Administration (FTA) 5307 or 5311:
Following or concurrent with the programming through Attachment B, these funds must be programmed through the MTC Transit Capital Priorities Program. The project sponsor must

then add the funds to the Transportation Improvement Program (TIP) and, following approval of the TIP, submit a request to FTA for the funds.

Federal Transportation Program Funds—Surface Transportation Block Grant (STP) or Congestion Management and Air Quality Improvement (CMAQ) funds:
Along with the programming through Attachment B, these funds must be formally amended into the One Bay Area Grant Program. The project sponsor must then add the funds to the Transportation Improvement Program (TIP), and following approval of the TIP, submit a request to Caltrans for the funds. Caltrans will issue an authorization to proceed.

IV. Timely Use of Funds

Project sponsors shall adhere to the respective project delivery milestones, invoice, and funding expiration deadline, or other requirements of the funding received.

The Blue Ribbon funds are intended to support the near-term (approximately three years) implementation of Transit Transformation Action Plan. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

Date: June 22, 2022
W.I.: 1514
Referred by: PAC

Attachment B
MTC Resolution No. 4519
Revised: 10/26/22-C
03/22/23-C
11/15/23-C
12/20/23-C
05/22/24-C
09/25/24-C
06/25/25-C
09/24/25-C
11/19/25-DA

Blue Ribbon Transit Transformation Action Plan Program of Projects

						Fund Sources					
Initiative	Action # [1]	Sponsor	Project	Funding by Initiative	Total Project Programming	Population-based STA [2]	STA Revenue-based STA Exchange [2, 7]	FTA Section 5307	OBAG 2	RM 2 Marketing	Notes
						$ 21,358,796	**$ 49,988,973**	**$ 13,789,231**	**$ 750,000**	**$ 315,000**	
I. Fare Coordination/Integration (Actions 1-3)				$ 28,000,000							
	1a	MTC	Clipper® BayPass (Institutional Pass Pilot)		$ 6,000,000	$ 6,000,000					
			AC Transit (Phase 1)			*$ 196,912*					
			BART (Phase 1) [6]			*$ 2,331,423*					
			Caltrain (Phase 1)			*$ 392,066*					
			CCCTA (Phase 1)			*$ 7,637*					
			ECCTA (Phase 1)			*$ 5,000*					
			FAST (Phase 1)			*$ 5,001*					
			GGBHTD (Phase 1)			*$ 420,866*					
			LAVTA (Phase 1)			*$ 5,723*					
			Marin Transit (Phase 1)			*$ 41,522*					
			NVTA (Phase 1)			*$ 5,000*					
			Petaluma Transit (Phase 1)			*$ 7,893*					
			SamTrans (Phase 1)			*$ 103,963*					
			Santa Rosa CityBus (Phase 1)			*$ 22,758*					
			SFMTA (Phase 1)			*$ 463,365*					
			SMART (Phase 1)			*$ 163,605*					
			SolTrans (Phase 1)			*$ 7,561*					
			Sonoma County Transit (Phase 1)			*$ 138,098*					
			Union City Transit (Phase 1)			*$ 7,070*					
			Vacaville City Coach (Phase 1)			*$ 5,000*					
			VTA (Phase 1)			*$ 103,770*					
			WestCAT (Phase 1)			*$ 5,389*					
			WETA (Phase 1)			*$ 60,379*					
			Total Phase 1 Programming [4]			*$ 4,500,000*					
			Total Phase 2 Programming			*$ 1,000,000*					
			BayPass Program Administration / Consultant Contracts			*$ 348,236*					
			BayPass Program Administration			*$ 5,000*					
II. Regional Mapping and Wayfinding (Actions 4-6)				$ 18,200,000							
	4a	MTC	Mapping and Wayfinding Standards		$ 2,410,000	$ 2,410,000					
	5	MTC	Mapping and Wayfinding Pilots		$ 13,789,231			$ 13,789,231			
III. Transit Priority on Roadways (Actions 7-12)				$ 26,000,000							
	25a(9aX)	MTC	Regional Transit Card (RTC) Improvements (exchange with Bay Bridge Forward) [3]		$ 500,000	$ 500,000					
	9a	MTC	Bay Bridge Forward - Preliminary Engineering		$ 750,000				$ 750,000		
	9b	Various	Bus Accelerated Infrastructure Delivery (BusAID)		$ 15,000,000		$ 15,000,000				
	12	MTC	Transit Priority Policy and Corridor Assessment		$ 1,125,000		$ 1,125,000				
			Transit Priority Policy				*$ 25,000*				
			Regional Transit Assessment				*$ 1,100,000*				
IV. Transit Planning (Actions 13-20)				$ 3,250,000							
V. Accessibility (Actions 21-25)				$ 4,550,000							
	23a	MTC	Paratransit Fare Payment Clipper		$ 2,000,000	$ 2,000,000					
	22	Various	One-Seat Ride Paratransit Pilot		$ 1,050,000	$ 1,050,000					
VI. Staff Support				$ 5,000,000							
		MTC	MTC Staff		$ 1,000,000	$ 1,000,000					
		AC Transit/ BART	Transit Operator Staff [5]		$ 4,000,000		$ 4,571,698			$ 315,000	
			AC Transit				*$ 2,226,738*				
			BART				*$ 2,344,960*			*$ 315,000*	
			Total Programming	**$ 85,000,000**	**$ 47,624,231**	**$ 12,960,000**	**$ 20,696,698**	**$ 13,789,231**	**$ 750,000**	**$ 315,000**	
				Balance	**$ 37,375,769**	**$ 8,398,796**	**$ 29,292,275**	**$ -**	**$ -**	**$ -**	

Notes:

1. Action # refers to the twenty-seven actions in the Transit Transformation Action Plan. Actions 26 and 27, related to Funding, are not included in this Blue Ribbon Program of Projects. Additional alphabetical identifiers have been added to identify projects related to the initiative and action. "X" signifies a funding exchange.
2. Population-based STA is programmed to the Blue Ribbon Program through MTC Res. No. 4450, FY 2022-23 Fund Estimate. STA Revenue-based STA Exchange funds are programmed through MTC Res. No. 4529.
3. The Bay Bridge Forward project, 9a, will receive OBAG 2 funds from the RTC project (Action 25a) and the RTC Project will be allocated $500,000 in Blue Ribbon funds.
4. Clipper BayPass Phase 1 programming covers the intital two years of the program (August 2022 to August 2024).
5. These funds will support staff work related to Fare Coordination/Integration Study implementation, Mapping and Wayfinding project development, Transit Priority coordination, overall implementation of the Action Plan, and Transit 2050+ (connected network planning).
6. BART's total Phase 1 (August 2022 to August 2024) Cliper BayPass reimbursemnt allocation totals $4,332,098. Of this total, $2,331,423 is STA Population-Based funds programmed through MTC Resolution 4519 (Blue Ribbon Transit Transformation Action Plan Program of Projects) while the remaning $2,000,675 is to be fulfilled with FY 2024-25 STA Population-Based Regional Program funds programmed to Clipper BayPass via MTC Resolution 4642 and allocated via Programming and Allocations Committee action in September 2024.
7. Original programming amount of STA Exchange was $49,101,973, and in June 2026, $887,000 was additionally programmed from the balance on the account's interest for TAP staffing at AC Transit and BART.

Date: November 15, 2023
W.I.: 1517
Referred by: Programming and Allocations (PAC)
Revised: 12/20/23-C, 5/22/24-C, 12/18/24-C, 06/25/25-C, 3/25/26-C, 6/24/26-C

ABSTRACT
Resolution No. 4529, Revised

This resolution approves the allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds based on the Blue Ribbon Transit Transformation Action Plan Funding Framework to projects identified in the Blue Ribbon Program of Projects.

The resolution contains the following attachments:

Attachment A – Allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds

On December 20, 2023, Attachment A was revised to clarify eligible activities for the November 2023 allocations to AC Transit and BART, and to allocate $25,000 to support Transit Priority activities.

On May 22, 2024, Attachment A was revised to program approximately $6.8 million to SFMTA, AC Transit, Union City Transit, City of Concord, and City of San Jose to implement quick-build transit priority projects identified by the Bus Accelerated Infrastructure Delivery (BusAID) program.

On December 18, 2024, Attachment A was revised to reprogram approximately $6.8 million in BusAID program funding to MTC, which will be distributed to the previously-identified project sponsors through Master Funding Agreement Supplements.

On June 25, 2025, Attachment A was revised to allocate $1,100,000 to MTC to conduct a Regional Transit Assessment.

On March 25, 2026, Attachment A was revised to rescind $152,000 from BART and allocate $152,000 to AC Transit for staff support.

On June 24, 2026, Attachment A was revised to allocate $310,000 to AC Transit and $577,000 to BART in STA Revenue-Based Exchange Funds for Transformation Action Plan (TAP) Project Delivery Staff Support.

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheets dated December 13, 2023, May 8, 2024, December 11, 2024, June 11, 2025, March 11, 2026, and June 12, 2026 and the MTC Regional Network Management Committee Summary Sheet dated May 10, 2024.

Date: November 15, 2023
W.I.: 1517
Referred by: PAC

RE: Transit Transformation Action Plan State Transit Assistance (STA) Revenue-Based Exchange Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4529

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region; and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic; and

WHEREAS, the Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021 and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, the American Rescue Plan Act of 2021 (ARP) (H.R. 1319) was signed into law in response to the nationwide Coronavirus pandemic and provides supplemental appropriations for Emergency Transit Operations Assistance through the Federal Transit Administration (FTA) Section 5307 Urbanized Area and Section 5311 Rural Area formula programs; and

WHEREAS, MTC approved an ARP funding distribution policy in MTC Resolution No. 4481, which identified that a minimum of $85 million in ARP funds “should support the implementation of certain recommendations from the Blue Ribbon Transit Recovery Task Force”; and

WHEREAS, to best position Bay Area transit agencies to compete for additional FTA discretionary financial assistance, MTC distributed the reserved $85 million in ARP funds to operators and in return transit operators agreed to collectively provide an equivalent amount in

alternate near-term revenue sources to implement the Action Plan and recommendations from the Task Force; and

WHEREAS, MTC staff, in discussion with transit operators have identified the contribution amounts by operator or county and likely fund sources in MTC Resolution No. 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects, and MTC staff worked with transit operators to secure these funds; and

WHEREAS, the transit operators desiring to fulfill their Action Plan funding commitments with Revenue-based State Transit Assistance (STA) funds adopted resolutions to directly encumber a total of $49,101,973 in FY 2022-23 Revenue-based STA funds to MTC to implement the Action Plan; and

WHEREAS, the initiatives and related programming of STA Revenue-Based Exchange funds for each initiative are identified in MTC Resolution No. 4519; and

WHEREAS, MTC Resolution No. 4519 will be revised to identify projects and programming amounts under the various initiative as projects are ready to proceed; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts and purposes of STA Revenue-Based Exchange 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; now therefore be it

RESOLVED, that MTC approves the allocation of STA Revenue-Based Exchange funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A of this resolution; and be it further

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA Revenue-Based Exchange allocations are subject to continued compliance with MTC Resolution 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects; and, be it further

RESOLVED, that the Executive Director or designee is authorized to revise Attachment A to add projects and related allocations under each initiative up to $1,000,000; and be it further

RESOLVED, staff shall return to the Commission to revise this Resolution to add projects and related allocations that exceed $1,000,000.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on November 15, 2023.

Date: November 15, 2023
W.I.: 1517
Referred by: Programming and Allocations (PAC)
Revised: 12/20/23-C, 5/22/24-C, 12/18/24-C, 06/25/25-C, 3/25/26-C, 6/24/26-C

Attachment A: Allocation of State Transit Assistance (STA) Revenue-Based Exchange Funds

All STA Revenue-Based Exchange allocations are consistent with MTC Resolution 4519, the Blue Ribbon Transit Transformation Action Plan Funding Framework and the Blue Ribbon Program of Projects.

Claimant	Project Description	Allocation Amount	Approval Date
AC Transit[1]	Staff Support	$1,764,738	11/15/2023
BART[1]	Staff Support	$1,919,960	11/15/2023
MTC	Transit Priority Policy	$25,000	12/20/2023
~~SFMTA~~ MTC	BusAID: K-Ingleside Rapid Project Ocean Avenue Quick-Build	$2,800,000	~~5/22/2024~~ 12/18/2024
~~AC Transit~~ MTC	BusAID: Park Street Transit Signal Priority & Signal Optimization	$1,094,418	~~5/22/2024~~ 12/18/2024
~~Union City~~ MTC	BusAID: Alvarado-Niles Road Part-Time Transit Lane Pilot	$1,507,688	~~5/22/2024~~ 12/18/2024
~~Concord~~ MTC	BusAID: Monument Corridor Transit Speed Improvements	$385,885	~~5/22/2024~~ 12/18/2024
~~San Jose~~ MTC	BusAID: Cloud-Based TSP at 174 Intersections along VTA's Frequent Network	$972,113	~~5/22/2024~~ 12/18/2024
MTC	Regional Transit Assessment	$1,100,000	6/25/2025
BART	Staff Support	-$152,000	3/25/2026
AC Transit	Staff Support	$152,000	3/25/2026
BART	Staff Support	$577,000	6/24/2026
AC Transit	Staff Support	$310,000	6/24/2026
	Total	$12,456,802	

Notes:

1. Fiscal year 2022-23 expenses (beginning July 1, 2022) are eligible for reimbursement from these allocations.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0767, **Version:** 1

Subject:
Senate Bill (SB) 125 Lont-Term Financial Plan. Approval of SB 125 Long-Term Financial Plan for the San Francisco Bay Area

Presenter:
Jack McDowell

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2h-26-0732**

SB 125 Long-Term Financial Plan

Subject:

Approval of the Senate Bill 125 Long-Term Financial Plan for the San Francisco Bay Area.

Senate Bill (SB) 125 Background

Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area is expected to receive an estimated $400 million from the Zero-Emission Transit Capital Program (ZETCP) and an additional $770 million from the Transit and Intercity Rail Capital Program (TIRCP) between FY 2023-24 and FY 2027-28.

State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. Consistent with prior MTC advocacy and supported by the leveraging of over $5 billion in federal funds, a combined $665 million in SB 125 funds will support capital expenses related to BART to Silicon Valley Phase II and BART Transbay Core Capacity, with the remaining SB 125 funds to be used for operating support and MTC planning and administration.

To date, MTC has received $728 million in SB 125 funds of which $535 million has been allocated for FY 2024-25 and FY 2025-26 operating assistance and MTC Regional Network Management functions. This completes the operating assistance commitments identified in MTC Resolution 4619, Revised.

SB 125 Long-Term Financial Plan

As a requirement for receiving SB 125 funds and in order to maintain eligibility for future SB 125 funding in FY 2026-27 and beyond, the California State Transportation Agency (CalSTA) requires each RTPA to submit a one-time, long-term financial plan by June 30, 2026. In accordance with the SB 125 guidelines, MTC's plan will demonstrate the implementation of

ridership retention and recovery strategies, including coordination between transit operators and provide a five-year forecast of operating funding requirements, including any new local and regional funding sources being pursued.

This plan outlines the individual and regional efforts of Bay Area transit agencies and MTC's Regional Network Management section to improve customer experience, boost ridership, increase efficiency, and enhance connectivity throughout the region. The plan's five-year financial forecast also presents the impact of potential new revenue sources such as the regional measure authorized through SB 63, and San Francisco parcel tax measures. These potential revenue sources are subject to voter approval at the upcoming November 3rd, 2026 General Election.

Next Steps

Following Commission approval, MTC Staff will submit the SB 125 Long-Term Financial Plan to CalSTA by the June 30, 2026 deadline.

Issues:

None.

Recommendations:

Refer the SB 125 Long-Term Financial Plan to the Commission for approval.

Attachments:

- Attachment A - SB 125 Long-Term Financial Plan, to be posted on June 8, 2026.

Andrew B. Fremier



Senate Bill 125 – Long-Term Financial Plan for the San Francisco Bay Area

June 2026

Published by the Funding Policy & Programs Section

METROPOLITAN TRANSPORTATION COMMISSION

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(Photo: ©Noah Berger, 2025.)

Introduction

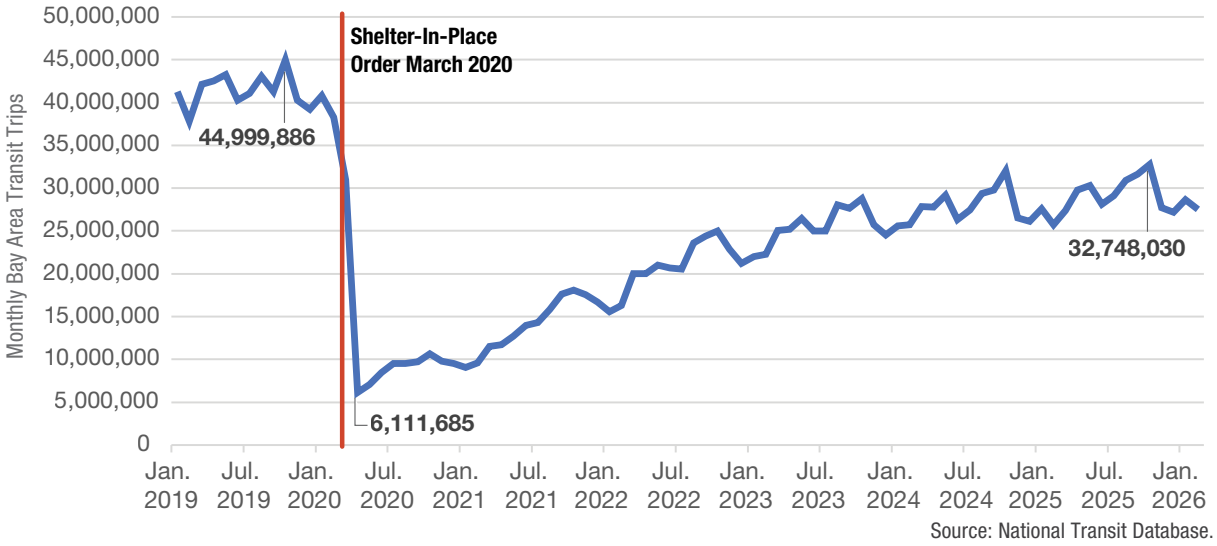
A New Normal for the Bay Area

After the COVID-19 Shelter-in-Place orders were implemented in March 2020, transportation in the Bay Area began a transformation that continues to impact the region today. Overnight, transit ridership fell from more than 40 million trips per month to only 6 million trips in April 2020 as riders made fewer trips, chose other modes, or stayed home altogether. Six years on, the majority of Bay Area transit operators have fully restored service to pre-pandemic levels and ridership has recovered to nearly three-quarters of historic demand, reaching around 33 million trips in October 2025. However, many of the challenges faced by transit operators early in the pandemic remain today.

Even as daily life has largely returned to normal, one of the most lasting changes has been the shift to remote work for those whose jobs are able to be done from home. Data from MTC's Bay Area Travel Survey suggest that from 2019 to 2023, the share of Bay Area employees who worked from home once a week or more rose from 36% to 54%. An employer survey conducted by the Bay Area Council found that while the frequency of in-office work grew from twice a week in 2021 to 3 days per week in 2025, as few as 25% of employees are commuting to the office every day. This post-pandemic shift to remote work continues to suppress ridership on trains and buses that previously had been filled with commuters.

Mirroring this trend, pandemic impacts to travel demand, economic activity, and transportation costs have become the new normal as Bay Area transit operators continue to face a major structural gap between operating revenues and expenses compounded by the longstanding challenge of annual operating expenses growing faster than operating revenues. Revenues that are correlated with ridership, including passenger fares and parking fees, remain significantly lower than pre-pandemic levels across all operators, meaning less revenue is available to fund transit operations. Agencies like BART and Caltrain that were geared toward transporting office workers to and from job centers in San Francisco or the Peninsula have been particularly impacted, as directly

Bay Area Ridership Recovery



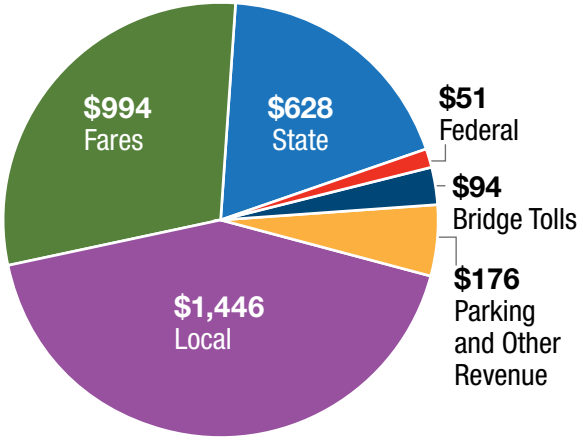
Source: National Transit Database.

generated revenues have fallen from covering around 70% of operating costs in 2019 to about 30% in 2025. SFMTA, BART, and other operators with large parking facilities have also experienced significant parking revenue losses from reduced transit ridership and fewer visitors to major hubs such as downtown San Francisco.

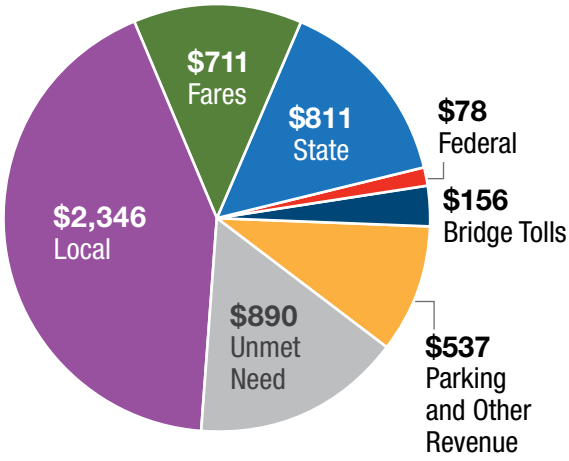
Other operating revenues from tolls and taxes derived from robust tourism and downtown economic activities have also stagnated, as Bay Area residents and visitors continue to travel less and spend less than before. Traffic volumes on Bay Area bridges in 2025 were 10% lower than 2019, reducing toll revenues that support ferry, rail, and bus operations throughout the region. Dedicated transit funding from statewide and local sales taxes, diesel taxes, and vehicle registration fees have also failed to keep pace with inflation since 2019, negatively impacting revenues for all Bay Area operators.

The challenges posed by sustained declines in transit revenues are intensified by cost increases stemming from inflation, a constrained labor market, supply chain blockages, and other economic pressures. Since the start of 2020, inflation in the U.S. has risen more than 26%, resulting in higher costs for fuel, maintenance, insurance, facilities, and vehicles. Labor shortages following the pandemic also led to higher wages for transit workers. Inflated costs have not been fully offset by equivalent growth in revenues, because revenue sources such as passenger fares and bridge tolls do not grow with inflation unless they are directly adjusted by policymakers. Many of the cost increases faced by transit operators have outpaced inflation, further constraining operators' ability to meet financial needs with existing revenue sources. Successive rounds of federal and state legislation have kept significant shortfalls at bay with temporary funding packages, but the transit operating funding gap remains. By FY 2027-28, the Bay Area is forecast to face an unmet operating need of almost $900 million, a shortfall that will remain in future years unless additional funding arises.

FY 2018-19 Operating Revenue Sources (Millions)



FY 2027-28 Operating Revenue Sources (Millions)



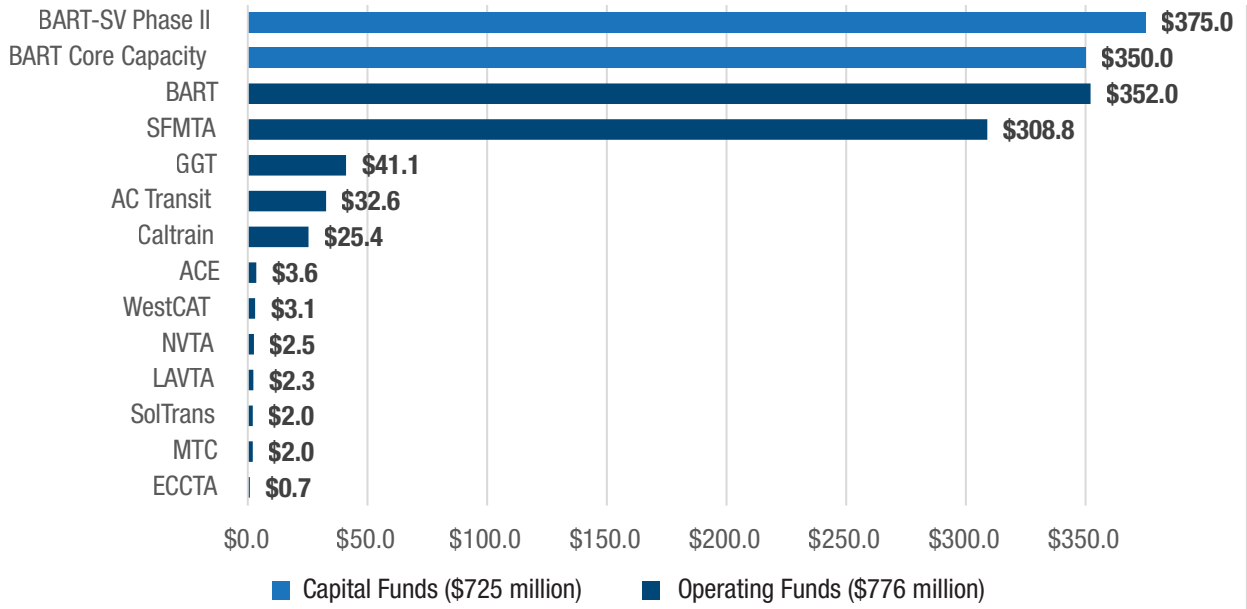
Bay Area Response to Sustain and Improve Transit

In response to fallen ridership and ongoing financial challenges, MTC and Bay Area transit operators have taken action to increase efficiency and regional collaboration, attract and retain riders, maximize the impact of state and federal funding support, and identify potential new revenue streams. Within the first few months of the pandemic, MTC and Bay Area operators formed the Blue Ribbon Transit Recovery Task Force and developed the Bay Area Transit Transformation Action Plan, which identified a set of 27 actions that aim to reshape the transit system into a more connected, efficient, and user-focused network with efforts spanning fare integration, customer information, transit service, accessibility, and funding. As a result of the Action Plan, MTC adopted the Regional Network Management Framework in February 2023, supported by a newly-created Regional Network Management section, to continue advancing the priority initiatives identified in the Action Plan. Those early pandemic efforts to come together and solve a short-term crisis have led to the strongest regional transit coordination in the Bay Area's history, creating lasting positive change for Bay Area transit riders.

Following the passage of Senate Bill (SB) 125, which provided roughly $1.1 billion to the Bay Area as a near-term solution for sustaining transit service, MTC and Bay Area transit operators collaborated to quantify the region's operating and capital needs. In late 2023, MTC adopted a set of standardized shortfalls, which utilized consistent assumptions to assess each operator's funding need and inform the distribution of SB 125 funds in an objective manner. MTC's SB 125 Short-Term Financial Plan summarized the standardized shortfalls and proposed a combination of SB 125 funds and $300 million in discretionary regional, state, and federal funds to fulfill the region's operating and capital needs through FY 2025-26. SB 125 funds were also used to fund high-priority capital improvement projects leveraging over $5 billion in federal funds.

MTC also established a set of Regional Accountability Measures as a requirement for operators to receive SB 125 funds, providing incentives to enhance efficiency and improve

SB 125 State and Regional Funding Plan (Millions)



customer experience, including continued participation in regional coordination initiatives as well as agency-specific projects to increase safety, improve fare collection, and implement service optimization plans. As of 2026, all $776 million in SB 125 and regional operations funding has been disbursed. Starting in FY 2026-27, the remaining $725 million in SB 125 funds will support the BART Core Capacity and BART to Silicon Valley Phase II projects.

Looking forward, MTC and Bay Area operators are engaged in a breadth of strategies to cut costs, increase ridership, and identify new funding sources. The remainder of this plan will outline the strategies in place as well as the region's future financial needs, the status of new funding initiatives, and the potential challenges MTC and operators will face in the pursuit of long-term sustainability for Bay Area transit.


(Photo: ©Noah Berger, 2023.)



(Photo: Courtesy of VTA.)

Regional Strategies to Sustain Service and Retain Riders

At the core of transit operators' efforts to solve their financial challenges is their mission to keep the Bay Area moving with safe, reliable, affordable, high-quality public transportation. In the wake of the pandemic, Bay Area agencies have worked collaboratively and individually to enact strategies to retain and grow ridership, increase financial efficiency, and improve connectivity through regional coordination efforts led by MTC. These efforts have boosted ridership and sustained service to date and will continue to enhance the rider experience going forward.

Service Quality and Reliability

Despite financial headwinds, Bay Area operators continue to increase service quality and reliability as a central strategy for ridership recovery and retention. While operators scaled back service to meet reduced demand and save costs early in the pandemic, many Bay Area operators have since restored or surpassed pre-pandemic service levels alongside improvements to routes, technology, infrastructure, and transit vehicles.

Several network redesign efforts launched in 2025 and 2026 have updated bus routes to enhance access, improve frequencies, expand coverage, and extend operating hours by shifting resources to higher demand areas and Equity Priority Communities without increasing operating costs. These plans aim to holistically reevaluate service and redesign bus routes to better align with post-pandemic travel patterns and economic conditions.



(Photo: ©Karl Nielsen, 2025.)

In August 2025, AC Transit implemented Realign, the agency's first major network redesign in decades. The new bus network prioritizes equity, frequency, and reliability to focus service in high-need and high-density areas while reducing delays and missed trips.



(Photo: Hannah Diaz, 2024.)

The Marin-Sonoma Coordinated Transit Service Plan (MASCOTS) is a multi-year effort to streamline transit service in Marin and Sonoma counties by eliminating duplicative segments, aligning schedules, increasing connectivity, and optimizing headways across operators. Initial service changes for SMART, Golden Gate Transit, and local bus operators were implemented in April 2026.

More details on the MASCOTS plan are available at mtc.ca.gov/planning/transportation/regional-transportation-studies/marin-sonoma-coordinated-transit-service-plan-mascots.

New vehicle tracking and dispatch software has also enabled operators like LAVTA and NVTA to improve on-time performance, headway management, and transfer timing by fine-tuning schedules and giving bus operators real-time schedule adherence information. Supported by MTC funding programs including the Bus Accelerated Infrastructure Delivery (BusAID) grant program, ongoing implementation of bus priority infrastructure such as transit signal priority, queue jumps, bus lanes, and curb management will further increase speed and reliability.

Other capital improvements such as recent procurement of new buses, including hybrid and battery electric vehicles, have lowered the region's average fleet age and improved safety and cleanliness for riders. BART and Caltrain have also fully replaced their train fleets with next-generation vehicles that are quieter, cleaner, and more spacious, increasing passenger comfort while lowering maintenance costs and reducing delays.

Rider Experience and Safety

A top priority to attract riders back to Bay Area transit is ensuring the safety and security of riders, staff, and other road users. As operators continue to conduct regular risk assessments and staff trainings in collaboration with local safety authorities, many have also made upgrades to facilities and vehicles such as new lighting, cameras, collision detection systems, and access control systems. Other improvements have included updated rider code of conduct policies to establish specific rules and procedures for addressing safety concerns, as well as enhanced sanitization and cleaning since the onset of the pandemic.

In addition to safety, operators have engaged in a variety of efforts to improve customer experience by making Bay Area transit services more accessible and user-friendly. Real-time arrival information is available at hundreds of bus stops and rail stations



SolTrans, Tri-Delta Transit, and WestCAT are conducting Comprehensive Operational Analyses (COAs) to reevaluate service offerings in the context of post-pandemic transit needs and travel demand. These plans will adjust routes, frequencies, and service hours to improve access, reliability, and productivity without increasing operating costs.



(Photo: Joey Kotfica, 2025.)

Efforts from the Bay Area TRANSFER Plan have culminated in multiple "Big Sync" schedule changes. In August 2025, schedules for BART, Caltrain, and 18 local and regional bus routes were adjusted at four transit hubs across the Bay Area. Ideal transfers – where wait times are less than 10 minutes – at those stations were increased by 33% on weekdays and 47% on weekends, saving riders up to 20 minutes per trip.

throughout the region, and that number is increasing as agencies like ACE and Tri-Delta Transit continue to roll out digital signage along with other improved stop and station amenities including new shelters, lighting, restrooms, maps, and schedules. Several agencies have improved their online presence, with updated websites, informational videos, social media posts, and online schedules and maps. Regular customer appreciation and engagement events also help agencies promote their service, educate customers on special fare programs, and connect with riders to better understand their needs. Additionally, operators have leveraged special event services for sports games, cultural events, and school trips to reach new market segments.

Regionwide, operators have participated in schedule coordination with transit agency partners to reduce passenger wait times at interagency transfer points such as commuter bus connections to BART. Transit agencies also worked together to shift to a common operator sign-up schedule to facilitate simultaneous implementation of schedule changes. The Bay Area TRANSFER Plan identified opportunities for improved transfer timing at key regional hubs throughout the region, resulting in coordinated schedule changes at BART and Caltrain stations.

Regional Network Management

Beyond the efforts of individual operators, MTC is collaborating with agencies on a series of regional coordination initiatives to maximize the impact of Bay Area transit as one interconnected regional network. Guided by the Transit Transformation Action Plan (Action Plan), the Regional Network Management Council oversees the work of staff and working groups that collaborate across agencies and carry out initiatives to improve fare integration, mapping and wayfinding, transit priority infrastructure, and accessibility.

Ongoing enhancements to Clipper, the Bay Area's unified fare payment system, include the Clipper START and Clipper BayPass programs in addition to the Next Generation Clipper system, which aims to improve affordability, facilitate transfers, and upgrade fare systems regionwide. Clipper START offers a 50% discount for low-income riders on all Bay Area transit services in a consolidated program. Since 2022, regional partners have also conducted a two-phase pilot of Clipper BayPass to study the potential impacts of a single unlimited pass for all public transit services in the Bay Area. Next Generation Clipper began rolling out in December 2025 to modernize fare collection regionwide by offering improved account management, instant access to added value, and acceptance of contactless debit and credit cards. The updated Clipper system also automates new free and discounted transfers between



(Photo: ©Noah Berger, 2025.)

operators and expands access to senior and youth discount programs with online enrollment.

The Regional Mapping and Wayfinding Project is working to make it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, etc.) more consistent and easier to identify. Led by MTC in partnership with local agencies, the project is developing regional standards to make navigating transit more intuitive and accessible for all riders. Starting in 2024, prototypes of new maps and signs were installed at test locations such as El Cerrito and Santa Rosa to gather initial public feedback. Operators are now advancing pilot installations at nine major transit hubs and select bus corridors, the results of which will inform final design standards for use throughout the region.



(Photo: ©Noah Berger, 2025.)

In 2024, the Regional Mapping and Wayfinding Project installed prototype maps and signs at the El Cerrito del Norte BART station and Santa Rosa Transit Mall. The prototype evaluation found that new wayfinding materials significantly improved riders' ability to use transit and find needed information. In the next phase of the pilot, new signage and maps are being installed on select bus routes and at nine major transit hubs around the region.

In addition to funding programs and technical assistance, MTC's transit priority efforts have included the adoption of an official Transit Priority Policy for Roadways, which serves as guidance for the ongoing Transit Priority Roadway Assessment. This assessment, anticipated for completion in early 2027, will evaluate the need for and help prioritize investments in transit priority projects throughout the Bay Area, as well as create a design toolkit to enhance local capacity to incorporate transit-supportive elements into projects.

As part of the Action Plan's recommendations to improve regional accessibility, MTC launched the paratransit one-seat ride pilot program in 2026. This initiative funds programs to provide paratransit rides across

agency boundaries without transferring to another paratransit service, including the development of cost-sharing policies. The program builds upon existing coordination in the region to improve customer experience and ease of mobility for paratransit users.

Fare Collection and Financial Efficiency

As the greatest source of revenue loss in the past six years, passenger fares have been a central focus for balancing transit finances across the Bay Area. In response to reduced fare revenues, operators have updated their fare policies and fare technology to maximize revenues while maintaining transit affordability. Fare increases have helped operators to keep pace with inflation in recent years, which is especially critical for operators with historically high farebox recovery. To moderate the impacts of raising fares, agencies are also taking steps to lower barriers by offering discount programs, fare capping policies, and special free and discounted fare programs for seniors and students.

Operators have also taken direct interventions to increase fare collection, including infrastructure investments, education, and enforcement. In August 2025, BART completed the installation of new fare gates in all stations with upgraded technology to offer more ways to pay, increase safety, and mitigate fare evasion. SFMTA conducted two public education campaigns in 2024 and 2025 with advertisements posted on transit vehicles and online that teach riders the importance of paying their fare. SFMTA and other rail operators in the region have also ramped up enforcement by hiring additional fare inspectors to educate riders and enforce penalties.



(Photo: ©Karl Nielsen, 2025.)

BART's Next Generation Fare Gates are designed to increase reliability and passenger throughput and serve as a strong deterrent against fare evasion. The gates offer new technology including tap-to-pay readers compatible with Next Generation Clipper and sensors to detect fare evasion as well as provide more time for people with wheelchairs, bikes, strollers, and luggage to pass through the gates.

Diminished operating revenues have also prompted Bay Area transit agencies to seek financial efficiency measures across fixed and variable costs including labor, fuel, and maintenance. Some agencies identified opportunities to reorganize departments and adjust staffing levels in response to changing conditions. The Caltrain Modernization Program lowered fuel costs by electrifying service from San Francisco to San José. In periods of reduced demand, BART shortened the length of its least crowded trains to maximize physical and fiscal resources. Agencies have also revised capital plans to defer or eliminate capital projects where possible, increasing the amount of revenues available for operations. However, operators still face significant state of good repair needs and continued challenges when balancing operating needs with critical projects to ensure the safety of passengers and the continued operation of transit services.

Regional Strategies for Future Financial Stability

Even with the Bay Area's continued efforts to raise revenues, increase efficiency, and maximize regional coordination, existing revenue sources would leave many transit operators with significant operating shortfalls beginning in July 2026. Given the urgency and scale of the region's funding needs, MTC and operators have partnered with city, county, and state policymakers to identify immediate funding solutions including seeking authorization for a multi-county ballot measure that would secure dedicated revenue streams through 2040.

Loans for Fiscal Year 2026-27

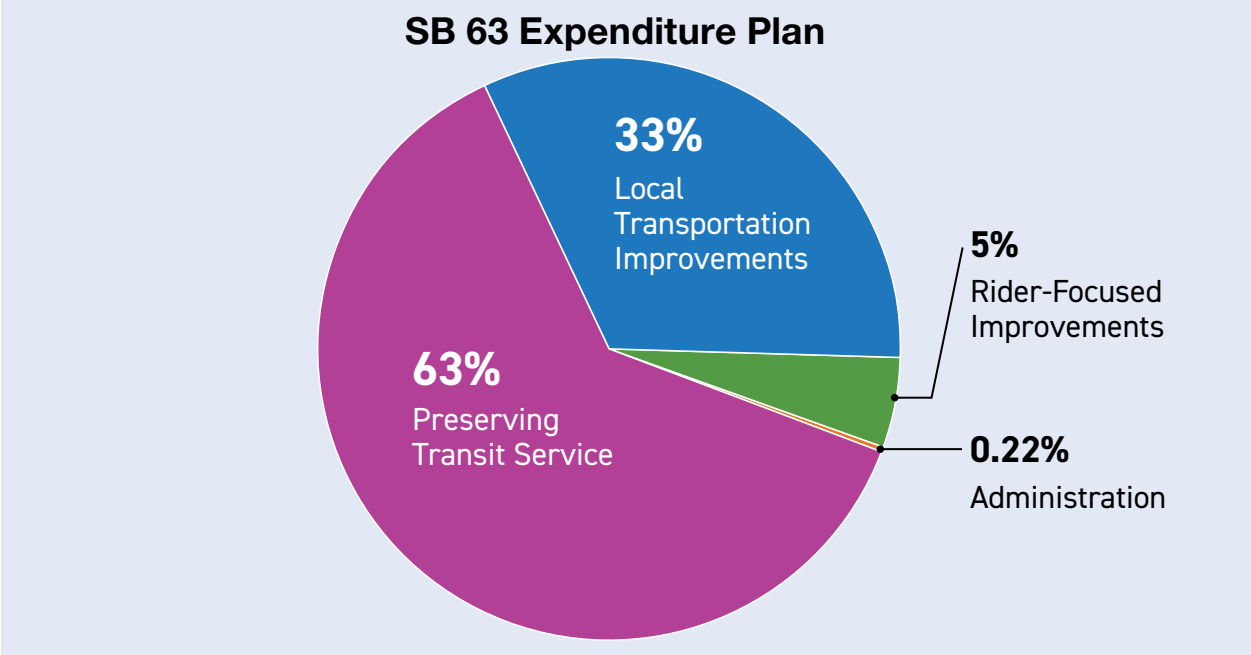
Fiscal Year 2026-27 represents a transitional year for Bay Area transit, as short-term operating support from SB 125, federal, and local programs concluded in FY 2025-26 and funds from the potential SB 63-authorized measure and the potential San Francisco parcel tax measure may not be available to operators until FY 2027-28. To bridge this funding gap, the Bay Area's largest operators are planning on strategic short-term borrowing.

The California Legislature acted in February 2026 to pass Assembly Bill 117 (AB 117), which provides MTC with a one-time $590 million loan of state funds to assist AC Transit, BART, Caltrain, and SFMTA with their budget shortfalls. The loan term is for 12 years with interest-only payments for the first two years.

Senate Bill 63 Revenue Measure

A central piece in the Bay Area's strategy to sustain future transit service is Senate Bill 63 (SB 63), also called the Connect Bay Area Act, enacted in October 2025 to authorize a transportation funding measure on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties. The measure would generate approximately $1 billion annually to sustain and improve transit operations and would be funded by a 14-year regional transportation sales tax (0.5% in each county except San Francisco, where the rate would be 1%). The measure would be administered by the newly established Public Transit Revenue Measure District, governed by the same board as MTC.

The SB 63 expenditure plan focuses on Bay Area transit operators with ongoing shortfalls that operate primarily within the participating counties. Approximately 63% of the measure's revenues would be dedicated to keep buses, trains and ferries moving on BART, SFMTA, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit. About one-third is guaranteed for Santa Clara Valley Transportation Authority (VTA), SamTrans, Contra Costa Transportation Authority, and Alameda County Transportation Commission, who have the flexibility to use the money for transit infrastructure and vehicles, running transit service, or paving roads with regular bus service. Around 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage. Finally, up to 0.22% can be used for measure administration costs incurred by MTC and the new Public Transit



Revenue Measure District. Measure proceeds can also cover specified one-time costs, such as election costs.

To ensure accountability and enhance financial efficiency for the largest recipients, SB 63 requires BART, SFMTA, Caltrain and AC Transit to participate in a Financial Efficiency Review conducted by an independent third party. The first phase of this review, completed in May 2026, summarized past cost-saving measures deployed by these four operators and identified early action strategies that would assist operators in improving rider outcomes and cost effectiveness moving forward.

If voters approve a measure authorized by SB 63 on the November 2026 ballot, additional oversight provisions will take effect, including an independent oversight committee, maintenance of effort requirements, and a process for counties to enforce accountability standards for transit agencies receiving SB 63 funds.

San Francisco Revenue Measure

San Francisco officials and SFMTA have proposed a parcel tax measure to raise funds specifically for SFMTA as a complement to the SB 63 measure. This measure, which would also appear on the November 2026 ballot, would impose a 15-year progressive parcel tax on property owners, with higher rates for larger properties. The measure is anticipated to collect approximately $150 million annually and is designed to work alongside the five-county SB 63 measure to provide a sustainable source of transit revenue to help close SFMTA's operating shortfall.


(Photo: Joey Kotfica, 2021.)

Five-Year Financial Plan

Over the next five years, the greatest challenge for Bay Area transit will be to sustain high quality transit service in an environment where operating costs tend to outpace available revenues. This five-year forecast focuses on the 11 Bay Area transit agencies that received SB 125 operating support under MTC's standardized shortfalls framework: AC Transit, ACE, BART, Caltrain, Golden Gate Transit, LAVTA, NVTA, SolTrans, SFMTA, Tri-Delta Transit, and WestCAT. The remaining 16 operators have not faced significant operating shortfalls in recent years and are expected to continue receiving sufficient revenues to meet costs over the near term.

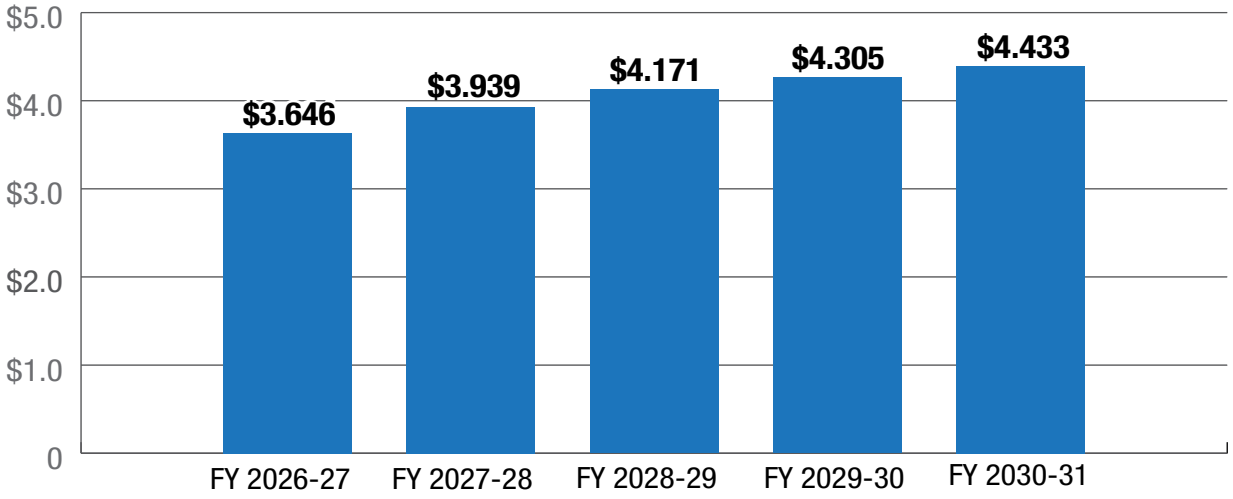
This analysis represents costs and revenues for maintaining current levels of service, where annual increases are a result of projected inflation, cost escalation, and ridership growth only. Financial figures are shown as the sum of near-term or projected budgets as reported by the 11 included agencies.

Operating Expenses

From FY 2026-27 to FY 2030-31, operating costs for these 11 operators are forecast to increase from over $3.6 billion to more than $4.4 billion, at an average annual growth rate of 5.0%. In addition to expected annual inflation, operating costs will grow due to expenses that tend to outpace inflation such as labor, maintenance, and energy. Operators with contracted service will also experience one-time increases of up to 15% when renewing contracts. Beginning in FY 2026-27, the recipients of the AB 117 state loan will have increased debt service costs, including interest-only payments in the first two years followed by principal and interest payments for ten years starting in FY 2028-29. The highest repayment year is likely to be FY 2028-29, when estimated loan balances and interest rates could result in approximately $83 million in total repayment costs that year.

Future service improvements could raise costs beyond what is included in this forecast, if operators have opportunities to add trips, expand service areas, and increase capacity to meet growing transit demand across the

Estimated Operating Expenses for Agencies with Projected Shortfalls (billions)





region. Any service increases would be limited by operators' ability to fund additional service with increased revenues, likely from higher fare revenues stemming from ridership growth.

Operating Revenues

From FY 2026-27 to FY 2030-31, operating revenues for these 11 operators are forecast to increase from over $3.5 billion to more than $4.1 billion, at an average annual growth rate of 4.1%. Other than fares, which are projected to increase over time due to assumed ridership growth, revenue growth from sources such as sales taxes are often limited to inflation-related escalation. Some revenue sources tend to grow slower than inflation unless they are directly increased, such as bridge tolls and fuel taxes, further slowing revenue growth relative to rising operating expenses.

Estimated Operating Revenues for Agencies with Projected Shortfalls (billions)

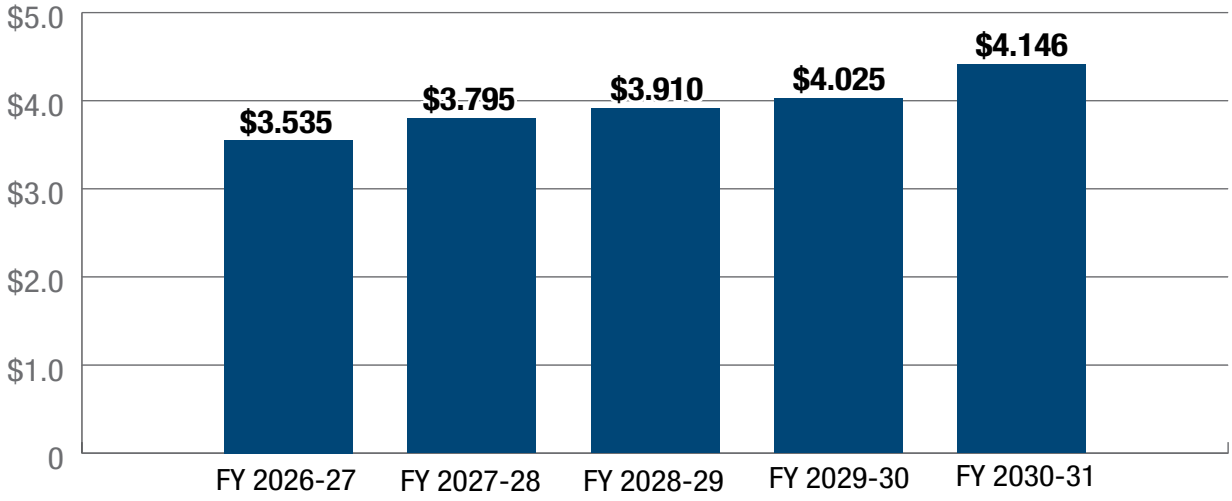


Table 1.
Five-Year Operating Revenue Forecast for Agencies with Projected Shortfalls (FY 2026-27 to FY 2030-31)

Revenue Source	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Existing Sources					
Local	1,475	1,529	1,569	1,602	1,637
Regional	202	199	201	205	208
State	340	352	361	371	380
Federal	36	37	37	38	39
Passenger Fares	570	623	658	700	741
Parking	235	212	214	217	219
Other	86	85	85	87	88
Borrowing	590	-	-	-	-
Potential Sources (Subject to Voter Approval)					
SB 63 Measure*	-	593	613	633	655
SF Parcel Tax*	-	166	170	174	178
Total	**3,535**	**3,795**	**3,910**	**4,025**	**4,146**

Note: Numbers may not sum due to rounding

*SB 63 measure and San Francisco parcel tax values represent estimated revenues if ballot measures are approved by the voters. This analysis assumes revenues from both measures would be available to operators beginning in FY 2027-28 if approved.

Table 1 shows the breakdown of projected operating revenues over the five-year period. Existing dedicated sources from local and federal programs are expected to grow around 2.5% to 3% annually as sales tax receipts, assessed property taxes, and federal formulas increase over time. Regional funds, which primarily come from bridge tolls, are forecast to grow more slowly in proportion to increases in bridge crossing volumes. Most operators project annual increases in fare revenue greater than 5%, mirroring observed trends in ridership growth since 2020. Other directly generated sources such as parking, advertising, and rental income are expected to grow more gradually, similar to estimated inflation rates. Strategic borrowing, including funds from the AB 117 loan, will provide additional revenues in FY 2026-27 for AC Transit, BART, Caltrain, and SFMTA.

Estimated revenues from the potential SB 63 sales tax and San Francisco parcel tax measures are shown starting in FY 2027-28. Each measure would be expected to provide annual revenue increases on track with inflation. Out of the 11 operators with shortfalls, AC Transit, BART, Caltrain, Golden Gate Transit, LAVTA, SFMTA, Tri-Delta Transit, and WestCAT would receive SB 63 measure revenues. Along with the county transportation agencies and MTC, five other operators not included in this analysis (County Connection, SamTrans, San Francisco Bay Ferry, Union City Transit, and VTA) would also receive SB 63 measure revenues for an estimated regional total of $975 million in FY 2027-28, 63% of which would directly contribute to transit operators' budgets. Both measures are subject to voter approval at the upcoming November 3rd, 2026 election.



(Photo: Courtesy of SamTrans.)

Operating Balance

Table 2 shows the resulting operating balance for the 11 Bay Area operators. Although the other 16 transit operators are not included, these figures represent the overall balance for the entire region because the excluded operators are not anticipated to face surpluses or shortfalls in the next five years. When including potential revenues from the San Francisco parcel tax and SB 63 measures as well as the AB 117 loan, the Bay Area faces a potential FY 2026-27 shortfall of $111 million at current service levels based on projected revenues. While loans and potential revenue sources may fulfill the operating shortfalls of some Bay Area operators, other operators will continue to face funding gaps and may have to take steps to resolve their anticipated shortfalls.

To close this shortfall for the coming fiscal year, operators are developing various approaches to reduce operating costs, defer one-time costs, shift capital funding to operations, collect more funds from existing sources, or find other revenue sources. Although funds from the SB 63-authorized measure are anticipated to be available starting in FY 2027-28 if approved, some operators are also planning to use revenues accrued in FY 2026-27 to fund that year's operating expenses. Under the assumption of no changes to service levels, the regional shortfall is forecast to increase in the following four years due to rising costs outpacing revenue growth, reaching $287 million in FY 2030-31.

Table 2.
Five-Year Operating Balance Forecast for Agencies with Projected Shortfalls (FY 2026-27 to FY 2030-31)

Category	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31
Expenses	(3,646)	(3,939)	(4,171)	(4,305)	(4,433)
Existing Revenues	3,535	3,036	3,127	3,219	3,313
Potential Revenues	-	759	783	806	833
Surplus/(Shortfall)	**(111)**	**(144)**	**(261)**	**(280)**	**(287)**

Note: Numbers may not sum due to rounding

Next Steps

Implement SB 63 Financial Efficiency Review Early Action Strategies

By July 1, 2026, the four agencies participating in Phase 1 of the SB 63 Financial Efficiency Review will adopt a set of early action strategies adopted by the SB 63 Financial Efficiency Review Independent Oversight Committee. These strategies represent opportunities for near-term action that are within agencies' direct control, as well as intermediate steps that can help advance longer-term strategies. They focus on actions that transit agencies can reasonably implement or study within the next one to three years to improve service delivery and enhance customer experience using existing resources. Throughout the three-year period, MTC will track progress on the early action strategies through established accountability reporting procedures linked to the approval of annual operating allocations.

Should the proposed SB 63 ballot measure succeed, Phase 2 of the Financial Efficiency Review would begin in 2027. Phase 2 would focus on identifying a menu of cost-saving measures that could reduce one-time and ongoing fixed and variable costs for the four transit agencies, as well as conducting a comprehensive regional assessment of development and financing strategies to maximize the value of real property assets owned by each transit agency.

Prepare for Near-Term Financial Uncertainties

The magnitude of operators' operating shortfalls in FY 2026-27 and beyond will greatly depend on the results of the November 2026 election. In particular, the proposed SB 63 measure could provide nearly $1 billion in annual revenues across the five contributing counties, 63% of which would be invested directly to sustain public transit, requiring agencies to prepare for vastly different outcomes within the next year. Although revenues from the proposed measures may not reach operators until the start of the following fiscal year or later, current service levels may not be sustainable as soon as early 2027 if one or both measures are not enacted. In preparation, some operators like BART are developing two versions of their agency budget, reflecting the different revenues available in the case of approval or rejection of the proposed SB 63 measure.



(Photo: Rebecca Long, 2023.)



(Photo: Joey Kotfica.)

Bay Area operators are also preparing for uncertainty by adapting service plans to maximize existing funding sources. Routes, frequencies, and hours of operations may be adjusted to prioritize key corridors, time periods with high demand, services with riders who rely on transit, and financially efficient services to make the best use of available revenues. Before and after the election, operators will continue to closely monitor expenditures and cash flow to ensure a balanced budget by the close of the fiscal year.



(Photo: Courtesy of VTA.)

Capitalize on Regional Coordination Efforts

Building upon regional coordination efforts which began at the start of the pandemic, MTC and transit operators will continue collaborating to improve the rider experience and regional efficiency. Service changes coming this year, including the MASCOTS plan implemented in April 2026, will boost frequencies and take advantage of interagency connectivity to do more with limited resources. Many Regional Network Management initiatives are also set to mature over the next year, including pilot projects for the paratransit one-seat ride program and rollouts of the new mapping and wayfinding standards. Transit priority projects across the region will begin reaching completion by early 2027, and Next Generation Clipper implementation will finish in 2026 as all users and accounts are fully transitioned to the new system. These regional initiatives aim to make the rider experience faster, more accessible, and more convenient, ultimately paving the way towards a financially sustainable transit system for the Bay Area.

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Metropolitan Transportation Commission

Legislation Text

File #: 26-0768, **Version:** 1

Subject:
Bipartisan Infrastructure Law Regional Grant Strategy. Proposed revision to the Bay Area Regional Priority Endorsement List for the U.S. Department of Transportation (USDOT))-administered Bipartisan Infrastructure Law (BIL) grant programs.

Presenter:
Theresa Romell

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 2i-26-0742**

Bipartisan Infrastructure Law Regional Grant Strategy

Subject:

Proposed revision to the Bay Area Regional Priority Endorsement List for the U.S. Department of Transportation (USDOT))-administered Bipartisan Infrastructure Law (BIL) grant programs.

Background:

In 2022, MTC adopted a Regional Endorsement List for certain categories within the Bipartisan Infrastructure Law. This list was last updated in June of 2022 and again in November 2023 based on changing regional funding priorities, opportunities and corresponding project funding needs. The list is part of the Bay Area Infrastructure Grants Strategy; a collaborative effort aimed at helping the Bay Area take full advantage of an influx of federal grant opportunities. The Commission endorsed a short list of regionally significant projects – developed in coordination with Bay Area transportation partners, for a subset of those USDOT grant programs focused on larger-scale, regional and national significant projects.

Proposed Update to Regional Endorsement List

We are in the final year of the current federal surface transportation authorization. Input from partner agencies is to expect an influx of Notices of Funding Opportunities (or NOFOs) to be released for remaining BIL discretionary funds.

Staff recommend amending the Regional Endorsement List to remove the Consolidated Rail Infrastructure and Safety Improvements or CRISI grant category given that the named project for this grant category – The Alameda County Rail Safety Enhancement Plan – has been successful in attaining a $25 Million grant.

Applications for CRISI are due June 22nd. As practical, MTC staff will entertain providing letters of support for CRISI applicant projects that are consistent with Plan Bay Area 2050+ following Commission approval of the amended regional endorsement list.

Staff does not recommend any further changes to the Regional Endorsement List.

Recommendation:

MTC Commission Approval of Bay Area Regional Priority – Bipartisan Infrastructure Law – Regional Endorsement List

Attachments:

- Bay Area Regional Priority – Bipartisan Infrastructure Law – Regional Endorsement List

Andrew B. Fremier

Bay Area Regional Priority Projects – Bipartisan Infrastructure Law
FINAL Regional Endorsement List
June 10, 2026

This regional endorsement list is a component of the Bay Area Infrastructure Grants Strategy, adopted by MTC in March 2022. MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles. This version reflects two updates, described in the "notes" section at the end of the document.

BIL Grant Program	5 Year National Total (Guaranteed)	Recommended Projects
Transit Expansion & Modernization (Federal Transit Administration)		
New Starts/Core Capacity (Capital Investment Grants)	$18 billion (New Starts/Core Capacity and Small Starts)	Projects with existing FFGAs (including seeking supplementary funding from FY 2023 CIG program funds to offset cost increases): • Caltrain Electrification • BART Core Capacity Projects seeking new grant agreements through FY 2026: • BART Silicon Valley Phase II (seeking FFGA in 2023) • Downtown Rail Extension (DTX) (also referred to as "the Portal) (seeking FFGA in 2025) • Valley Link (seeking FFGA by 2026)
Small Starts (Capital Investment Grants)		Programmatic approach recommended; Prioritize competitive small starts candidates seeking grant agreements through FY 2026.
Low- and Zero-Emission Bus Program	$5.6 billion	Programmatic approach recommended; Support Bay Area's transition to a zero-emission fleet (including facilities upgrades). • FY 2022-23: Seek agreement among operators to limit applications to zero emission transit-related projects; aim for a coordinated application, if possible. • FYs 2023-26: MTC to develop Bay Area zero emission transition strategy in coordination with Bay Area Partnership; Strategy to define future grant priorities.
Bus and Bus Facilities Discretionary	$2.3 billion	
Intercity and Freight Rail (Federal Railroad Administration)		
Federal-State Partnership for Intercity Passenger Rail (Outside Northeast Corridor)	$12 billion ($36 billion total; $12 billion for projects outside the Northeast Corridor)	California High Speed Rail Joint benefit projects that support bringing HSR into the Bay Area. • DTX (also referred to as "the Portal") • Diridon Station • Caltrain Electrification Capitol Corridor South Bay Connect *Note: Given state leadership in the rail area, staff has consulted with the California State Transportation Agency (CalSTA) on our recommend approach and will continue to coordinate with CalSTA on advocacy strategy.*

~~**Consolidated Rail Infrastructure and Safety Improvements (CRISI)**~~
~~**and**~~
Railroad Crossing Elimination Program
	$3 billion
	
	~~($5 billion – CRISI; $3 billion – Railroad Crossing Elimination)~~
		~~Alameda County Rail Safety Enhancement Plan (CRISI only)~~
		Grade Separation
		• Given state leadership in this area, staff recommends a programmatic approach to enable consultation and coordination with CalSTA on best Bay Area candidates to advance for BIL grant funds. We anticipate state prioritization will include:
		  • HSR-related grade separations; and
		  • High performing goods movement projects
		
		Staff has identified the following grade separation projects to share with the state:*
		
		1. Broadway Grade Separation (City of Burlingame, San Mateo County)
		2. South Linden Avenue-Scott Street Grade Separation (Cities of South San Francisco and San Bruno, San Mateo County)
		3. Castro Street Caltrain Grade Separation (City of Mountain View, Santa Clara County)
		4. Caltrain Grade Separation at Mary Avenue (City of Sunnyvale, Santa Clara County)
		5. Caltrain Grade Separation at Rengstorff Avenue (City of Mountain View, Santa Clara County)
		6. Pennsylvania Avenue Extension Grade Separation (City and County of San Francisco)

Bay Area Regional Priority Projects – Bipartisan Infrastructure Law
FINAL Regional Endorsement List
June 10, 2026

This regional endorsement list is a component of the Bay Area Infrastructure Grants Strategy, adopted by MTC in March 2022. MTC will periodically revisit over the five-year BIL funding period, as federal grant guidelines are refined and as project funding plans evolve, including results from current and future state and federal grant cycles. This version reflects two updates, described in the "notes" section at the end of the document.

BIL Grant Program	5 Year National Total (Guaranteed)	Recommended Projects, cont.
Multimodal Projects of National & Regional Significance (US Department of Transportation)		
MEGA (National Infrastructure Project Assistance) **LARGE (>$500 million)**	$5 billion (LARGE & SMALL)	680 Forward (680 Express Lane project with supplemental transit/Express Bus component) Transbay Joint Powers Authority's The Portal
MEGA (National Infrastructure Project Assistance) **SMALL ($100 million - $500 million)**		Oakland's Waterfront Mobility Hub *Inclusion of other projects in this category is subject to MTC's Major Project Advancement Policy (MAP) to be adopted by Summer 2022.*
Road, Bridge & Multimodal Projects (Federal Highway Administration (FHWA)		
Bridge Investment Program **LARGE (Projects >$100 million)**	$12.5 billion ($6.25 b minimum for large bridges)	Golden Gate Bridge Seismic (first priority for Bridge Investment Program funding) Bay Bridge Rehabilitation
INFRA (nationally significant freight)	$8 billion	I-80 Clean Freight Truck Scales project (component of proposed East Bay Clean Freight Corridor program)
Rural Surface Transportation Program	$2 billion	State Route 37 Interim Project
PROTECT (surface transportation resilience)	$1.4 billion	State Route 37 Resilience Improvements
Port Infrastructure and Electrification (Maritime Administration and FHWA)		
Port Infrastructure Development Program	$2.5 billion	Port of Oakland Electrification and Modernization
Reduce Truck Emissions at Ports	$400 million	

*Grade separation recommendations were prioritized based on project benefits related to equity, safety (including inclusion in the California Public Utilities Commission's (CPUC) grade separation priority list), mobility (including goods movement, passenger rail/transit mobility and bicycle/pedestrian access), connecting California High-Speed Rail to the Bay Area. All but one project in this list are high-priority safety improvements ranked on the CPUC's grade separation priority list. The exception is the Pennsylvania Avenue Extension Grade Separation project, which met other criteria and still provides a safety benefit.

Notes:

1. Staff has reflected each program's administrating agency to the best of our knowledge. In some cases, U.S. Department of Transportation (the Secretary's office) may administer programs identified here as being administered by a modal agency.

2. The first iteration of this project list was finalized in March 2022. This version is updated to reflect that Valley Link has been added into the regional priority project list, pursuant to the March 2022 commitment that the project would be added upon its acceptance into the FTA CIG Project Development phase. Valley Link entered into CIG Project Development in June 2022.

3. The list was updated to remove Link-21 from the Federal-State Partnership for Intercity Rail Program list. The March 2022 version conditioned Link-21's inclusion on the grant guidelines including a set-aside for project development. The Federal-State Partnership Program for Intercity Rail Notice of Funding Opportunity does not contain a set-aside for "project development," and as such, Link-21 is no longer a listed priority.

4. The Downtown Rail Extension project name was updated to reflect the new project title (the Portal) and two MEGA priority project names were also updated to reflect the official project names the sponsors included in their grant applications.
5. On November 15, 2023 the list was updated to include TJPA – The Portal in the MEGA (National Infrastructure Project Assistance) category.
6. On June 10, 2023 the list was updated to remove the Consolidated Rail Infrastructure and Safety Improvements (CRISI) discretionary grant category from the Regional Endorsement List.

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0771, **Version:** 1

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

Presenter:
Luis Garcia

Recommended Action:
Commission Approval

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

Andrew B. Fremier

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.

[1]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

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.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4771

This resolution approves the allocation of fiscal year 2026-27 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), Eastern Contra Costa Authority (ECCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), City of Santa Rosa, and Santa Clara Valley Transportation Authority (VTA).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4771

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 2026-27 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 2026-27 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 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 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 2026-27 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

_____

Sue Noack, 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 24, 2026.

Date: June 24, 2026
Referred by: PAC

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2026-27

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	Transit Operations		5,261,982	01	06/24/26	AC Transit - Alameda	
AC Transit	Transit Operations		1,039,431	02	06/24/26	AC Transit - Contra Costa	
CCCTA	Community Transit		1,396,000	03	06/24/26	CCCTA	
VTA	Community Transit		7,035,666	04	06/24/26	Santa Clara County	
		Subtotal	**14,733,079**				
5802 - PUC 99260A Transit - Operations							
AC Transit	Transit Operations		65,533,385	05	06/24/26	AC Transit - Alameda D1	
AC Transit	Transit Operations		17,365,946	06	06/24/26	AC Transit - Alameda D2	
AC Transit	Transit Operations		9,277,348	07	06/24/26	AC Transit - Contra Costa D1	
CCCTA	Transit Operations		30,878,425	08	06/24/26	CCCTA	
Santa Rosa CityB	Transit Operations		11,066,613	09	06/24/26	Santa Rosa	
ECCTA	Transit Operations		15,853,298	10	06/24/26	ECCTA	
LAVTA	Transit Operations		14,031,231	11	06/24/26	LAVTA	
NVTA	Transit Operations		6,943,900	12	06/24/26	NVTA	
VTA	Transit Operations		133,677,651	13	06/24/26	VTA	
		Subtotal	**304,627,797**				
5803 - PUC 99260A Transit - Capital							
CCCTA	Transit Capital		10,265,087	14	06/24/26	CCCTA	
Santa Rosa CityB	Transit Capital		3,750,000	15	06/24/26	Santa Rosa	
LAVTA	Transit Capital		10,000,000	16	06/24/26	LAVTA	
		Subtotal	**24,015,087**				
5812 - PUC 99400D Planning and Administration - Operations							
NVTA	Planning and Admin		3,000,000	17	06/24/26	NVTA	
		Subtotal	**3,000,000**				
		Total	***346,375,963***				

Date: June 24 2026
Referred by: PAC

ALLOCATION OF FISCAL YEAR 2026-27
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 2l California Code of Regulations § 6633.l, 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 2l California Code of Regulations § 6634.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4772

This resolution approves the allocation of State Transit Assistance (STA) funds for fiscal year 2026-27.

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 Transportation Authority (CCCTA), Eastern Contra Costa Transit Authority (ECCTA), Livermore Amador Valley Transit Authority (LAVTA), Napa Valley Transportation Authority (NVTA), City of Santa Rosa, Santa Clara Valley Transportation Authority (VTA), Water Emergency Transportation Authority (WETA), and MTC.

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 State Transit Assistance to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4772

WHEREAS, pursuant to Government Code § 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., provides that the State Controller shall, pursuant to Public Utilities Code Section 99310, allocate funds in the Public Transportation Account ("PTA") to the MTC region to be subsequently allocated by MTC to eligible claimants in the region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6, MTC has created a State Transit Assistance ("STA") fund which resides with the Alameda County Auditor for the deposit of PTA funds allocated to the MTC region; and

WHEREAS, pursuant to Public Utilities Code Section 993l3.6(d), MTC may allocate funds to itself for projects to achieve regional transit coordination objectives; and

WHEREAS, pursuant to Public Utilities Code Sections 99314.5(a) and 99314.5(b), claimants eligible for Transportation Development Act Article 4 and Article 8 funds are eligible claimants for State Transit Assistance funds; and

WHEREAS, eligible claimants have submitted applications to MTC for the allocation of fiscal year 2026-27 STA 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 2026-27 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, pursuant to 2l California Code of Regulations Section 6754, MTC Resolution Nos. 4321 and 4433, and 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 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 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 2026-27 STA 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;

RESOLVED, that, pursuant to 21 Cal. Code of Regs. §§ 6621 and 6753, a certified copy of this resolution, along with written allocation instructions for the disbursement of STA funds as allocated herein, shall be forwarded to the Alameda County Auditor; and, be it further

RESOLVED, that all STA allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan; and, be it further

RESOLVED, this resolution incorporates any revisions to the TDA, either by statute or regulation, made hereafter.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on June 24, 2026.

Date: June 24, 2026
Referred by: PAC

Attachment A
ALLOCATION OF STATE TRANSIT ASSISTANCE FUNDS
DURING FISCAL YEAR 2026-27

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

Claimant	Project Description		Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5820 - CCR 6730A Operations - Population-based County Block Grant							
AC Transit	Transit Operations		5,521,856	01	06/24/26	AC Transit - Alameda	
AC Transit	Transit Operations		1,558,320	02	06/24/26	AC Transit - Contra Costa	
CCCTA	Transit Operations		5,100,000	03	06/24/26	County Connection	
Santa Rosa CityBus	Transit Operations		1,661,737	04	06/24/26	Santa Rosa CityBus	
ECCTA	Transit Operations		3,252,804	05	06/24/26	Tri-Delta Transit	
LAVTA	Transit Operations		1,606,307	06	06/24/26	LAVTA	
NVTA	Transit Operations		1,700,537	07	06/24/26	Napa County	
VTA	Transit Operations		7,385,010	08	06/24/26	Santa Clara County	
		Subtotal	**27,786,571**				
5820 - CCR 6730A Operations - Population-based MTC Coordination							
MTC	Clipper		7,000,000	09	06/24/26	MTC	
		Subtotal	**7,000,000**				
5820 - CCR 6730A Operations - Revenue-based							
AC Transit	Transit Operations		26,331,036	10	06/24/26	AC Transit	
VTA	Transit Operations		30,089,714	11	06/24/26	VTA	
WETA	Transit Operations		8,000,000	12	06/24/26	WETA	
		Subtotal	**64,420,750**				
		Total	***99,207,321***				

Date: June 24, 2026
Referred by: PAC

ALLOCATION OF FISCAL YEAR 2026-27 STATE TRANSIT ASSISTANCE FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which State Transit Assistance (STA) funds are allocated under this resolution.

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 PUC §§ 99243 and 99245; and

2. That the projects and purposes for which each claimant has submitted an application for STA funds to MTC are in conformance with MTC's Regional Transportation Plan (21 Cal. Code of Regs. § 6651), and with the applicable state regulations (21 Cal. Code of Regs. § 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 PUC § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (PUC §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5), or with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in PUC §§ 99268.5, 99268.12, or MTC Resolution No. l209, Revised), as so attested to by the claimant's chief financial officer; and

4. That each claimant is making full use of federal funds available under the Fixing America's Surface Transportation (FAST) Act, as amended; and

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

6. That MTC has given priority consideration to claims to offset reductions in federal operating assistance and the unanticipated increase in the cost of fuel, to enhance existing public transportation services, and to meet high priority regional, countywide, or area wide public transportation needs; and

7. That each claimant has submitted to MTC a copy of a certification from the California Highway Patrol verifying that the claimant is in compliance with Section 1808.1 of the Vehicle Code ("Pull Notice Program"), as required by PUC § 99251; and

8. That each claimant is in compliance with MTC's Transit Coordination Implementation Plan, pursuant to Government Code §§ 66516 and 66516.5, PUC §§ 99314.5(c) and §99314.7, and MTC Resolution No. 3866, Revised.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4773

This resolution approves the allocation of the Regional Measure 2 operating and planning funds for FY 2026-27.

This resolution includes the following attachment:

- Attachment A—Allocation Summary

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Transbay Joint Powers Authority (TJPA), San Francisco Bay Area Water Emergency Transportation Authority (WETA), and MTC.

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 2 funds for transit operations and planning for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4773

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, Streets and Highways Code Sections 30950 et seq. created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by $1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 ("RM2"); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and programs eligible for RM2 funding for transit operating and planning assistance as identified in Streets and Highways Code Section 30914(d).

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan on June 23, 2004, specifying the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM2 transit operations and planning funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM2 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Streets and Highway Code Section 30914(e) to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM2 funding, project specific conditions, and amounts recommended for RM2 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM2 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set for in length in MTC Resolution 3636, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM2 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations, on June 24, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4773
Page 1 of 1

FY 2026-27 ALLOCATION OF REGIONAL MEASURE 2 FUNDS
FOR TRANSIT OPERATIONS AND PLANNING

1. Funding for each route is limited to the amount identified in the FY 2026-27 RM2 Operating Program (MTC Resolution 4757).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM2 operating program limit of 38% of annual revenue [SHC Section 30915(d)].
3. Payment of RM2 operating funds may be limited to no more than 1/12 of the allocated amount monthly.
4. Operating advances will be considered on a case-by-case basis.
5. RM2 performance requirements are suspended due to the continuing transit impacts resulting from the COVID-19 pandemic.
6. Marketing assistance program is funded with RM2 toll revenue receipts pursuant to Streets and Highways Code (SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).

Claimant	Project Description		Allocation Amount	Allocation Code	Approval Date	Project Number
RM2 Operating Assistance Program – Streets and Highways Code 30914(d)						
AC Transit	Express Bus Service	$	4,610,103	1	06/24/26	04
AC Transit	Dumbarton Bus	$	3,171,509	2	06/24/26	05
AC Transit	Owl Bus Service	$	1,280,481	3	06/24/26	07
AC Transit	Enhanced/Rapid Bus Service	$	2,567,782	4	06/24/26	09
WETA	Ferry Operations	$	13,095,689	5	06/24/26	06
WETA	Planning and Administration	$	2,567,782	6	06/24/26	11
TJPA	Transbay Transit Center	$	2,567,782	7	06/24/26	13
MTC	Clipper	$	1,711,855	8	06/24/26	12
	Subtotal	**$**	**31,572,983**			
RM2 Marketing Assistance Program – Streets and Highways Code 30914(f)						
MTC	Clipper	$	1,800,000	9	06/24/26	
	Subtotal	**$**	**1,800,000**			
	Total	***$***	***33,372,983***			

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4774

This resolution approves the allocation of the Regional Measure 3 operating funds for FY 2026-27

This resolution includes the following attachment:

- Attachment A – FY 2026-27 Allocation of Regional Measure 3 Funds for Operating Program

This resolution allocates funds to Transbay Joint Powers Authority (TJPA), San Francisco Bay Area Water Emergency Transportation Authority (WETA), Alameda-Contra Costa Transit District (AC Transit), Eastern Contra Costa Transit Authority (ECCTA), and Livermore Amador Valley Transit Authority (LAVTA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Re: Allocation of Regional Measure 3 Operating Program funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4774

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January I, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority ("Authority") adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, MTC has reviewed the allocation requests submitted for RM3 Operating Program funds from the project sponsor(s) listed in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length funds; and

WHEREAS, project sponsors seeking RM3 funds are required to submit an Operating Assistance Proposal (OAP), pursuant to Section 30914.7(c) of the California Streets and Highways Code to MTC for review and approval, which demonstrates a fully funded operating plan and consistency with the performance measures, as applicable; and

WHEREAS, Attachment A lists the projects requested by project sponsors for RM3 funding, project specific conditions, and amounts recommended for RM3 allocation by MTC staff; and

RESOLVED, that MTC approves staff's review of the OAP for the projects listed in Attachment A; and be it further

RESOLVED, that MTC approves the allocation of RM3 funds in accordance with Attachment A; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the project sponsor complying with the provisions of the RM3 Expenditure Plan Policies and Procedures as set for in length in MTC Resolution 4404, Revised; and be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions as set forth in Attachment A; and be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsors.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Vice Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations,
on June 24, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

Attachment A
MTC Resolution No. 4774
Page 1 of 1

FY 2026-27 ALLOCATION OF REGIONAL MEASURE 3 FUNDS
FOR OPERATING PROGRAM

1. Funding for each route is limited to the amount identified in the FY 2026-27 RM3 Operating Program (MTC Resolution 4758).
2. Allocation amounts may be reduced in order to stay within the statutorily mandated RM3 operating program limit of 16% of annual revenue [SHC Section 30914.7(c)].
3. Payment of RM3 operating funds may be limited to no more than 1/12 of the allocated amount monthly.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Project Number
TJPA	Terminal Operations	$ 4,326,844	1	06/24/26	1
WETA	Ferry Service	$ 31,369,616	2	06/24/26	2
AC Transit	Express Bus	$ 6,068,398	3	06/24/26	3
LAVTA	Express Bus	$ 1,362,692	4	06/24/26	3
ECCTA	Regional Express Bus FY2018-19 through FY2021-22 Funds	$ 2,608,847	5	06/24/26	
	Total	**$ 45,736,397**			

Date: June 24, 2026
WI: 1514
Referred by: PAC
Revised: 10/22/25-C

ABSTRACT

Resolution No. 4775

This resolution approves the allocation of fiscal year 2026-27 AB 1107 half-cent sales tax funds to AC Transit.

This Resolution includes the following attachment:

Attachment A – Allocation Summary

Attachment B – Findings

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 10, 2026.

Date: June 24, 2026
Referred by: PAC

Re: Allocation of Fiscal Year 2026-27 "AB 1107" Half-Cent Sales Tax Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4775

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, Public Utilities Code Section 29142.2(b) provides that, after deductions for certain administrative expenses, twenty-five percent (25%) of the proceeds from the one-half cent transactions and use tax collected within the San Francisco Bay Area Rapid Transit District (hereinafter referred as "AB 1107" funds), shall, on the basis of regional priorities established by MTC, be allocated by MTC to the City and County of San Francisco for the San Francisco Municipal Transportation Agency ("SFMTA") and to the Alameda-Contra Costa Transit District ("AC Transit"), for transit services; and

WHEREAS, SFMTA and/or AC Transit has submitted a request for the allocation of fiscal year 2026-27 AB 1107 funds for transit service projects and purposes in accordance with the regional priorities established by MTC; 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 2026-27 allocations requested by SFMTA and/or AC Transit, 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 findings pertaining to the allocations made under this resolution to SFMTA and/or AC Transit, as the case may be; and

WHEREAS, SFMTA and/or AC Transit has certified that its 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 2l000 et seq.), and with the State Environmental Impact Report Guidelines (l4 California Code of Regulations Section l5000 et seq.); now, therefore, be it

RESOLVED, that MTC finds that the projects and purposes as listed and recorded in Attachment A are in conformance with MTC's Regional Transportation Plan; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2026-27 funds under this resolution to SFMTA and/or AC Transit, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A.

RESOLVED, that all AB1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, 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 24, 2026.

Date: June 24, 2026
Referred by: PAC

Attachment A
MTC Resolution No. 4775
Page 1 of 1

ALLOCATION OF AB 1107 FUNDS
DURING FISCAL YEAR 2026-27

All AB 1107 allocations are subject to continued compliance with MTC Resolution 3866, the Transit Coordination Implementation Plan.

Claimant	Project Description	Fare Ratio Plus Local Support Percentage		Allocation Amount	Alloc. Code	Approval Date
		FY24-25	FY26-27			
AC Transit	Transit Operations	69%	64%	50% of deposits to MTC's AB 1107 account.	01	06/24/26

Date: June 24, 2026
Referred by: PAC

Attachment B
Resolution No. 4775
Page 1 of 1

ALLOCATION OF FISCAL YEAR 2026-27
AB 1107 FUNDS

FINDINGS

The following findings pertain to the allocation of funds under this resolution to AC Transit and/or SFMTA, as the case may be.

Statutory Requirement	***AC Transit***	***SFMTA***
1. In accordance with Public Utilities Code §29142.4(a), the operator is a participating member of the Clipper Executive Board and the Bay Area Partnership Board, established by MTC and which serve the function of a regional transit coordinating council.	*YES*	
2. In accordance with Public Utilities Code §29142(c), the operator has complied with the transit system standards established by MTC pursuant to Government Code §66517.5.	*YES*	
3. In accordance with Public Utilities Code § 29142.5, MTC may consider local support revenues in excess of the operator's base amount as fare revenues, as long as by doing so it will enable the operator to maintain or improve vital transit service within a coordinated fare structure. The audited financials submitted by the claimant for FY 2022-23 and included with the proposed FY 2026-27 budget demonstrate a fare ratio of greater than 33 percent when considering other local excess revenue. Local revenue includes fares, advertising, Low Carbon Transit Operations funds, General Fund, local sales tax not including TDA, property tax, local revenue such as parking and traffic fees, bridge tolls, and BART sales tax funds.	*YES*	
4. In accordance with Public Utilities Code § 29142.4, MTC may grant, an operator which was in compliance with the 33 percent farebox requirement prior to that date, a credit not to exceed 5 percent to meet that requirement.	*N/A*	

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4776

This resolution approves the Five Percent Unrestricted State Fund Revenues program of projects and the allocation of such funds for FY 2026-27.

This resolution includes the following attachment:

Attachment A – FY2026-27 Allocation of Five Percent Unrestricted State Fund Revenues to Projects

This resolution allocates funds to the Water Emergency Transportation Authority (WETA).

Discussion of the allocations made under this resolution are contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

RE: Programming and Allocation of Five Percent Unrestricted State Fund Revenues in the Fiscal Year 2026-27 to Various Claimants

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4776

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

WHEREAS, with the toll increase authorized by the Regional Measure 1, approved by the voters on November 8, 1988, 3% of the revenue from the toll increase collected on all the state-owned bridges in the region may be allocated by MTC pursuant to Streets and Highways Code §§ 30913 and 30914, for certain projects which are designed to reduce vehicular traffic congestion on these bridges; and

WHEREAS, Streets and Highways Code §§ 30913 and 30914 have been amended to require that an additional 2% of those toll revenues be allocated by MTC for the planning, construction, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC has adopted MTC Resolution No. 4015 which sets forth MTC's Bridge Toll Revenue Allocation Policy and established the Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues Programming and Allocation Policy; and

WHEREAS, the claimants listed on Attachment A have submitted applications to MTC for allocation of Five Percent Unrestricted State Fund Revenues and Two Percent Bridge Toll Revenues in FY 2026-27; and

WHEREAS, those applications are for projects and purposes that are in conformance with MTC's Regional Transportation Plan, with the requirements of the California Environmental Quality Act (Public Resources Code § 2100 et seq.) and the State Environmental Impact Report Guidelines (14 Cal. Admin. Code § 15000 et seq.); now therefore, be it

RESOLVED, that MTC approves the programming and allocation of Five Percent Unrestricted State Fund Revenues in FY 2026-27 to the claimants, in the amounts, for the purposes, and subject to the conditions listed on Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Vice Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations on June 24, 2026.

Date: June 24, 2026
Referred by: PAC

Attachment A

ALLOCATION OF FIVE PERCENT UNRESTRICTED STATE FUND REVENUES AND TWO PERCENT BRIDGE TOLL REVENUES
FOR FISCAL YEAR 2026-27

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area
Five Percent Unrestricted State Fund Revenues					
WETA	Vessel refurbishments/overhauls and various facility improvements	2,916,000	01	6/24/26	Ferry
	Total	***2,916,000***			

Date: June 24, 2026
W.I.: 1244
Referred By: PAC

ABSTRACT

Resolution No. 4779

This resolution approves the FY2026-27 allocation of bridge tolls to the Transbay Joint Powers Authority (TJPA) for operation and maintenance assistance of the Salesforce Transit Center, pursuant to California Streets and Highways Code 30914(b). This resolution includes the following Attachment A.

Additional discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2026.

Date: June 24, 2026
W.I.: 1244
Referred By: PAC

RE: Approval of allocation of bridge toll funds to Transbay Joint Powers Authority for the operation and maintenance of the Salesforce Transit Center

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4779

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, pursuant to Streets and Highways Code 30914(b), MTC shall allocate toll bridge revenues in an annual amount not to exceed three million dollars ($3,000,000) plus a 3.5-percent annual increase beginning July 1, 2004, to the department or to the Transbay Joint Powers Authority after the department transfers the title of the Transbay Terminal Building to that entity, for operation and maintenance expenditures. This allocation shall be payable from funds transferred by the Bay Area Toll Authority; and

WHEREAS, the transfer of ownership of the Transbay Terminal Building from the state to the Transbay Joint Powers Authority occurred on August 6th, 2010; and

WHEREAS, the Salesforce Transit Center opened in 2018 now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of bridge toll funds in accordance with the amount, reimbursement schedule, and conditions set forth in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution, shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting
of the Commission held in San Francisco,
California and at other remote locations
on June 24, 2026.

Date: June 24, 2026
W.I.: 1254
Referred By: PAC

Attachment A
MTC Resolution No. 4779
Page 1 of 1

ALLOCATION OF BRIDGE TOLLS
PURSUANT TO STREETS AND HIGHWAY CODE 30914(b)

Project Title: **Operations and Maintenance of Salesforce Transit Center**
Sponsor: **Transbay Joint Powers Authority**

Allocation No.	Approval Date	Amount	Reimbursement Period
27477901	6/24/26	$6,618,343	FY 2026-27

Conditions of Allocation:

1. Reimbursement shall be provided for eligible operating and maintenance expenditures at the Salesforce Transit Center.
2. If requested by MTC, details regarding any operating expenditures for the Transbay Terminal Facilities shall be provided by TJPA.
3. TJPA shall continue to incorporate regional wayfinding standards to the maximum extent feasible.
4. When implementing wayfinding in cases that regional wayfinding standards do not exist, such as digital kiosks and digital kiosk interfaces, TJPA shall work with MTC and transit operators to support development of a regional approach to the extent practicable.
5. Payment for operating expenses shall not be requested more than once monthly.
6. Progress reports on implementing the overall wayfinding program shall be provided with quarterly with invoices.
7. Maximum monthly reimbursement for operating expenses may be limited to no more than 1/12 of the amount allocated.

Date: December 18, 2024
W.I.: 1255
Referred by: PAC
Revised: 6/25/25-C
6/24/26-C

ABSTRACT

Resolution No. 4677, Revised

This resolution approves the allocation of Regional Measure 3 (RM3) funds from the San Francisco Bay Area Water Emergency Transportation Authority's (WETA) Reserve Account.

This resolution includes the following attachment:

Attachment A –Allocation of Regional Measure 3 (RM3) Funds from the WETA Reserve Account

Attachment A was revised on June 25, 2025, to allocate RM3 funds from the WETA Reserve Account for FY2025-26 Ferry Operations.

Attachment A was revised on June 24, 2026 to allocate RM3 funds from the WETA Reserve Account for FY2026-27 Ferry Operations.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheets dated December 11, 2024, June 11, 2025, and June 10, 2026.

Date: December 18, 2024
W.I.: 1255
Referred by: PAC
Revised: 6/25/25-C
6/24/26-C

RE: Allocation of Regional Measure 3 (RM3) Funds from WETA Reserve Account

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4677

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January I, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority ("Authority") adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM 3 Expenditure Plan and identifies specific capital projects and operating programs eligible for RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and.

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the Regional Measure 3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Measure 3 Expenditure Plan by bonding or transfers RM3 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the RM3 Expenditure Plan on December 18, 2019, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, Streets and Highways Code Section 30914.7(c)(2)(B)(ii) states that any annual funding allocated to the San Francisco Bay Area Water Emergency Transportation Authority (WETA) for Expanded Ferry Service that is not requested for expenditure in a given year shall be held by BATA in a reserve account, from which funds may be made available to WETA for any capital or operating purpose; and

WHEREAS, Attachment A lists the projects requested by WETA for RM3 funding from the WETA Reserve Account and the amounts recommended for allocation by MTC staff; and

WHEREAS, WETA has submitted a request to the Metropolitan Transportation Commission (MTC), clearly outlining how the requested funds will further RM3 objectives, therefore, be it

RESOLVED, that MTC approves the allocation of RM3 funds from the WETA Reserve Account to WETA, in the amounts, for the purposes, and subject to the conditions outlined in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on December 18, 2024.

Date: December 18, 2024
W.I.: 1255
Referred by: PAC
Revised: 6/25/25-C
6/24/26-C

Attachment A
MTC Resolution No. 4677
Page 1 of 1

ALLOCATION OF REGIONAL MEASURE 3 (RM3) FUNDS FROM THE
WETA RESERVE ACCOUNT

1. In accordance with S&HC 30914.7(c)(2)(B)(ii), any annual funding allocated to WETA for Expanded Ferry Service that is not requested for expenditure in a given year shall be retained by BATA in a reserve account.
2. Funds from this reserve account shall be made available to WETA for any capital or operating purpose.

Claimant	Project Description	Allocation Amount	Allocation Code	Approval Date	Notes
WETA	FY2024-25 Ferry Operations	$ 4,197,311	01	12/18/24	
WETA	FY2025-26 Ferry Operations	$ 9,871,238	02	06/25/25	
WETA	FY2026-27 Ferry Operations	$ 19,124,360	03	06/24/26	
	Total	**$ 33,192,909**			

FY2026-27 Annual Allocation of Transit Operations Funding

MTC Programming & Allocations Committee

June 10, 2026

Overview of Operations Funding Programs and Claims Process

- Operators use the Fund Estimate to complete operating budgets for the incoming fiscal year and submit claim applications to MTC
- MTC staff review claim applications for compliance with statutes governing the applicable funding program and other regional requirements and present the proposed claims to the Commission for approval
- Operations funding programs range from regional to state and are derived from a variety of sources such as sales and use tax, bridge tolls, and other state revenues



Summary of Proposed Allocations

Amounts shown in Millions

Operator	TDA	STA	RM2	RM3	AB 1107	5% State	Totals
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 CityBus	$14.8	$1.6					$16.5
TJPA			$9.2	$4.3			$13.5
VTA	$140.7	$37.5					$178.2
WETA		$8.0	$15.6	$50.5		$2.9	$77.1
MTC		$7.0	$3.5				$10.5
Total	**$346.4**	**$99.2**	**$40.0**	**$45.7**	**$52.5**	**$2.9**	**$605.9**

Amounts may not sum due to rounding

Operations Funding Across the Region

Operator	Allocation Share of Operating Budget
AC Transit	32.9%
CCCTA	66.9%
ECCTA	68.5%
LAVTA	65%
NVTA	34%
Santa Rosa CityBus	67.3%
VTA	29.7%
WETA	84.3%

- Funds support 30 to 80 percent of transit agency operations budgets
- MTC administers $1billion in operating assistance annually
- Operators continue to budget cautiously as ridership recovers across the region

Staff Recommendation

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

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0774, **Version:** 1

Subject:
Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of San Francisco

Presenter:
Jadie Moar

Recommended Action:
Commission Approval / Support

Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee

June 12, 2026 **Agenda Item 4c – 26-0710**

Assembly Bill 2308 (Haney): Redevelopment Successor Agency Debt: City and County of San Francisco

Subject:

Allows the successor agency to the former Redevelopment Agency of the City and County of San Francisco to enter into agreements with the Transbay Joint Powers Authority (TJPA) and the City and County of San Francisco to extend pledges of net property tax increment for Transbay-related infrastructure financing.

Background:

The Transbay Redevelopment Plan ("Transbay Plan"), adopted in June 2005, guides the redevelopment, rehabilitation and revitalization of approximately 40 acres in downtown San Francisco, including former state-owned parcels that are central to The Portal's financing structure. The Portal Project (also known as the Downtown Rail Extension) will connect Caltrain and California's High-Speed Rail service into the existing train box beneath the Salesforce Transit Center. TJPA is the project sponsor and MTC is one of five project partners.

The Portal's $7.6 billion funding plan includes net property tax increment revenues attributable to the former state-owned parcels. Under the Transbay Plan and related agreements that are jointly implemented by TJPA and San Francisco's Office of Community Investment and Infrastructure (OCII) (the successor to the Redevelopment Agency of the City and County of San Francisco), the net property tax increment revenues are pledged to TJPA through 2050 to support Transbay-related infrastructure.

Assembly Bill (AB) 2308 authorizes TJPA and OCII to amend the existing agreements to extend the pledge of net tax increment revenues to TJPA beyond the current 2050 expiration date, among other provisions. Although AB 2308 does not specify a new termination date, TJPA staff indicate the parties intend to use the authority to extend the agreement through 2075.

Recommendation:

Support / Commission

Discussion:

Net tax increment proceeds have been an important component of TJPA's funding plan for The Portal for decades. That plan assumes TJPA will bond against the net tax increment. According to TJPA, the COVID-19 pandemic and changes in market conditions for development on the former state-owned parcels have significantly reduced projected tax increment revenues. TJPA estimates these changes have reduced net tax increment-related bonding capacity by an estimated $275 million, creating a gap in the local funding commitment needed to secure a federal Full Funding Grant Agreement (FFGA) from the Federal Transit Administration's Capital Investment Grant program of up to $3.4 billion. Extending the net tax increment collection period from 2050 to 2075 is expected to restore an estimated $188 million in net present value bonding capacity.

AB 2308 revises state law to allow TJPA and OCII to extend that collection period. Importantly, it would not create new obligations or create a new revenue source. Rather, the bill authorizes the parties to extend the existing pledge within the current financing framework.

As a project partner, MTC's role is to bring a regional perspective in risk management and change management to ensure responsible use of funds, consistency with policy commitments and delivery of the project as a part of the broader transportation network. The Portal is one of the Bay Area's highest priority transit capital expansion projects, and AB 2308 would help shore up the local matching funds needed to secure the FFGA. Without this authority, TJPA would need to identify alternative local funding sources, which would weaken the project's federal funding strategy. Given this, staff recommends MTC adopt a support position on AB 2308.

Known Positions:

See Attachment A

Attachments:

- Attachment A: AB 2308 Known Positions

Andrew B. Fremier

AB 2308 (Haney): Known Positions as of May 18, 2026

Support

- Transbay Joint Powers Authority (Sponsor)
- Friends of the Downtown Rail Extension
- San Francisco Building and Construction Trades Council
- San Francisco Chamber of Commerce
- San Francisco County Transportation Authority
- South Beach and Rincon and Mission Bay Neighborhood Association Board of Directors
- SPUR
- Transform

Opposition

None on file

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0782, **Version:** 1

Subject:
Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Presenter:
Leslie Lara-Enriquez

Recommended Action:
Information

Metropolitan Transportation Commission and Association of Bay Area Governments

Joint MTC ABAG Legislation Committee

June 12, 2026, **Agenda Item 6a – 26-0584**

Release of the Draft MTC 2026 Public Participation Plan for the San Francisco Bay Area

Subject:

Overview of the draft 2026 MTC Public Participation Plan for the San Francisco Bay Area.

Background:

MTC's policies and investments affect how people move, how communities grow, and how the region responds to challenges such as safety, affordability, climate change and resilience. To ensure the decisions MTC makes are informed by the real-world experience and priorities of Bay Area residents, MTC is committed to an open process where the public can learn about issues, share lived experience, and provide input that informs the agency's recommendations and actions.

As the Bay Area's Metropolitan Planning Organization, MTC helps set regional priorities that affect daily life in the Bay Area, so it is important that MTC communicates in a way that helps the public understand what is being considered, provides the public an opportunity to weigh in early, and communicates how public input is used. As such, MTC is required to adopt a Public Participation Plan (PPP) for the region, which serves as a public-facing guide that explains how Bay Area residents and partners can get involved in MTC decision-making, including where to find information, how to provide input and what participation opportunities exist.

Federal and State Requirements:

The PPP exists because both federal and state requirements call on MTC to clearly document public participation procedures for the regional long-range plan, Plan Bay Area, and the Transportation Improvement Program (TIP). The PPP documents the procedures that MTC uses to provide timely notice and access opportunities to participate in the agency's work. The PPP also sets expectations for inclusive, accessible and accountable engagement, including guidance on reducing barriers to public participation. Historically, the PPP focused only on the Regional Transportation Plan (RTP) and the TIP. While this made sense decades ago, MTC's work now encompasses much more than Plan Bay Area and the TIP. As such, staff did a major overhaul of the PPP in 2023 to capture MTC's extensive portfolio of work, transforming it from a document

that outlines procedures for engagement strictly for those two work products into a user-friendly guide that explains how Bay Area residents and partners can learn about MTC's work, track decisions and provide input in accessible ways.

Draft 2026 Public Participation Plan:

The latest iteration of the PPP incorporates MTC-ABAG's recently adopted Mission, Vision and Values (https://mtc.ca.gov/about-mtc/what-mtc/mission-vision-values) by framing participation as essential to MTC-ABAG's mission to advance shared regional priorities for transportation, housing and the environment, and its vision to support a Bay Area that is connected, equitable and sustainable. The adopted values are collaboration, equity, excellence, innovation and integrity. In terms of values, **collaboration** is reflected in the PPP's emphasis on shared decision-making and relationship-based work with communities and partner institutions. **Equity** is embedded as both a goal (who should be included) and a method (how barriers are removed), anchored by MTC-ABAG's Equity Platform. Additionally, MTC's engagement efforts have historically included collaboration with community-based organizations (CBOs), now supported through efforts such as the Community Action Resource and Engagement (CARE) program, to deepen engagement with historically underserved communities.

Excellence is reflected in the PPP's focus on quality, consistency and continuous improvement — using structured processes, clear standards and evaluation. Innovation is reflected in the PPP's embrace of multiple formats, modern engagement channels, and tools that expand access beyond traditional public meetings. Finally, **integrity** appears through commitment to transparency, accountability, responsiveness and open access to decision-making.

The draft 2026 PPP includes a third appendix — the public participation plan for the next Plan Bay Area update, Plan Bay Area 2060. This appendix is intended to serve as the plan-specific participation roadmap for Plan Bay Area 2060 by laying out the major milestones and decision points where public input is needed, describing the participation methods that will be used (such as meetings, workshops, online tools, public comment opportunities, etc.), and outlining how comments will be documented and reported back to the public as the plan is developed and considered for adoption.

Next Steps:

Staff released the draft Public Participation Plan on June 8, 2026, for a 45-day public review and comment period. During the comment period, MTC staff also will conduct robust engagement to identify innovative methods for engaging the public and our partners, identify current best practices and assess the relevance and usefulness of the Guiding Principles for Engagement and the Engagement Framework.

Public Participation Plan Development Timeline

Date	Milestone
June 5	Draft 2026 PPP presentation to the MTC ABAG Community Advisory Council
June 8	Release MTC's Draft 2026 PPP for 45-day comment period
June 12	Draft 2026 PPP presentation to the Joint MTC ABAG Legislation Committee
September 4	Presentation of recommended changes and input received to the MTC ABAG Community Advisory Council
September 11	Presentation of recommended changes and input received from the Joint MTC ABAG Legislation Committee (if there are significant material changes, the PPP will be released for a second 45-day comment period). If there are no significant changes, referral by the Joint MTC ABAG Legislation Committee to the Commission for final action.
September 23	Final Commission action on 2026 PPP (or later if a second comment period is needed)

Attachments:

- Attachment A: Presentation
- Attachment B: Draft 2026 MTC Public Participation Plan for the San Francisco Bay Area

Andrew B. Fremier

MTC's 2026 Public Participation Plan Update

Joint MTC ABAG Legislation Committee

Friday, June 12, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

What Is the Public Participation Plan?

Purpose of the PPP

The PPP serves as a manual for Bay Area residents on how to engage with MTC's decision-making effectively.

Legal and Regulatory Basis

The plan fulfills federal and state requirements for public involvement in major regional planning and funding efforts.

Public Input Process

It details where to find information, participation opportunities and how public comments are documented and reported back.

Engagement Goals

It outlines why and how engagement is done through the Guiding Principles for Engagement and Engagement Framework.

Access and Transparency

The PPP aims to simplify and clarify participation, making regional decision-making transparent and accessible to all residents.

Engagement Requirements

- Federal law (23 CFR 450.316) requires MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the Regional Transportation Plan (RTP) and the Transportation Improvement Program.
- State law (SB 375) also requires MTC to develop an engagement plan for developing the RTP/Sustainable Communities Strategy — the region's long-range plan, known as Plan Bay Area.
- MTC's Public Participation Plan is an MTC-required document adopted by the Commission; while it does not impose legal participation requirements on ABAG, the integrated MTC–ABAG staff uses the PPP to guide public engagement for joint work, including Plan Bay Area.

2026 PPP Update Approach

Minor Plan and Appendix A Revisions

Appendix B Revisions

New Appendix C

Research

- MPO meetings
- Identify current best practices & innovative approaches
- PPP peer review

Development

- Minor revisions to PPP and Appendix A
- Revisions to Appendix B
- New PPP for Plan Bay Area 2060 (Appendix C)

Engagement

- Comment period
- Commissioner interviews
- Council member interviews
- Survey
- CBO engagement
- Digital promo

Revision

- Comment analysis
- Revise PPP, as needed

Adoption

- September 2026 Commission adoption

What's New

- **PPP**
  - Incorporated MTC's Mission, Vision and Values
  - New participation procedures for engaging Federal Land Management Agencies (Appendix B)
- **Plan Bay Area 2060 PPP**
  - Continuous engagement between major plan milestones and phases
  - Ongoing collaboration with CBO partners to co-develop engagement approaches and build partnerships
  - Expanded focus on education, public information, storytelling and digital engagement

Building from Lessons Learned

- Reducing **engagement fatigue** is critical and can be achieved through coordination and collaboration
- **Education and raising awareness** is essential to meaningful engagement
- Meaningful participation requires **clear, accessible and relatable information**
- **Storytelling** can make regional planning more understandable and relevant
- Public engagement must include **multiple ways** for people to engage and provide input
- Strong partnerships require **ongoing collaboration** to build trust
- Demonstrate how public input was used, or why it was not used, to increase **transparency**

Guiding Principles for Engagement

Purposeful Engagement

Engagement must have a clear purpose so participants understand their role and impact.

Two-Way Communication

Effective engagement involves listening and sharing information to build relationships.

Tailored Strategies

Engagement approaches are customized for each project, audience, and decision point.

Transparency and Accountability

Open communication and reporting back builds trust and shows how input influenced decisions.



Engagement Framework



Early and Ongoing Engagement

Engage early and often to allow public input to shape decisions rather than react to them.

Access and Inclusion

Reduce barriers related to language, disability, technology, time, and trust to enable access for all.

Co-Creation and Clear Communication

Prioritize co-creation and plain language to ensure collaboration and understanding among participants.

Feedback and Impact Assessment

Respond, report back, and assess impact to demonstrate accountability and improve engagement practices.

Key Milestones

Date	Milestone
June 5	Present draft PPP at the June MTC ABAG Community Advisory Council meeting
June 8	Release draft PPP and open 45-day comment period
June 12	Present draft PPP at the June Joint MTC ABAG Legislation Committee meeting
June 8–July 17	Conduct engagement on draft PPP
July 20	Close comment period
September 4	Present public input summary and final PPP at the September MTC ABAG Community Advisory Council meeting
September 11	Present final PPP the September Joint MTC ABAG Legislation Committee meeting and recommend forwarding to the Commission for approval
September 23	Commission meets and considers approval

Questions?

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DRAFT Public Participation Plan

for the San Francisco Bay Area











June 2026

METROPOLITAN TRANSPORTATION COMMISSION

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Chapter 1 — Introduction

This public participation plan (PPP) outlines the many opportunities available to get involved and provide input on the Metropolitan Transportation Commission's (MTC) work. MTC is committed to a transparent decision-making process that is informed by meaningful public consultation and community engagement. MTC wants residents in the San Francisco Bay Area to be involved in the regional planning process. As such, MTC aims to give the public ample opportunities for early and continuous participation opportunities in important projects, plans and decisions, and to provide full public access to key decisions.

The policies and investments made by MTC influence the lives of people who live and work in the Bay Area every single day. To help inform those decisions, MTC is committed to providing ample, accessible opportunities for members of the public, partners and other stakeholders to engage with our policymakers about ongoing programs and projects. This PPP defines our mission and vision for public engagement and participation, along with the processes for communicating with the public about our programs, plans, projects and decisions. This plan seeks to provide Bay Area residents with the information necessary to participate in and influence the regional policy development and decision-making processes.

What is MTC?

The Metropolitan Transportation Commission is the transportation planning, financing and coordinating agency for the nine-county San Francisco Bay Area. MTC supports the region's network of streets, roads, highways, public transit systems, airports and other transportation resources, including the movement of goods through ports and freight rail lines. MTC was created by the California Legislature in 1970 to plan the Bay Area's transportation system. The federal government later designated MTC as the Bay Area's metropolitan planning organization (MPO) charging it with the task of coordinating and deciding how to spend federal transportation dollars that are suballocated to the region. Over the years, MTC staff's work has expanded through state legislation to address other regional issues, including climate adaptation, housing finance and administration of toll bridge revenues.

MTC's role has expanded into multiple authorities — some created by state law or as a joint powers authority to carry out specific duties or projects for residents of the Bay Area.

Statutory Entities

- **Bay Area Toll Authority** (BATA) – manages the toll revenues from the Bay Area's seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system established in state law.
- **Bay Area Housing Finance Authority** (BAHFA) – established in state law, BAHFA is a first-of-its kind regional authority created to address the Bay Area's chronic housing challenges.
- **Public Transit Revenue Measure District** (PTRMD) – established by Senate Bill 63 (2025), which also authorizes to be placed on the November 2026 ballot, the District has many responsibilities, including administrative responsibilities related to the November 3, 2026 statewide general election and additional responsibilities if a regional transportation revenue measure were to be approved by the voters.

Joint Powers Authorities

- **Bay Area Headquarters Authority** (BAHA) – manages and maintains the Bay Area Metro Center building in San Francisco where ABAG and MTC are housed. BAHA was established as a joint powers authority of MTC, ABAG, the Bay Area Air District and the San Francisco Bay Conservation and Development Commission — all co-located in the Bay Area Metro Center.
- **Bay Area Infrastructure Financing Authority** (BAIFA) – oversees the financing, planning and operation of MTC Express Lanes and related transportation projects. BAIFA was established as a joint powers authority of MTC and BATA to administer express lanes and other toll facilities.

Two Boards, One Staff

In 2008, Senate Bill 375 (Steinberg) was enacted and called upon regional agencies to link together their transportation and land use plans more closely to help achieve climate goals — specifically, reducing greenhouse gas (GHG) emissions from the transportation sector. This law linked MTC's work more closely with that of the Association of Bay Area Governments (ABAG), the Bay Area's regional planning agency responsible for housing and land use planning.

ABAG is a joint powers authority of the nine counties and 101 cities in the region that works to strengthen cooperation and collaboration among them to build healthier, stronger communities. ABAG helps local governments plan for new housing development and adapt to change while addressing sustainability, energy, resilience and equity. In 2017, the staffs of both agencies were consolidated via a contract for services, and they now work as one integrated organization reporting to two boards to promote better collaboration and integration on common regional goals.

Public Participation Plan Purpose

Two key planning efforts prompt the development of a public participation plan: the **Regional Transportation Plan** (RTP) and the **Transportation Improvement Program** (TIP). State law also requires a participation plan for the Sustainable Communities Strategy (SCS). Together, the RTP and SCS make up the region's long-range plan known as **Plan Bay Area**. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP. Furthermore, SB 375 requires MTC to develop a public participation plan for the RTP/SCS.

However, the work of MTC expands beyond these planning and funding efforts to encompass a range of plans, projects and programs that work together to improve the quality of life for all Bay Area residents as well as our natural environment. As such, this public participation plan details MTC's decision-making process through policy committees and highlights other opportunities for getting involved and influencing the regional decision-making process. The federal requirements for public participation related to the RTP and TIP are included as **Appendix B. Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program**, and the state requirements related to the RTP/SCS are included as **Appendix C. Public Participation Plan for Plan Bay Area 2060**.

Public Participation Opportunities

MTC works on a myriad of plans, projects and programs with a wealth of engagement opportunities. Below is a sampling of major efforts.

- **Plan Bay Area** — The long-range regional plan for the Bay Area is focused on transportation, housing and environmental resilience, and serves as the region's RTP

and SCS. See Appendix C for the complete public participation plan for the next update of Plan Bay Area.

- **Transportation Improvement Program** (TIP) — The TIP is a federally-required comprehensive four-year regional spending plan for near-term transportation projects, programs and investment priorities. Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the TIP. The public participation procedures for the TIP are thoroughly detailed in Appendix B.
- **Overall Work Program** (OWP) — The OWP describes the annual budget, allocation and use of federal and state transportation planning funds in the Bay Area. The OWP is developed each fiscal year and details the agency's planning and budgetary priorities for the following fiscal year.

Who We Engage

MTC aims to engage the entire nine-county San Francisco Bay Area in all its economic, geographic and demographic diversity. The agency is committed to engaging and using input from a range of stakeholders, including:

- **General Public** — all residents of the region, with special consideration for the needs of historically underserved populations, including people of color, communities with low-incomes, persons with disabilities, youth, communities with limited English proficiency and elderly individuals.
- **Community Organizations** — especially those that serve Equity Priority Communities and other groups such as environmental advocates, special interest nonprofit organizations, neighborhood groups, homeowner associations and others.
- **Government Agencies** — public agencies like local transit operators, cities and counties, other regional agencies like the Air District, public health agencies, water districts, county transportation agencies (CTAs), the region's ports and airports, and agencies working on transportation, housing and environmental issues at the state and federal levels, including Federal Land Management Agencies.
- **Business Community** — private-sector entities whose work intersects with transportation and land use planning, including business associations, private transportation providers, freight shippers, consulting firms, technology developers and non-profit business interest groups.

- **Elected Officials** — elected representatives at all levels, including city councils and mayoral offices, county supervisors, and state and federal legislators.
- **Tribal Governments and Native American Communities** — federally recognized tribal governments within the Bay Area and California Native American tribes with tribal cultural resources in the region.

See chapter six for a full list of partners with whom MTC strives to engage.



Chapter 2 — MTC's Commitment to Engagement

MTC's Mission, Vision and Values

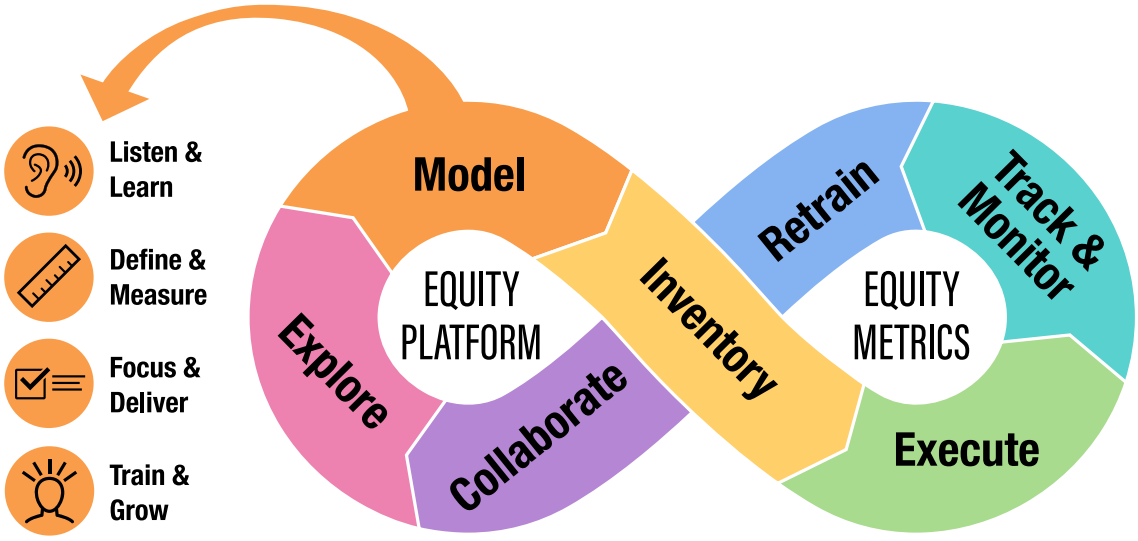
Public participation plays a critical role in supporting **MTC's mission to advance shared local and regional priorities for transportation, housing and the environment**, and in realizing its **vision of a vibrant Bay Area that is connected, equitable and sustainable**. Meaningful engagement strengthens regional decision-making by ensuring that plans, policies and investments reflect lived experiences across the Bay Area's diverse communities. Through inclusive and accessible public participation, MTC seeks to build trust, improve outcomes and foster shared ownership of regional strategies that shape how people move, live and thrive throughout the region. Public input is especially critical in addressing cross-jurisdictional challenges and aligning regional priorities with local needs and capacities.

This PPP is grounded in **MTC's core values of collaboration, equity, excellence, innovation and integrity**, which guide how the agency engages with the public and its partners. MTC is committed to valuing all voices and perspectives by reducing barriers to participation, prioritizing outreach to historically underserved communities, and creating multiple, culturally responsive ways for the public to engage. Engagement practices emphasize transparency and accountability, ensuring that public input is clearly documented, meaningfully considered and communicated back to participants. By continuously improving engagement tools and approaches, MTC aims to provide high-quality public participation processes that support equitable outcomes and strengthen confidence in regional decision-making.

Equity Platform

MTC defines equity as inclusion into a Bay Area where everyone can participate, prosper and reach their full potential. The agency is committed to advancing equity through policies, investments and processes that address historic disinvestment and structural

barriers faced by historically underserved populations, including people with low incomes and communities of color.



Adopted by the Commission in January 2023 (Resolution No. 4559), MTC's Equity Platform provides a framework for how the agency approaches equity across its programs, decision-making and external engagement. The platform is grounded in four interconnected pillars:

- Listen and Learn
- Define and Measure
- Focus and Deliver
- Train and Grow

The Equity Platform is an ongoing and iterative process that guides staff in designing solutions centered on affected communities, expanding access to opportunity for those most impacted by exclusion, and shifting decision-making in ways that meaningfully reflect community priorities. It also emphasizes continual learning and capacity-building to strengthen institutional practices that support fairness, inclusion and accountability. Additional information about MTC's Equity Platform is available at mtc.ca.gov/about-mtc/what-mtc/equity-platform.

Operationalizing the Equity Platform within public and community engagement means intentionally revising policies and implementing practices that elevate voices historically underrepresented in regional decision-making. This includes outreach and engagement approaches that prioritize historically underserved populations. Through these efforts, MTC seeks to ensure that public participation processes are accessible, inclusive and responsive, and that community input meaningfully informs regional plans, programs, and investments.

Guiding Principles: Our Vision for Engagement

MTC's guiding principles for engagement serve as our vision for public participation and are rooted in our mission to advance equity in the Bay Area by investing resources in engagement strategies that lift the voices of those who have been historically left out of the decision-making process, and working to ensure historically underserved populations can meaningfully influence decision-making.

1. **Effective engagement has a clear purpose.**
   Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.

2. **Effective engagement requires two-way education and relationship building.**
   Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.

3. **Effective engagement is not one-size-fits-all.**
   Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.

4. **Clear communication is essential in effective engagement.**
   Public engagement must be conducted through clear and compelling communications that are appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. **Effective engagement demands accountability.**
   Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. **Engagement requires openness and transparency.**
   An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (adopted as an environmental justice principle by the Commission in 2006).

Engagement Framework

Our engagement framework describes the iterative process MTC follows when implementing public engagement programs and activities, and guides *how* we conduct engagement.

Framework Element 1: Coordinate Engagement Efforts Across the Agency to Reduce Engagement Fatigue

MTC recognizes that residents, community-based organizations and partner agencies are often asked to participate in multiple overlapping outreach efforts across plans, programs and decision points. As a prerequisite for engagement, and to reduce "engagement fatigue" and improve the quality of participation, MTC will strengthen internal coordination, so engagement requests are better timed, more clearly connected to decisions, and less duplicative across teams and projects.

Framework Element 2: Communicate Early and Often

MTC structures major planning initiatives and funding decisions to provide the public with many opportunities to help shape outcomes. MTC provides timely information to raise awareness of upcoming projects, key milestones and opportunities to influence policy development and decision-making processes.

Framework Element 3: Enable Access for All

MTC works to provide all Bay Area residents with opportunities for meaningful participation, regardless of ability, age or income. This strategy aims to increase activities that reach communities who have been historically left out of policy decisions that affect them. Further, MTC recognizes that individuals should not need to be transportation professionals to understand our work.

Framework Element 4: Prioritize Co-creation and Plain Language

MTC aims to conduct engagement activities that design and create solutions in partnership and collaboration with communities affected by policies and decisions. MTC strives to create clear content to foster informed, productive dialogue throughout the engagement process.

Framework Element 5: Respond and Report Back

MTC is committed to summarizing comments heard from participants on impending actions, so decision-makers and the public have a clear understanding of the depth and breadth of opinions on a given issue. MTC also strives to report back on how input informed staff analysis and decisions — and, when outcomes do not align with comments received, to explain why.

To remain effective when comment channels receive high-volume, duplicative or automated submissions (including template or AI-generated messages), MTC will organize input to identify unique issues and ideas, distinguish form/duplicate messages from substantive individualized comments, and document both volume and content in a transparent manner.

Framework Element 6: Assess Impact

MTC evaluates our engagement activities in an effort to inform and improve future engagement. Evaluation helps determine who was missing from the process and identifies opportunities for improvement and corrective action.

Chapter 3 — Opportunities for Ongoing Participation

Policy Committees

MTC carries out much of its work through policy committees, which serve as the primary forums where the public has direct access to the Commission and where regional transportation, housing and funding decisions are discussed, debated and shaped. These committees review proposals, hear staff presentations and consider public input before making recommendations to the full Commission. As a result, the committee level is where most substantive policy deliberation occurs.

MTC strongly encourages public participation in policy committee meetings, as this is where public comment can be most impactful in the decision-making process. All committee meetings are open to the public and include opportunities for members of the public to observe proceedings, participate virtually and provide input directly to decision-makers.

A complete calendar of committee and Commission meetings is available on the MTC website at mtc.ca.gov/meetings-events. Members of the public may also receive email updates about individual committee meetings by contacting the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and requesting to be added to a committee's distribution list.

Members of the public can watch meetings via webcast on the MTC website, or they can participate in meetings either in-person or via Zoom. To provide live public comment, participants must join the meeting by Zoom or attend in person. Instructions for attending or participating remotely are provided on the Meetings & Events page by selecting the specific meeting of interest.

MTC Committees

The following committees have federal and statutory planning responsibilities and make recommendations to the Commission:

- **Joint MTC-ABAG Legislation Committee** — A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.
- **Planning Committee** — Oversees MTC's planning studies, including updates to Plan Bay Area. Typically meets jointly with the ABAG Administrative Committee.
- **Programming and Allocations Committee** — Develops the policies and recommendations about how to spend regional, state and federal funds, and allocates funding to specific projects.
- **Regional Network Management Committee** (formerly the Operations Committee) — oversees the Regional Network Management framework and many of the programs MTC runs for the public, including MTC's traveler services like 511 and Clipper®, as well as highways and major roads.

Other MTC Committees include:

- **Administration Committee** — Oversees and approves administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, reports and audits. Has final decision-making authority over most agenda items.
- **BAIFA Network & Operations Committee** — Oversees the BAIFA Express Lane network and State Route 37 tolling.
- **BAIFA Regional Toll Policy Committee** — Guides BAIFA on coordination of toll policies and express lane planning.

In addition, BAHFA and BATA have their own oversight committees:

- **BAHFA Oversight Committee** — Oversees BAHFA's work to address the Bay Area's chronic housing challenges.
- **BATA Oversight Committee** — Oversees policies and funding decisions related to BATA, including FasTrak, the region's electronic toll collection system.

Furthermore, MTC believes that strong collaboration creates better transportation systems for the Bay Area and has several interagency committees that work with many partners to manage a transportation network that ranges from sidewalks to regional rail, and that is owned and operated by dozens of government agencies.

ABAG Committees

MTC's work is sometimes conducted jointly with ABAG. For example, ABAG's General Assembly periodically receives updates on Plan Bay Area, and the Legislation Committee

is a joint committee of ABAG and MTC. Additionally, ABAG's Administrative Committee meets jointly with MTC's Planning Committee to discuss and advance decisions on the long-range plan and other relevant topics.

- **ABAG Administrative Committee** — Studies recommendations assigned by the ABAG Executive Board (i.e., the executive director selection) and discuss joint efforts such as Plan Bay Area.
- **Joint MTC-ABAG Legislation Committee** — A joint committee of MTC and ABAG that oversees both agencies' legislative advocacy priorities, including positions on state bills and budget requests.

Full information on ABAG's policy committees is available at abag.ca.gov/about-abag/what-we-do/how-we-govern.

MTC ABAG Community Advisory Council

In March 2026, the MTC Policy Advisory Council and ABAG's Regional Planning Committee merged into the new MTC ABAG Community Advisory Council. MTC and ABAG are committed to including the public in an open and transparent process of making housing and transportation decisions for the Bay Area. Made up of 27 residents with diverse perspectives, the Council advises MTC and ABAG on issues related to housing and land use, transportation and the environment.

The Council meets on the first Friday of each month, and its meetings are open to the public. To be notified about MTC ABAG Community Advisory Council meetings, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the Council's distribution list.

Other Engagement Activities

Public Meetings and Events

Public meetings on specific issues or projects are held as needed. These meetings can range from large in-person open houses and community workshops to small group discussions or focus groups to webinars or online workshops. To solicit comments on various plans, projects and programs, MTC holds meetings online or throughout the nine-county San Francisco Bay Area. Meetings are located and scheduled to maximize public participation (including virtual, evening meetings, etc.). MTC provides notice of upcoming

meetings and events on the MTC website. If appropriate, e-mail announcements and news releases are also sent to the public and local media outlets, respectively.

Public Hearings

Public hearings are sometimes required by law for certain policy decisions. Notice of these public hearings is placed on MTC's website, and — when required by law — in the legal section of numerous newspapers in the region, including newspapers circulated in historically underserved communities of the Bay Area. Materials to be considered at public hearings are posted online and made available to interested persons upon request. To be notified when public hearings are scheduled, contact the MTC Public Information Office at (415) 778-6747 or info@bayareametro.gov and request to be added to the public hearing distribution list.

Online Engagement

Websites

MTC's website — mtc.ca.gov — is targeted to audiences ranging from transit riders to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings. Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body, and upcoming public meetings and workshops. It contains the names, e-mail addresses and phone numbers for staff and Commission members; all of MTC's current planning and funding documents; information about the MTC-ABAG Library and a link to the library catalog; as well as detailed facts about the region's travel patterns. It also includes important links to partner government agencies as well as to other MTC sites such as the Bay Area's 511.org, ClipperCard.com, and BayAreaFasTrak.org.

The Vital Signs website — vitalsigns.mtc.ca.gov — provides a wealth of data on Bay Area travel and commute patterns. Vital Signs tracks trends related to transportation, land and people, the economy, the environment and social equity. This data-driven website compiles dozens of indicators; each is presented with interactive visualizations that allow readers to explore historical trends, examine differences between cities and counties, and even compare the Bay Area with other peer metropolitan areas.

The ABAG website — abag.ca.gov — is targeted to local government staff and elected officials. The site provides information on ABAG's work, as well as the agency's structure

and governing body; upcoming public meetings and events; and technical assistance resources for local staff.

The Plan Bay Area website — planbayarea.org — is the central hub for information about the long-range plan, including key milestones, engagement opportunities and materials for public review. The site is targeted to all audiences interested in getting involved in the long-range plan development process.

Social Media Channels

MTC has a plethora of social media channels that help to engage the Bay Area's nearly eight million residents.

MTC's main social media channels

- Facebook, MTCBATA
- Instagram, MTCBATA
- https://twitter.com/mtcbata Bluesky, MTCBATA
- Threads, MTCBATA
- YouTube, MTCBATA
- TikTok, MTCBATA
- LinkedIn, Metropolitan Transportation Commission

Other MTC social media channels

- Clipper
  - Facebook, BayAreaClipper
  - Twitter, @BayAreaClipper
  - YouTube, BayAreaClipper_Official, https://www.youtube.com/@clipperonyourphone4742
  - Instagram, bayareaclipper_official
  - Discord, bayareaclipper_official (alerts channel)
  - Reddit, u/clippercard_official & subreddit r/bayareaclippercard
- FasTrak®
  - Facebook, BayAreaFasTrak
  - Twitter, @fastrakbayarea
  - Vimeo, bayareafastrak
- 511
  - Facebook, 511SFBay
  - Instagram, 511sfbay
  - Twitter, @511SFBay
  - Bluesky, 511SFBay

Bay Link Blog

The Bay Link blog is a source for news and insights from MTC and ABAG. The blog compiles news headlines about transportation, housing, the environment and the economy from around the Bay Area and shares original content about MTC's and ABAG's work. The blog is available at: blog.bayareametro.gov.

e-News

MTC maintains several distribution lists used to send out announcements, e-newsletters, meeting agendas, project updates, and much more. To sign up to receive updates from MTC, visit mtc.ca.gov/about-mtc/public-participation/get-involved. To be added to the distribution lists of MTC committees, contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the individual committee distribution list.

As required by state statute, Plan Bay Area and BAHFA offer a simple way for the public to register to receive updates. Plan Bay Area has an e-newsletter that is sent periodically, delivering project updates and announcements during the plan development process. To sign up to receive Plan Bay Area updates, visit planbayarea.org/get-involved/mailing-list.

BAHFA also has a simple way to sign up for updates, including news on their projects and engagement opportunities. To sign up to receive BAHFA updates, visit abag.ca.gov/our-work/housing/bahfa-bay-area-housing-finance-authority.

Public Information Office

MTC's commitment to public participation includes staff dedicated to involving the public in our work. In addition to the components of MTC's public outreach program detailed in this plan, public information staff can:

- request translation services or ADA accommodations for members of the public who speak languages other than English or are visually- or hearing-impaired.
- help and make available to the public any item on its websites (including meeting notices, agendas, meeting materials, etc.) when a person does not have Internet access.
- work with interested organizations to arrange for staff and/or Commissioners to make presentations to community groups.
- respond to inquiries from the public and media received by:

- Telephone: (415) 778-6757
- Mail: 375 Beale Street, Suite 800, San Francisco, CA 94105
- E-mail: info@bayareametro.gov

Multilingual Phone Lines

Members of the public can reach public information staff in various languages:

- English: (415) 778-6757
- Chinese: (415) 778-6689
- Spanish: (415) 778-6656

Plan Bay Area Comment Line

Plan Bay Area has a dedicated listening line that allows members of the public to participate in the plan update process via phone. Participants can record their comments to be entered into the official record. Callers can leave Plan Bay Area-related comments in English, Cantonese, Mandarin and Spanish by calling (415) 778-2292.

Library

The MTC-ABAG Library provides access to both a digital and physical collection of materials on transportation planning, housing, demographics, economic trends, public policy issues and more. The library, located at 375 Beale Street, offers a collection of publications from MTC and ABAG, as well as research on current topics, historical documents from transit agencies and local governments, and more.

The digital collection can be accessed through the library catalog, and the physical collection can be accessed by making an appointment to visit the library. Call or email our American Library Association-accredited librarian for reference assistance or to make an appointment to visit the library's physical collection at (415) 778-5236 or library@bayareametro.gov. MTC also offers a searchable, complete digital archive of reports, plans and more at mtc.ca.gov/digital-library.

Chapter 4 — Engagement Techniques

MTC uses various techniques to engage the public. A menu of the participation methods we employ is outlined below and includes traditional approaches as well as opportunities to engage virtually. These techniques are informed by outreach we conducted in advance of updating this plan.

Traditional Methods

- Conduct meetings, workshops and open houses at varied times of day, including evening/weekend meetings, to encourage participation.
- Present to existing groups and organizations, co-host events with community groups, business associations, etc.
- Participate in community events.
- Contract with community-based organizations in Equity Priority Communities for focused outreach.
- Use “pop-up” workshops/meetings in public gathering places. These are on-the-spot meetings or workshops held in locations where the public is already gathered.
- Organize small-group discussions such as focus groups with participants recruited randomly from telephone polls or recruited by stakeholder interest groups.
- Sponsor a topical forum or summit with partner agencies, the media or other community organizations.
- Host question-and-answer sessions with planners and policy board members.

Virtual Engagement

- Virtual workshops/open houses hosted via online meeting platforms like Zoom.
- Provide remote access to meetings by webcasting meetings via Facebook, YouTube, websites, etc.
- Host telephone town halls or online webinars.
- Provide asynchronous opportunities for participating (e.g., webinar recordings with online comment forms, interactive games, etc.).
- Online interactive surveys, polls.

- Use social media and paid digital promotion to reach a larger audience.
- Post video recordings of past public meetings/workshops.
- Post written or display materials from in-person meetings online.
- Encourage interaction among participants via web (e.g., online discussion boards, etc.).
- Provide access to planning data (such as maps, charts, background on travel models, forecasts, census data, research reports, etc.).
- Post information online in advance of public meetings.

Visualization Techniques

- Maps
- Charts, illustrations, photographs
- Table-top displays and models
- Electronic voting at workshops
- PowerPoint slide shows
- Videos (traditional, animated, simulation)

Polls and Surveys

- Statistically valid telephone polls Electronic surveys via web and SMS-based (text) surveys
- Intercept interviews/surveys where people congregate, such as at transit hubs.
- Printed surveys distributed at meetings, transit hubs, on-board transit vehicles, etc.

Online and Printed Materials

- User-friendly, accessible documents (including use of executive summaries)
- Review of publications to ensure use of plain language
- Postcards, mailers, etc.
- Maps, charts, photographs and other visual means of displaying information
- Use of the Bay Link blog to share important or complex information in an accessible manner

Targeted Mailings/Flyers

- Work with community-based organizations to distribute flyers/information via their channels.
- Periodic e-newsletters, e-announcements, etc.
- E-mail to targeted distribution lists
- Distribute “Take One” flyers to key community organizations
- Place notices on board transit vehicles and at transit hubs

Local Media

- Issue news/press releases
- Invite reporters to news briefings.
- Conduct media roundtables to educate reporters on complex topics.
- Meet with editorial staff.
- Submit opinion pieces/commentaries to local news media.
- Purchase display ads.
- Negotiate inserts into local printed media.
- Visit ethnic media outlets to encourage use of MTC/ABAG news releases.
- Place speakers on radio/TV talk shows.
- Public Service Announcements on radio and TV.
- Develop content for public access/cable television programming.
- Develop civic journalism partnerships.

Notification of Meetings and Events

- Maintain an updated Meeting & Events online calendar.
- Post meeting and events announcements on websites.
- Use paid digital promotion to promote events and meetings.
- Use of the Bay Link blog to promote events and meetings.
- Distribute e-mail blasts to share important announcements, project updates, etc.
- Disseminate information through partnerships with local government, transit operators and community-based and interest organizations.
- Distribute periodic e-newsletters.

- Disseminate information via social media channels.
- Disseminate information via local media.

Techniques for Involving Low-Literacy Populations

- Use plain language in all materials and presentations.
- Train staff to be alert to and anticipate the needs of low-literacy participants in meetings, workshops, etc.
- Robust use of visualization techniques to communicate about complex topics, including maps and/or graphics to illustrate trends, choices being debated, etc.
- Personal interviews or use of audio recording to obtain oral comments.
- Use of a listening line for participants to submit audio comments via phone.

Techniques for Involving Communities with Low Income and Communities of Color

- Presentations and discussions with the MTC ABAG Community Advisory Council.
- Paid partnerships with community-based organizations that are trusted by the relevant communities with whom we are trying to engage to co-host meetings and remove barriers to participation by offering assistance, such as childcare, meals, translation services, etc.
- Distribute “Take One” flyers on transit vehicles and at transit hubs.
- Outreach in the community (such as pop-up meetings at flea markets, libraries, health centers, etc.).
- Use of community and ethnic media outlets to announce participation opportunities.
- Paid informational stories in ethnic media.

Techniques for Involving Limited-English Proficient Populations

See also MTC’s Final Revised Plan for Special Language Services to Limited English Proficient (LEP) Populations, which can be found in English, Spanish and Chinese on MTC’s website at mtc.ca.gov/about-mtc/public-participation/language-assistance.

- Conduct meetings entirely in languages other than English (e.g., Spanish, Chinese).
- Train staff to be alert to, and to anticipate the needs of participants who speak languages other than English at meetings and workshops.
- Personal interviews or use of video/audio recording to obtain oral comments in languages other than English.
- Use of social media channels used by persons who speak languages other than English.
- Translated documents and web content on key initiatives.
- Translated materials; have translators available at meetings, upon request.
- Include information on meeting notices about how to request translation assistance.
- Translated vital news releases and outreach to non-English media, such as radio, television, newspapers and social media.
- When conducting statistically valid polls, surveys or focus groups, offer the information in other languages.
- Follow the guidance in the MTC language assistance plan.

Techniques for Involving Native American Tribes

- Send tribal governments and relevant tribal representatives, organizations or groups timely and adequate public notices and announcements.
- Connect with tribal governments and establish an expected level of communication.
- Actively seek tribal government input on MTC projects and programs through direct contact with Chairpersons and/or tribal representatives, as appropriate.
- Respond to all tribal government comments.
- Respond to all consultation requests from tribes.
- Intentionally create engagement opportunities for tribes to be involved in the regional planning process.

Techniques for Reporting on Impact

- Present/share information on what was heard with decision-makers.
- Report how public input influenced the process to decision-makers.
- Summarize key themes of public comments in staff reports to policy committees.

- Notify participants when reporting how public input influenced the process and/or when sharing information on what was heard.
- Use e-newsletter articles to report back to participants.
- Post comments, key themes and/or how feedback influenced the process online.



Chapter 5 — Partners

MTC aims to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to each project and its respective audience.

Below is a sample list of partners MTC strives to engage in its work as required by federal and state law:

- affected public agencies
- affordable housing advocates and organizations
- airport operations
- bicycle and pedestrian advocacy organizations
- broad-based business organizations
- chambers of commerce
- city managers
- commercial property interests
- communities with low incomes
- community development agencies and organizations
- community-based organizations
- county transportation agencies
- economic development agencies
- educational community and institutions
- elderly and retired persons
- elected officials
- environmental advocates
- environmental protection agencies
- Equity Priority Communities
- federal agencies
- federal land management agencies
- freight shippers
- general public
- health and wellness representatives
- home builder representatives

- homeowner associations
- landowners
- individuals with limited English proficiency
- local government staff
- local planning departments
- natural disaster risk reduction agencies/organizations
- neighborhood and community groups
- neighborhood councils
- organizations serving rural area residents
- parent organizations
- persons with disabilities
- private providers of transportation
- private sector
- providers of freight transportation services
- public agencies
- public health and wellness representatives
- public ports
- public sector
- regional government agencies
- renter/tenant advocacy organizations
- representatives of public transportation employees
- representatives of the disabled
- representatives of users of pedestrian walkways and bicycle transportation facilities
- representatives of users of public transit
- state agencies
- students and youth
- tourism interests
- transit agencies
- transportation and transit advocates
- transportation commissions
- tribal governments and Indigenous communities

Chapter 6 — Tribal Government Consultation and Engagement with Native American Tribes

MTC acknowledges that the land that makes up the nine-county San Francisco Bay Area has been home to diverse groups of Indigenous peoples with unique cultures and deeply rooted relationships to the land for over 10,000 years. MTC acknowledges these diverse groups of Indigenous peoples as the traditional caretakers of the land that makes up the Bay Area. We honor their connection to the land and the deep respect they hold for this region.

MTC is committed to furthering meaningful partnerships with the tribes of this region and consulting with tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. MTC's work strives to ensure programs and activities avoid or minimize adverse impacts to cultural and other important tribal resources.

Federally Recognized Tribes

There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Koi Nation of Northern California
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with the region's tribal governments in our major plans and in projects of priority to tribes. Furthermore, MTC routinely invites and encourages the tribes to request formal government-to-government consultation at any time and on any project, program, action or decision. When requested, MTC commissioners and executive staff will participate in government-to-government consultation with tribal governments

and will conduct consultation and/or engagement activities in locations convenient for tribal governments.

The groundwork for engagement and consultation with our region's tribal governments occurs early in an engagement process and is conducted according to tribal preference. MTC staff is committed to working with tribal leaders and their representatives to co-create engagement activities and present topics of interest to the tribes. Additionally, MTC commits to conducting individual meetings and government-to-government consultation with each tribe, upon request.

California Native American Tribes

It is important to note that there are many other tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including tribes that are not recognized by the federal government. MTC recognizes these tribes as important stakeholders in the regional planning process that also are affected by MTC's work and decisions. As such, MTC is committed to building relationships with and engaging the many tribes connected to our region, including:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Chicken Ranch Rancheria Me-Wuk Indians of California
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Ione Band of Miwok Indians
- Kletsel Dehe Wintun Nation of the Cortina Rancheria
- Middletown Rancheria of Pomo Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- Northern Valley Yokuts Tribe
- Pinoleville Pomo Nation

- Potter Valley Tribe
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians Rumsen Am:a Tur:ataj Ohlone
- Scotts Valley Band of Pomo Indians
- Tamien Nation
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- Tule River Indian Tribe
- United Auburn Indian Community of the Auburn Rancheria
- Wuksache Indian Tribe/Eshom Valley Band
- Wilton Rancheria
- Yocha Dehe Wintun Nation

Furthermore, MTC provides written notification to all tribes in the region, including federally recognized tribes and all California Native American tribes on the Native American Heritage Commission list with tribal cultural resources in the Bay Area, about the opportunity for engagement in the long-range regional plan update process, as required by Assembly Bill 52.

Plan Bay Area 2060, TIP and OWP Engagement

For Plan Bay Area 2060, the next update to the region's long-range plan, the 2027 TIP and the OWP, staff will intentionally build on the relationships developed and the lessons learned over the course of the Plan Bay Area 2050+ development process. Tribes will be engaged in these efforts through early notification, opportunities for consultation, and clear opportunities to provide comment.

Staff will begin with early and direct outreach to each tribe, including the region's six federally recognized tribes and the 31 California tribes with cultural affiliations to the region. This means confirming preferred points of contact and how each tribe wants to communicate and engage with MTC. Engagement will not be limited to formal comment periods. The tribes will be invited to participate early and stay engaged throughout the

development of these important documents, and the opportunity for government-to-government consultation will remain an open invitation to all tribes.

Staff also will focus on ensuring tribal input informs outcomes, not just process. Tribal feedback will help inform staff's understanding of culturally sensitive areas, ancestral lands and stewardship priorities, and how those considerations can be incorporated into the long-range planning process. The input will be documented and reflected in staff analysis and policy discussions, and when something cannot be incorporated directly, staff will be transparent about how feedback was considered.

MTC's goal is to continue strengthening relationships with the tribes, so tribal perspectives meaningfully inform regional planning and investment decisions.



Chapter 7 — Revising the Public Participation Plan

MTC's public participation plan is not a static document, but rather an ongoing strategy that is periodically reviewed and updated to reflect changing circumstances and current best practices. Additionally, as part of every public engagement program developed for Plan Bay Area, MTC sets performance measures to gauge the effectiveness of the engagement program. This evaluation serves to inform and improve future engagement programs, including future updates to this public participation plan.

Furthermore, this PPP may be subject to minor changes from time to time. Minor changes will be noticed and posted on the MTC website. For major updates, the PPP will be released for public review and comment for a period of 45 days, as required by federal regulations, and also will include review by the MTC ABAG Community Advisory Council, the Joint MTC ABAG Legislation Committee and approval by the Commission. MTC will extend the public comment period by an additional 45 days in instances where major revisions are proposed in response to comments heard.



Appendix A.

Public Participation Plan Statutory Requirements

DRAFT

June 2026

Public Participation Plan — Statutory Requirements

MTC's Public Participation Plan is developed and updated in accordance with guidelines established by federal laws and regulations and state statutes (listed below) that affect the work of metropolitan planning organizations like MTC.

Federal Requirements

- **Federal Metropolitan Planning Law and Regulations,** 23 USC 134 et seq. and 23 CFR Part 450 et seq.
- **Infrastructure Investment and Jobs Act (IIJA),** Public Law as passed by Congress and signed by President Joseph R. Biden, Jr. on November 15, 2021.
- **Federal Clean Air Act of 1970,** 42 USC 85 and 40 CFR Parts 50-99.
- **Title VI of the Civil Rights Act of 1964,** prohibits discrimination on the basis of race, color or national origin in carrying out planning and programming activities.
- **Americans with Disabilities Act of 1990,** 42 USC 126 and 49 CFR 27.19.
- **Executive Order 12372 — Intergovernmental Review of Federal Programs,** signed July 14, 1982 by President Ronald Reagan.
- **DOT Title VI Order (DOT Order 1000.12C)**, explicitly ties community participation plans to Title VI compliance, especially for federally funded programs.

State Requirements

- **Assembly Bill 52,** enacted in 2012, amended CEQA to create a separate category for cultural resources and established a notification and consultation process with affected Tribes.
- **Senate Bill 375,** enacted in 2008, requires ABAG and MTC to jointly develop a Sustainable Communities Strategy as part of the Regional Transportation Plan.
- **California Environmental Quality Act (CEQA),** passed in 1970, requires public agencies and local governments to evaluate and disclose the environmental impacts

of projects or other major land use decisions, and to limit or avoid those impacts to the extent feasible.

- **California Public Records Act,** adopted in 1968, requires disclosure of records to the public upon request unless otherwise exempt.
- **Ralph M. Brown Act,** passed in 1953, guarantees the public's right to attend and participate in meetings of local legislative bodies.

Appendix B.

Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

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June 2026

This appendix fulfills the requirements under 23 CFR Part 450.

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Public Participation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

The long-range regional transportation plan looks at least 20 years into the future and charts the course for the nine-county San Francisco Bay Area, connecting the dots between transportation, housing and environmental resilience. The current plan, known as Plan Bay Area 2050+, serves as both the federally required Regional Transportation Plan (RTP) and the region's Sustainable Communities Strategy (SCS), which is required by state law. Plan Bay Area 2050+ identifies a path to make the Bay Area more equitable for all residents and more resilient in the face of unexpected challenges through 35 long-range strategies complemented by 65 near-term implementation actions.

The Transportation Improvement Program (TIP) is the region's four-year, near-term transportation investment list — it includes the projects and programs the region expects to fund and deliver in the next few years. The TIP implements the priorities of the RTP, and it includes projects and programs with federal transportation funds and other major projects of regional significance. By law, the TIP must be financially realistic — it can only include projects when funding is reasonably expected to be available. The TIP also must meet federal air quality requirements and show how investments help achieve regional performance goals, such as safety and system reliability.

Federal regulations require MTC to engage in a planning process that creates opportunities for public involvement, participation and consultation throughout the development of the RTP and the TIP. Appendix B outlines how to get involved in the development of these two important regional documents.

Public Participation in the RTP and TIP

Because of its comprehensive, long-term vision, the long-range regional plan, which includes the RTP, provides the earliest and best opportunity for interested persons and public agencies to influence MTC's policy and investment priorities for the Bay Area. It is

during the development of Plan Bay Area that important policy and investment priorities are established, and broad, regional policy decisions are made.

Another opportunity for public participation, but further along in the process, is the TIP, which is a programming document that identifies funding only for those programs and projects that are already included in the RTP and have secured at least partial funding. A mid-point between the RTP and TIP is the project selection process. Interested residents can become versed in how a transportation project moves from an idea to implementation with the TIP Fact Sheet that is available on MTC's website: mtc.ca.gov/funding/transportation-improvement-program-tip.

An easy way to get involved in the development of Plan Bay Area and the TIP is to sign up to receive updates from MTC: mtc.ca.gov/about-mtc/public-participation/get-involved. MTC also has a dedicated mailing list for Plan Bay Area available at planbayarea.org/get-involved/mailing-list. To receive updates about the TIP, contact MTC's Public Information Office at info@bayareametro.gov or (415) 778-6757 and request to be added to the TIP email distribution list.

A. Regional Transportation Plan

The long-range Regional Transportation Plan (RTP) explains how transportation in the Bay Area will be planned and improved over the next 20 years or more. It lays out the region's main goals and priorities for transportation, including which projects and policies should come first. The plan also explains how much money the region expects to have and how that funding should be spent to meet the most important transportation needs. Federal law requires the RTP to be updated at least every four years, so it reflects current priorities, realities and estimates of future transportation funding and transportation needs.

Under California Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) the RTP must include a Sustainable Communities Strategy (SCS) for achieving a state-mandated target for reducing per-capita greenhouse gas (GHG) emissions from cars and light trucks and identify specific areas in the nine-county Bay Area to accommodate all the region's projected population growth, including all income groups, for at least the next 25 years. The law requires MTC and ABAG to jointly develop the SCS to integrate planning for growth and housing with transportation. These two statutory planning requirements are fulfilled as part of the broader regional plan, known as Plan Bay Area. The current plan, adopted in March 2026, is called Plan Bay Area 2050+ (planbayarea.org/finalplan). The next major

update of the RTP/SCS will be known as Plan Bay Area 2060. SB 375 calls for a separate Public Participation Plan for development of the Regional Transportation Plan and the Sustainable Communities Strategy, and therefore Appendix C of this Public Participation Plan describes the Public Participation Plan for Plan Bay Area 2060.

MTC prepares several technical companion documents for Plan Bay Area updates. These include transportation air quality conformity analyses (to ensure clean air mandates are met) per federal Clean Air Act requirements, among others. If state law requires it, a program-level Environmental Impact Report (EIR) would also be prepared. Certain revisions or updates to Plan Bay Area may warrant a revision or update to these technical documents. The process for preparing and conducting interagency consultation on the conformity analysis is described in MTC Resolution No. 3757, Revised.

MTC also prepares an equity analysis of Plan Bay Area to determine whether historically underserved populations in the Bay Area share equitably in the benefits of the long-range regional plan without bearing a disproportionate share of the burdens. As an assessment of the region's long-range transportation investments, this analysis is conducted at a regional, program-level scale. This assessment of the long-range plan is intended to satisfy federal requirements under Title VI of the Civil Rights Act. For each update of Plan Bay Area, Appendix C will provide more information on how the equity analysis will be conducted throughout that update of the RTP.

Updating and Revising the Regional Transportation Plan

An update of an existing RTP/SCS (Plan Bay Area) is required at least every four years, and MTC alternates between major (more comprehensive) and minor (more limited and focused) updates from cycle to cycle.

Major and Minor Updates

Plan Bay Area updates include extensive public consultation and engagement involving thousands of Bay Area residents; local and partner agency officials and staff; private sector stakeholders; community-based and advocacy organizations; and other interested party over many months. The MTC ABAG Community Advisory Council (see Chapter 3 of the Draft 2026 Public Participation Plan for more information on the Council) also plays a key role in providing feedback on the strategies contained in the plan, which are public policies and investments that can be implemented in the Bay Area at the city, county, regional or state level. Local and Tribal governments, transit operators, and other federal, state and regional agencies also actively participate in the development of the Plan Bay Area update via existing and ad hoc forums.

For each Plan Bay Area update, MTC will prepare a multi-faceted public outreach and engagement program to ensure that all those with a stake in the outcome are actively involved in its preparation. See Appendix C for specific information on public engagement for Plan Bay Area 2060, the next update to the long-range regional plan (RTP/SCS) that is slated to be completed by 2030.

Public Participation Process for a Plan Bay Area Update (Major and Minor Updates)

1. Prepare and release a public participation plan for a 45-day comment period and notify the public about opportunities to comment.
2. Review public participation plan with the public and advisory groups and adopt updated plan.
3. Implement public outreach and engagement program, which may include:
   A. Numerous targeted in-person and/or virtual workshops/meetings with local governments, partner agencies, advisory groups (including MTC's Policy Advisory Council), and the general public.
   B. Opportunities to participate online and/or by phone, such as web- and text-based surveys, webinars, statistically valid telephone poll, etc.
   C. Posting plan-related documents to the web for public review and comment.
   D. Making documents available for viewing by appointment at the MTC-ABAG library.
4. Notify the public of opportunities to participate in the plan development process using e-mail announcements and newsletters, mailers, press releases, web postings, MTC's social media channels, etc.
5. Conduct intergovernmental consultation, as required and as appropriate.
6. Conduct interagency consultation, as appropriate, based on Air Quality Conformity Protocol (MTC Resolution No. 3757, Revised).
7. Post draft plan to the Plan Bay Area website and release for public review:
   A. Hold public hearing(s) as required by law.
   B. Make all relevant update documents available for viewing by appointment at the MTC-ABAG library.
   C. Respond to comments.
   D. Provide an additional review and comment opportunity if the final Plan Bay Area differs significantly from the draft plan and raises new material issues.
8. Adoption by the Commission and ABAG Executive Board at public meetings of each body.
9. Post final Plan Bay Area Update to the planbayarea.org website.
10. Notify the public about the Commission and ABAG Executive Board action via electronic mailings.

Other Plan Revisions

Plan Bay Area also may be revised in between updates under certain circumstances, as described below:

Plan Bay Area (RTP/SCS) Amendment

An amendment is a major revision to the long-range regional plan. An amendment may be needed for sizable changes to land use (e.g., new master-planned communities) or for changes to a transportation project that affect how the project is described or assumed to operate in the plan, and thereby evaluated under federal transportation-air quality conformity requirements. Examples may include adding or deleting a transportation project; changes to project timing (e.g., when the expected opening day of operation changes from short-term to long-term or vice versa); and/or changes to a project's design concept and scope (e.g., changing type, location, length, capacity or major operating features of the project). Changes to transportation projects that are included in the RTP only for illustrative purposes (such as in a potential financially unconstrained "vision" element) do not require an amendment.

An amendment requires public review and comment, demonstration that the project can be completed based on expected funding, and/or a finding that the change is consistent with federal transportation air quality conformity requirements. Amendments that require an update to the transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

Public Participation Process for a Plan Bay Area Amendment

1. Release proposed amendment for a 30-day public review period:
   A. Notify the public of opportunities to participate using e-mail announcements/ newsletters, mailers, press releases, web postings and/or MTC's social media channels.
   B. Post amendment on the Plan Bay Area website for public review.
   C. Make amendment available for viewing by appointment at the MTC-ABAG library.
2. Plan Bay Area Amendment reviewed at a public meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee.
3. Approval by the Commission and ABAG Executive Board at public meetings.
4. Post approved Plan Bay Area Amendment on the Plan Bay Area website.

5. Notify the public about the Commission and ABAG Executive Board action via electronic mailings.

Plan Bay Area (RTP/SCS) Administrative Modification

This is a minor revision to the long-range regional plan for changes that do not affect the regional transportation-air quality conformity analysis. These may include minor changes to how a transportation project is described in the plan, as well as changes to project costs or timing. An administrative modification (also referred to as an "admin mod") does not require public review and comment, demonstration that the transportation project can be completed based on expected funding, nor a finding that the change is consistent with federal transportation conformity requirements. As with a Plan Bay Area amendment, changes to transportation projects that are included in an RTP's potential financially unconstrained "vision" element may be changed without going through this process.

Public Participation Process for a Plan Bay Area Administrative Modification

1. No formal public review
2. Approval by MTC Executive Director
3. Plan Bay Area Administrative Modification posted on the Plan Bay Area website following approval

Other Federal and State Requirements

Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTP) on a voluntary basis approximately once every four years. MTC; however, is required to develop guidelines for the development of CTPs by the County Transportation Agencies (CTAs). The intent of these guidelines is to achieve compatibility between CTPs and the RTP through a common planning framework, even though the plans differ in scope.

CTPs assess transportation needs and guide transportation priorities and funding decisions for a county over a 25- to 30-year horizon. These countywide plans inform the transportation projects, programs and strategies that may be forwarded to MTC for potential inclusion in the RTP. Information on the CTP process is available here: mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

Congestion Management Process

Under federal regulations, MTC is required to carry out a congestion management process (CMP) for the Bay Area that provides, "accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meet state and local needs."

State congestion management legislation establishes a similar county-level process by requiring each urbanized county to prepare a congestion management program on a two-year cycle. Like the federal CMP, countywide congestion management programs monitor transportation system performance, identify strategies to address congestion, support multimodal solutions, and help integrate transportation and land use planning. These countywide programs inform local planning efforts, such as CTPs, and help identify projects, programs and strategies for consideration in the RTP.

Generally, MTC's Planning Committee adopts guidelines every two years to guide the preparation of countywide congestion management programs and promote consistency with the adopted RTP. Those interested in this planning effort may obtain copies of the relevant memoranda via MTC's website, or by requesting to be added to the Planning Committee's mailing list at info@bayareametro.gov.

Other Local Planning

In addition to CTPs and countywide congestion management programs, other local and county-level planning efforts inform MTC's decisions on program and investment priorities, including the RTP. These efforts may include county corridor studies, sales tax investment plans, modal plans, among others. Together, they provide additional information on transportation conditions, needs and community priorities.

B. Transportation Improvement Program

The Transportation Improvement Program (TIP) helps implement the region's policy and investment priorities and adopted by MTC in Plan Bay Area. The TIP covers at least a four-year timeframe, and all projects included in the TIP must be consistent with Plan Bay Area. The TIP is a comprehensive listing of Bay Area surface transportation projects — including transit, highway, local roadway, bicycle and pedestrian investments — that:

- receive federal surface transportation funding, or
- are subject to a federally required action, or
- are regionally significant, for federal air quality conformity purposes.

The TIP does not contain all funds, projects or programs identified in Plan Bay Area. In fact, the *majority* of revenues identified in the plan are never included in the TIP. These include local and state funds used to operate and maintain the transportation network that do not meet the criteria listed above. The TIP itself does not *implement* the plan, but rather is a subset of projects that contribute to the achievement of the plan's goals.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or "programmed") to the projects are in fact available to implement the projects or project phases. Adoption of the TIP also requires a finding of conformity with federal air quality standards.

Individual project listings may be viewed through MTC's web-based TIP database, which can be accessed at https://mtc.ca.gov/funding/transportation-improvement-program-tiphttps://fms.bayareametro.gov/search. As part of MTC's commitment to public engagement, many projects in the TIP are mapped to present a visual location of the project. Individuals without access to the internet may view a printed copy of the project listings in the MTC-ABAG library by scheduling an appointment by calling (415) 778-5236 or emailing library@bayareametro.gov.

In addition to a Transportation Improvement Program that is accessible online at mtc.ca.gov/funding/transportation-improvement-program-tip, MTC maintains a subscription-based e-mail distribution list to inform interested individuals, transportation officials and staff of changes and actions related to the TIP. Through this list, individuals may be alerted regarding the development and approval of a new TIP a TIP update or notice and approval of TIP amendments. These notifications facilitate public review and comments as well as coordination with transportation and other public agencies. Sign up for the service by contacting MTC at info@bayareametro.gov.

To further assist in the public assessment of the TIP, and specifically to analyze the equity implications of the proposed TIP investments, MTC conducts an analysis for the TIP with a focus on specific populations, including historically disadvantaged and low-income communities.

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. State statute requires that the TIP be updated every two years. MTC may update the TIP between scheduled updates, such as to add a new project. MTC will consider such an update when the circumstances prompting the change are compelling. The change must be financially

feasible, consistent with Plan Bay Area and be consistent with ("conform to") the federal air quality plan known as the State Implementation Plan (SIP).

In addition to a TIP update, the TIP is regularly revised through amendments, administrative modifications, or technical corrections. The criteria for administrative modifications and amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and California Department of Transportation (Caltrans) have developed amendment and administrative modification procedures for the TIP. These procedures are posted online at: mtc.ca.gov/sites/default/files/TIP Revision Procedures.pdf. Further explanation about TIP updates and how different types of revisions are processed are described below.

TIP Update

This is a complete update of the existing TIP to reflect new or revised transportation investment strategies and priorities. State law requires a TIP update more frequently than the federally required four-year update cycle, for which MTC may perform a limited and less robust update and outreach effort by simply updating project information using prior TIP reports, analysis and methodologies. In such circumstances, significant modification of analytical approaches and additional features to the TIP will be made on the federal four-year update cycle, and more in-line with the four-year update cycle of Plan Bay Area. **It is important to note that because all projects included in the TIP are consistent with Plan Bay Area (RTP/SCS), MTC's extensive public outreach for development of Plan Bay Area is reflected in the TIP as well.** The TIP supports implementation, in the short-term, of the financially constrained element of Plan Bay Area and is responsive to comments received during the development of Plan Bay Area. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Amendment

This is a revision that involves a significant change to the TIP, such as the addition or deletion of a project; a significant change in project cost or schedule; or a change in project scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, and may require an air quality conformity determination. Amendments requiring a transportation air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757, Revised.

TIP Administrative Modification

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint or a conformity determination.

TIP Technical Correction

Technical corrections may be made by MTC staff as necessary. Such corrections are not subject to an administrative modification or an amendment, and may include: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; use of toll credits; identification of Advance Construction (AC) or conversion of AC for funds already in the TIP; changes to the informational expanded project description, if such change does not change the TIP-required project description; changes to funding in prior years (if outside the TIP period); changes to a project phase following federal authorization to proceed for that phase of work; or changes to correct simple errors or omissions including data entry errors. By definition, these technical corrections do not significantly impact the cost, scope or schedule within the TIP period. Accordingly, they are not subject to a public review and comment process, re-demonstration of fiscal constraint or a conformity determination.

Public Participation Process for Updating and Revising the Transportation Improvement Program

Update	Amendment	Administrative Modification	Technical Correction
1. Leverage input received during the development of Plan Bay Area **2.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters **3.** Conduct intergovernmental review and consultation, as appropriate **4.** Release Draft TIP for public review and comment as required by the air quality conformity consultation process[1]: A. Post on MTC's website B. Make available for viewing by appointment at the MTC-ABAG library **5.** Respond to significant material comments pertinent to the TIP; include MTC's response in an appendix in the final TIP **6.** Provide additional review and comment opportunity of five days if the final TIP differs significantly from the Draft TIP and raises new material issues **7.** Review by MTC's Programming & Allocations Committee at a public meeting; refer to Commission for final adoption **8.** Adoption by the Commission at a public meeting **9.** Approval by Caltrans **10.** Approval by FHWA and FTA	**1.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups of opportunities to participate using e-mail notifications/ announcements and/or e-newsletters **2.** Post on MTC's website for public review and make available for viewing by appointment at the MTC-ABAG library → Amendments deleting, adding and/or changing a project subject to a new air quality conformity analysis: A. Public review and comment period, as required by the air quality conformity consultation process B. Review by an MTC committee at a public meeting C. Approval by the Commission at a public meeting → Amendments deleting or adding a project not subject to an air quality conformity analysis (such as a roadway rehabilitation): A. Review and approval by an MTC committee or the Commission at a public meeting → Amendments changing an existing project that is not subject to an air quality conformity analysis; or changing an existing grouped project listing (such as the highway bridge program); or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: A. Approval by the MTC Executive Director or designee, following a 5-day notice on MTC's website; or B. Review and approval by an MTC committee or the full Commission at a public meeting **3.** Approval by Caltrans **4.** Approval by FHWA and FTA	**1.** No public review **2.** Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration/Federal Transit Administration), or Caltrans	**1.** No public review **2.** Technical corrections by staff **3.** No approval required
After approval...	**After approval...**	**After approval...**	**After approval...**
1. Post on MTC website **2.** Make available for viewing by appointment at the MTC-ABAG library **3.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Commission's action	**4.** Post on MTC website **5.** Make available for viewing by appointment at the MTC-ABAG library **6.** Notify the public, interested parties and the Bay Area Partnership technical committees and/or working groups about the Executive Director's or the Commission's action	**7.** Post on MTC website **8.** Make available for viewing by appointment at the MTC-ABAG library	N/A

[1] MTC staff may make minor, technical edits to the Draft TIP during the review and comment period. In these instances, staff will post the technical edits on MTC's website and notify interested parties via e-mail notification.

Other Federal Requirements

Federal Transit Administration Program of Projects (POP) Public Participation Requirements

Federal transit law and joint Federal Highway Administration-Federal Transit Administration (FHWA-FTA) planning regulations governing the metropolitan planning process require a metropolitan planning organization to include the public and to solicit comment when it develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA-FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307, Section 5337 and Section 5339 funds must meet.

This Public Participation Plan is being used by the recipients listed below to satisfy their public participation process for the POP. This PPP follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements for applicable funds.

Recipients using MTC's PPP to satisfy their public participation process for the POP include:

1. AC Transit (Alameda-Contra Costa Transit District)
2. ACE (Altamont Corridor Express)
3. BART (Bay Area Rapid Transit District)
4. Caltrain (Peninsula Corridor Joint Powers Board)
5. County Connection (Central Contra Costa Transit Authority)
6. FAST (Fairfield/Suisun Transit System)
7. Golden Gate Transit (Golden Gate Bridge, Highway and Transportation District)
8. LAVTA (Livermore-Amador Valley Transit Authority/ Wheels)
9. Marin Transit (Marin County Transit District)
10. Petaluma Transit
11. SamTrans (San Mateo County Transit District)
12. San Francisco Bay Ferry (WETA/Water Emergency Transportation Authority)
13. Santa Rosa CityBus

14. SFMTA (San Francisco Municipal Transportation Agency)
15. SMART (Sonoma Marin Area Rail Transit)
16. SolTrans (Solano County Transit)
17. Sonoma County Transit
18. Tri Delta Transit (Eastern Contra Costa Transit Authority)
19. Union City Transit
20. Vacaville City Coach
21. VINE (Napa Valley Transportation Authority)
22. VTA (Santa Clara Valley Transportation Authority)
23. WestCAT (Western Contra Costa Transit Authority)

Annual Listing of Obligated Projects

By federal requirement, MTC at the end of each calendar year publishes an annual listing of obligated projects, which is a record of federally funded transportation projects that have been delivered the previous federal fiscal year. The annual list is developed cooperatively by MTC, Caltrans, transit operators, county transportation agencies, and local project sponsors. The listing is intended to increase public awareness of government spending on transportation projects. Copies of this annual listing may be obtained from MTC's website: mtc.ca.gov/funding/federal-funding/project-delivery or by contacting MTC's Public Information Office at (415) 778-6757 or info@bayareametro.gov.

Interagency and Tribal Government Consultation Procedures for the Regional Transportation Plan and the Transportation Improvement Program

A. Public Agency Consultation

MTC is required to consult with officials responsible for other types of planning activities that are affected by transportation in the area, be that conservation and historic preservation or local planned growth and land use management during the planning process.

Like the public, the most effective time to involve governmental agencies in the planning and programming process is as early as possible. As such, the development of the RTP

(Plan Bay Area), with its long-range timeframe, is the ideal opportunity for the interagency consultation process. It is at this stage where funding priorities and major projects' planning-level design concepts and scopes are introduced, prioritized and considered for implementation. Furthermore, MTC's funding programs and any projects flowing from them are derived directly from the policies and transportation investments contained in Plan Bay Area. Because Plan Bay Area governs the selection and programming of projects in the TIP, MTC considers the agency consultation process as a continuum starting with the regional transportation plan. Plan Bay Area is the key decision point for policy decisions regarding project and program priorities that address mobility, congestion, air quality and other planning factors. The TIP is a short-term programming document detailing the funding for investments identified in the adopted RTP.

MTC will use the following approaches to coordinate and consult with affected agencies in the development of the RTP and the TIP. Throughout the process, consultation will be based on the agency's needs and interests. At a minimum, all agencies will be provided an opportunity to comment on the RTP and TIP updates.

Regional Transportation Plan (Plan Bay Area)

If required by law, the environmental review process under CEQA serves as a framework to consult on the development of Plan Bay Area with federal, state and local resource agencies responsible for land use management, natural resources, environmental protections, conservation and historic preservation, as appropriate. This consultation will include other agencies and officials responsible for other planning activities in the MTC region that are affected by transportation to the maximum extent practicable.

The Notice of Preparation (NOP) stating that MTC and ABAG, as the lead agencies, will prepare a program-level Environmental Impact Report (EIR) for Plan Bay Area is the first step in the environmental process. The NOP gives federal, state and local agencies, as well as the public, an opportunity to identify areas of concern to be addressed in the EIR and to submit them in writing to MTC and ABAG. Further, MTC and ABAG also hold a public scoping meeting (see Appendix C for complete details on the Plan Bay Area EIR process) to explain the environmental process and solicit early input on areas of concern. During the development of the Draft EIR, MTC consults with the relevant agencies on resource maps and inventories for use in the EIR analysis.

MTC and ABAG consider all issues raised during the NOP period and scoping meeting during preparation of the EIR. Subsequently, as soon as the Draft EIR is completed, MTC

and ABAG file a Notice of Completion (NOC) with the State Clearinghouse and release the Draft EIR for a 45-day public review period soliciting written comments from agencies and the public on the environmental effects and mitigation measures identified in the Draft EIR. During the comment period, MTC and ABAG may consult directly with any agency or person with respect to any environmental impact or mitigation measure. MTC and ABAG respond to written comments received prior to the close of the comment period and technical corrections to the Draft EIR where necessary. The Commission certifies the Final EIR, and MTC and ABAG file a Notice of Determination (NOD) within five days of Commission certification.

Note that while the RTP is not subject to the federal National Environmental Policy Act (NEPA), MTC and ABAG will consult with federal agencies as appropriate during the preparation of the CEQA environmental document, if such document is required by law. Additionally, the involvement of federal agencies in Plan Bay Area can link the transportation planning process with the federal NEPA process. As the projects in Plan Bay Area and TIP continue down the pipeline toward construction or implementation, most must comply with NEPA to address individual project impacts.

Transportation Improvement Program (TIP)

All agencies will be provided with an opportunity to review and comment on the TIP. Project sponsors — including the California Department of Transportation (Caltrans), local jurisdictions, transit operators and county transportation agencies (CTAs) — review and consult with MTC on each of their respective projects in the TIP. These agencies (and any other interested agency) are involved in the establishment of MTC funding programs and policies, selection of projects and inclusion of projects in the TIP.

B. Federal Land Management Agencies Consultation

Federal Land Management Agencies (FLMAs) include federal agencies that manage public lands and facilities in the Bay Area, such as the National Park Service, U.S. Forest Service, Bureau of Land Management, U.S. Fish and Wildlife Service, and other federal land managers. Because transportation investments can affect access to and stewardship of these lands, MTC will consult with FLMAs during the development of Plan Bay Area (RTP/SCS), the TIP and the project selection activities that connect the two.

MTC's FLMA consultation procedures are designed to:

1. coordinate transportation investments that improve safe and reliable access to federal lands;
2. identify and address FLMA priorities and concerns early in the planning and programming process; and
3. support public land stewardship goals, including resource protection, visitor mobility and climate resilience.

Key Stages for FLMA Engagement

1. **Early plan development:** MTC will notify FLMAs of major plan milestones and invite input on access needs, land management objectives and relevant planned projects or policies.
2. **Draft plan and environmental review (as applicable):** MTC will inform FLMAs about opportunities to review and comment on draft plan materials and program-level environmental analysis.
3. **Project selection and prioritization:** MTC will inform FLMAs about the opportunity to provide input, and when requested by the FLMAs, coordinate discussion meetings when projects and/or policies affecting federal lands are being considered, so FLMA priorities and concerns can be addressed before decisions are finalized.
4. **TIP development and revisions:** MTC will inform FLMAs of opportunities to review and comment on TIP updates and applicable amendments. As requested by FLMA staff, MTC staff will coordinate meetings to discuss project phasing and funding plans for projects that affect federal lands or access routes.

Participation Opportunities for FLMAs

MTC will engage FLMAs using a combination of methods, based on the stage of work and FLMA preferences, including email notifications of key milestones, invitations to relevant technical meetings, targeted briefings or coordination meetings, and standard public review and comment periods for draft documents. MTC will provide FLMA partners with opportunities to discuss project/policy alignment with federal lands' access needs and public land stewardship goals.

During the development of Plan Bay Area and the TIP, MTC will, to the extent practicable, use the following framework to consult with FLMA partners:

1. **Notification:** MTC will make information about opportunities for participation and engagement on Plan Bay Area and the TIP available through MTC's established

notices and distribution channels. FLMAs are encouraged to monitor these notices and participate as needed, and to raise priorities or concerns related to federal lands early enough to be considered before decisions are finalized.

2. **Targeted outreach:** MTC will provide early notice to FLMAs and invite them to share priorities, constraints and concerns related to access, operations, safety, environmental resources and visitor mobility.
3. **Consultation meeting(s):** When requested by FLMA staff, MTC will offer consultation touchpoints (virtual or in-person), as needed, including the ability for FLMAs to discuss alignment with federal land access needs and public land stewardship goals.
4. **Documentation and response:** MTC will document FLMA input received, share it with relevant decision-makers as appropriate (e.g., staff working groups or committees), and describe how input was considered in staff recommendations.
5. **Ongoing coordination:** MTC will encourage continued coordination between FLMAs and project sponsors during scoping, environmental review and delivery, recognizing that detailed design and permitting decisions occur later in the project development process independent of MTC.

C. Other Protocols for Working with Public Agencies

The Bay Area Partnership Board Review and Coordination

MTC established the Bay Area Partnership Board to collaboratively assist the Commission in fashioning consensus among its federal, state, regional and local public agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission. More recently, that focus has shifted to advising the Commission on specific transportation investment policies and matters related to Plan Bay Area. Membership includes a chief staff officer from all public agencies representing the following transportation interests:

- Transit operations
- Transportation facilities
- Congestion management agencies
- Public works agencies
- Airports and seaports
- Regional, state and federal transportation, environmental, and land use agencies

The Partnership Board and its Partnership Technical Advisory Committee (PTAC) and working group(s) consider and weigh in on the ongoing and more technical aspects of transportation funding. The Partnership Board and PTAC meetings are open to the public. The Partnership Board's meetings are webcast live and later archived on MTC's website. Offsite Board meetings and all PTAC meetings are recorded, and recordings may be requested by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. The status of TIP revisions is provided to the Partnership through email notifications. For TIP updates, PTAC and working group(s) will be kept informed and consulted throughout the process by e-mail notifications or presentations as appropriate.

Air Quality Conformity and Interagency Consultation

A dialogue between agencies over transportation air quality conformity considerations must take place in certain instances prior to MTC's adoption of its RTP or TIP. These consultations are conducted through the Air Quality Conformity Task Force, which includes representatives of the U.S. Environmental Protection Agency, FHWA, FTA, the California Air Resources Board (CARB), Caltrans, the Bay Area Air District and other state and local transportation agencies. These agencies review updates and, in certain instances, amendments to Plan Bay Area and the TIP to ensure they conform to federal transportation air quality conformity regulations.

In accordance with Transportation Air Quality Conformity and Interagency Consultation Protocol procedures (MTC Resolution No. 3757, Revised), MTC must implement the interagency consultation process for the nine-county San Francisco Bay Area before making a transportation conformity determination on Plan Bay Area or the TIP. In developing an update to Plan Bay Area/TIP, MTC will bring important issues to the Partnership Board or its technical committees/working groups for discussion and feedback. All materials that are relevant to interagency consultation, such as the Plan Bay Area/TIP schedule, important Plan Bay Area/TIP-related issues and the draft Plan Bay Area/TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for Plan Bay Area/TIP amendments requiring an air quality conformity analysis.

Intergovernmental Review via State Clearinghouse

The intent of intergovernmental review, per Executive Order 12372, is to ensure that federally funded or assisted projects do not inadvertently interfere with state and local plans and priorities. Applicants in the Bay Area with programs/projects for

intergovernmental review are required to submit documentation to the State Clearinghouse, a division of the Governor's Office of Land Use and Climate Innovation, which is the Single Point of Contact for the intergovernmental review of federal grant proposals and other activities. In this capacity, it is also the function of the clearinghouse to coordinate state and local review of federal financial assistance applications, federally required state plans, direct federal development activities and federal environmental documents. The purpose of the clearinghouse is to facilitate state and local participation in federal activities occurring within California. The Executive Order does not replace public participation, comment or review requirements of other federal laws, such as the National Environmental Policy Act (NEPA), but rather gives states an additional mechanism to ensure federal agency responsiveness to state and local concerns.

The clearinghouse also receives and distributes environmental documents prepared pursuant to CEQA and coordinates the state-level environmental review process. The RTP is subject to CEQA and therefore is reviewed through the clearinghouse.

D. Tribal Government Consultation

MTC also consults with the region's Native American Tribal governments. There are six federally recognized Native American tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

The groundwork for consultation with the region's tribal governments occurs early in the process of developing Plan Bay Area/the TIP. Engagement activities with the tribes will be conducted according to tribal preferences. As required, MTC and ABAG also will invite and encourage tribal leaders and their representatives to request government-to-government consultation at any time during the development of Plan Bay Area/the TIP. Tribal Summits will be scheduled as appropriate to offer Tribes the ability to collaborate with MTC and ABAG and several of their partners. MTC and ABAG will also conduct individual meetings at each tribe's request in a forum that is convenient for them.

As required by Assembly Bill 52, MTC and ABAG will provide written notification to all tribes in the region, including federally recognized tribes and all California Native American tribes on the Native American Heritage Commission list with tribal cultural resources in the Bay Area, about the opportunity for engagement in the Plan Bay Area process. Additionally, MTC and ABAG will be available for consultation at a tribe's request.

Appendix C.

Public Participation Plan for Plan Bay Area 2060

DRAFT

June 2026

This appendix fulfills the requirements under California Senate Bill 375.

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I. Introduction

Plan Bay Area 2060 is the Bay Area's next long-range regional plan that will guide decisions about transportation, housing and the environment over the coming decades.

Developed by the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), Plan Bay Area 2060 is a new, comprehensive planning effort that will establish a forward-looking framework to respond to the region's evolving needs. As the Bay Area continues to experience changes in how people live, work and travel, the plan will consider a range of factors, including housing affordability, climate impacts, evolving travel patterns, technological change and demographic shifts.

Under federal and state law, MTC and ABAG are jointly responsible for preparing the Bay Area's Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). Senate Bill 375 (Steinberg, Statutes of 2008) further requires that the plan integrate land use and transportation strategies in a way that supports the reduction of greenhouse gas emissions from passenger vehicles, consistent with targets established by the state.

This Public Participation Plan outlines how the public, partner agencies and other stakeholders can take part in shaping Plan Bay Area 2060. The planning process, anticipated to occur between 2026 and 2030, will include multiple opportunities for engagement at key milestones, along with ongoing ways to stay informed and provide input.

This plan is intended to serve as a flexible framework to guide engagement throughout the process. Specific strategies and activities may be refined over time in response to evolving conditions, input received and opportunities to improve how the public is engaged.

Participation is a critical part of this effort. The perspectives, experiences and ideas shared by residents, partners and stakeholders will help inform the development of the plan and the decisions that shape the region's future. We invite all who are interested to participate in this process and help guide the development of Plan Bay Area 2060.

Building on Prior Engagement Efforts

MTC and ABAG developed the proposed Plan Bay Area 2060 engagement approach based in part on lessons learned through prior regional planning efforts, including Plan Bay Area 2050 and Plan Bay Area 2050+. These lessons were informed by feedback received over multiple years through public comment processes, engagement activities, advisory body discussions, peer agency coordination and staff reflection on previous engagement efforts.

Input from advisory bodies, including the former MTC Policy Advisory Council and current MTC ABAG Community Advisory Council, highlighted the importance of maintaining stronger connections with communities between major engagement milestones and providing more accessible and relatable ways for the public to engage with complex regional planning topics. Similar feedback also emerged through public comments, stakeholder discussions and engagement activities conducted throughout prior Plan Bay Area efforts.

Feedback from community members, community-based organization (CBO) partners and advisory bodies also underscored the importance of reducing public engagement fatigue by improving coordination across engagement activities and creating more consistent and meaningful opportunities for participation. Participants also expressed interest in better understanding how public input informed decision-making, including greater transparency around how feedback was incorporated into the planning process. In addition, discussions with advisory bodies and community partners highlighted the importance of strengthening engagement with younger audiences and exploring engagement approaches that are more responsive to how younger generations access information and participate in civic processes.

Additional lessons learned emerged through staff evaluation of previous engagement approaches, coordination with peer metropolitan planning organizations and other public agencies, and work related to the Plan Bay Area website redesign and communications efforts. These discussions reinforced the importance of expanding public education, improving digital accessibility, strengthening ongoing partnerships with CBOs and creating more continuous opportunities for public participation throughout the planning process.

The updated Public Participation Plan reflects these observations and recommendations through expanded public education and storytelling approaches, a continuous engagement model, enhanced coordination efforts and a more collaborative community partnership framework intended to support ongoing dialogue and feedback throughout plan development. Additional evaluation and assessment of engagement outcomes will continue as Plan Bay Area 2060 advances.

II. Developing Plan Bay Area 2060

a. Process and Schedule

Developing the Plan and Schedule

Plan Bay Area 2060 represents the next major update to the Bay Area's long-range regional plan, building upon prior versions of Plan Bay Area while advancing a new generation of strategies, analyses and engagement approaches. As a comprehensive plan addressing transportation, housing and the environment, Plan Bay Area 2060 will reflect current conditions, emerging trends and the evolving needs of the region over the coming decades.

The development of Plan Bay Area 2060 will include a multi-year process of technical analysis, policy development and public engagement. This process will consider a range of pressing regional and external factors shaping the Bay Area today and into the future, including the availability of state and federal funding, the impacts of sea level rise, changing commute patterns, housing affordability challenges, ongoing demographic shifts and the emergence of new technologies, such as autonomous vehicles and artificial intelligence. These factors will help inform the development and evaluation of strategies that will guide future development to ensure the plan remains responsive to changing conditions and future uncertainties.

The plan development process will incorporate a range of analytical tools and scenario exploration to evaluate how different strategies and investments may shape future outcomes for the region. Through this work, Plan Bay Area 2060 will establish an integrated and forward-looking framework to guide decision-making over the next several decades.

Public participation will be a central component of the plan's development. Plan Bay Area 2060 will include multiple opportunities for residents, partner agencies, CBOs and other stakeholders to provide input at key milestones throughout the process. This will include regionwide engagement activities, as well as community-based organization partnership efforts that support engagement in locally relevant and accessible formats.

Engagement activities will be designed to provide meaningful opportunities for input and may include webinars, hybrid workshops, pop-up events, office hours and asynchronous opportunities to participate. These efforts will be supported by coordinated communications, including digital outreach, email updates and regular updates to the Plan Bay Area website. The website will serve as a central hub for information about the plan, including key milestones, engagement opportunities and materials for public review.

The plan development process will remain flexible and responsive to input received from the public, partner agencies and other stakeholders. As the process evolves, updates to

the schedule, engagement approach or key milestones will be communicated through the Plan Bay Area website, email notifications and other channels to ensure transparency and continued opportunities for participation. Plan Bay Area 2060 will be developed starting in 2026 and continue through 2030.

b. Summary of Key Milestones

	Phase	Timeframe	Description
1.	**Foundations**	2026–2027	Take stock of where the Bay Area is today and review what's working, what's not and where the current plan may need to evolve.
2.	**Outlook**	2026–2027	Explore future trends and uncertainties and test different scenarios to understand potential trade-offs and outcomes.
3.	**Blueprint**	2027–2029	Develop and refine the plan's core components, including strategies, land use framework and projects, and evaluate how they perform.
4.	**Final Plan**	2029–2030	Bring everything together into a final plan, including supporting analysis, reports and an implementation roadmap.

Plan Bay Area 2060 Phase 1: Foundations

The Foundations phase will establish an understanding of where the Bay Area is today (2026), reaffirm the plan's vision and critically evaluate the existing strategies and land use framework. This phase will consist of three primary tracks of work: existing conditions, strategy evaluation, and land use framework evaluation.

Plan Bay Area 2060 will begin by assessing the current state of the Bay Area, establishing a clear, data-informed understanding of existing conditions and issues faces by residents across the region. Concurrently, the strategies and land use framework adopted through Plan Bay Area 2050+, the most recent iteration of the plan, will be evaluated against today's best practices, emerging trends, reflections on past efforts and a revisited vision and guiding principles for the long-range plan.

Through this combined level-setting and evaluation process, Phase 1 will establish a strong analytical and policy foundation for subsequent phases of Plan Bay Area 2060.

- **Opportunities for Input:**
    - Early public engagement to inform and validate the work of Phase 1 may include surveys, webinars and asynchronous opportunities to participate,

focused on gathering input from the public on current conditions and whether the existing vision and guiding principles for the long-range plan continue to serve and reflect lived experiences across the region.
    - A community-based organization collaborative working group (CBO Collaborative Group) will provide input on initial findings and framing, drawing on their knowledge of community perspectives and priorities to help ground the foundational work of the plan.
    - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction and possible approval from the MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
- **Significance:** Input gathered during this phase will help validate whether the plan is grounded in current conditions and regional trends, ensuring that subsequent phases of Plan Bay Area 2060 are built on a credible and well-informed foundation. This early feedback will directly inform the concurrent work on updated planning assumptions, forecasts, and scenario planning, and lead to informed development of the core strategies and land use framework of the Blueprint.
- **Timeframe:** 2026-2027

Plan Bay Area 2060 Phase 2: Outlook

The Outlook phase will deeply research and contend with the uncertainty of external forces, while preparing scenarios to evaluate tradeoffs through forecasts and planning assumptions. This early phase, largely overlapping with the Foundations phase, will consist of scenario planning, updating the regional growth forecast, and analyzing external forces, financial needs and revenue.

Scenario planning will compare different assumptions about the future to help illustrate trade-offs and how they may affect plan strategies and outcomes. The regional growth forecast will examine factors that could shape population and job growth in the Bay Area through 2060. This work will help inform scenario planning, policy choices and modeling for the long-range plan. Staff will also analyze outside trends — such as economic, environmental or technological changes — that could affect plan outcomes. A financial needs and revenue analysis will estimate the cost of implementing the plan and identify potential future funding sources through 2060.

In combination, Phase 1 and Phase 2 will set the stage to update the plan's strategies, land use and projects through development of the Blueprint in Phase 3.

- **Opportunities for Input:**
    - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
    - Opportunities for public input through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
    - Additional input through the CBO Collaborative Group, for example on the community-specific impacts of various external forces, growth trajectories, and future scenarios that will be explored through this phase of work.
- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; direction and adoption of Regional Growth Forecast Methodology by ABAG Executive Board; possible direction and approval from the Commission.
- **Significance:** This phase establishes the analytical outlook for Plan Bay Area 2060 by ensuring that key assumptions and forecasts reflect the best available planning inputs, and by using scenarios to explore strategic decisions and compare trade-offs.
- **Timeframe:** 2026-2027

Plan Bay Area 2060 Phase 3: Blueprint

The Blueprint phase will include iteratively updating plan components, assembling strategies, land use framework and projects into a Draft and Final Blueprint, while analyzing performance and forecasted outcomes.

Develop Draft Blueprint

Building on the work completed in Phases 1 and 2, Plan Bay Area 2060 will advance to the development of a Draft Blueprint, which will consist of updated strategies and a land use framework ready for analyzing performance and outcomes.

Performance analyses will be conducted during this phase to evaluate how proposed strategies advance the Plan's Vision and Guiding Principles. These analyses will help inform tradeoffs and support the development of a Final Blueprint that reflects a balanced and forward-looking approach to regional planning.

- **Opportunities for Input:**
    - Strategies under consideration for inclusion in the Draft Blueprint will be presented for public review and input through a range of engagement activities. These may include webinars, hybrid workshops, asynchronous opportunities to participate and other engagement methods designed to support broad and meaningful participation. Engagement will be supplemented with coordinated digital promotion and outreach.
    - CBO partners will conduct engagement with their communities using approaches that are locally relevant and appropriate, supported by ongoing coordination through the CBO Collaborative Group. These activities will provide opportunities for community members to share input in trusted settings and will inform the development of the Draft Blueprint.
    - Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
    - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction and possible adoption by the MTC Planning Committee and the ABAG Administrative Committee; possible adoption by the ABAG Executive Board and the Commission.
- **Significance:** The Draft Blueprint will demonstrate how integrated strategies can advance the Plan's Vision and Guiding Principles.
- **Timeframe:** 2027-2028

Refine and Adopt Final Blueprint

Following the development and analysis of the Draft Blueprint, Plan Bay Area 2060 will advance a set of strategies for further refinement and consideration by decision-makers. This phase will incorporate feedback received during earlier engagement, as well as findings from technical analyses, to define a Final Blueprint that reflects regional priorities and constraints.

The Final Blueprint will integrate the land use framework, strategies and projects in a manner that is fiscally responsible and responsive to the region's needs. This document will serve as the basis for subsequent environmental analysis (if required by state law) and plan development.

- Opportunities for Input:
    - The Final Blueprint will be presented for public review and input through a range of engagement activities, including webinars, hybrid workshops, asynchronous opportunities to participate and other formats designed to support meaningful participation. Engagement will be supplemented with coordinated digital outreach.
    - Through the CBO Collaborative Group, CBO partners will continue to engage their communities and share feedback gathered through their outreach efforts, ensuring that perspectives from across the region are reflected in the refinement of the Final Blueprint.
    - Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
    - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; adoption by the ABAG Executive Board and the Commission
- **Significance:** The Final Blueprint will refine and finalize how integrated strategies can advance a more affordable, connected, diverse, healthy, and vibrant San Francisco Bay Area for all.
- **Timeframe:** 2028-2029

Plan Bay Area 2060 Phase 4: Final Plan

The fourth and final phase of Plan Bay Area 2060 will consist of synthesizing and delivering the Final Blueprint into a Final Plan, with associated environmental review if required by state law, supplemental reports and implementation plan.

Draft and Final Plan Development

Building on the Final Blueprint, staff will prepare draft and final versions of the long-range plan. The final package will include an implementation roadmap and other reports required under federal and state rules.

The implementation plan will focus on practical, achievable steps that can be pursued in the years immediately following plan adoption, helping to translate high-level strategies into coordinated action. It will identify actions that can be advanced by MTC and ABAG in coordination with partner agencies, CBOs, non-profit organizations and the private sector.

The implementation plan will also emphasize prioritization, feasibility and impact by identifying actions that are both achievable in the near term and aligned with the region's long-range goals. Through this process, Plan Bay Area 2060 will establish a clear and transparent pathway from planning to implementation.

Consistent with federal guidance in effect during plan development, Plan Bay Area 2060 will evaluate how the plan's strategies may distribute benefits and potential burdens across communities. The analysis may consider factors such as access to transportation, housing outcomes and environmental conditions, and will be conducted in accordance with applicable federal civil rights requirements, including Title VI.

The Final Plan will also be supported by performance reports and technical analyses that evaluate how the final strategies and investments are expected to perform. These analyses assess potential outcomes across transportation, housing and environmental systems and help inform key decisions throughout the planning process. These reports also help meet applicable state and federal planning requirements and provide a structured way to evaluate trade-offs, forecast impacts and measure progress toward regional goals.

- **Opportunities for Input:**
    - Implementation priorities and actions will be developed with input from the public through a range of engagement activities, which may include webinars, hybrid workshops, asynchronous opportunities to participate and other engagement methods designed to support meaningful participation. Engagement may be supplemented with coordinated digital outreach.
    - Through the CBO Collaborative Group, CBO partners will engage their communities to help identify near-term priorities and actions, providing community context and perspectives to help inform implementation priorities and support strategies that reflect local needs and experiences. Additional public input opportunities through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.
    - Broad stakeholder engagement, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, and expanded outreach to meet with stakeholders in their own professional forums.
- **Decision-Making Roles:** Direction from the MTC Planning Committee and the ABAG Administrative Committee; approval from the ABAG Executive Board and the Commission.
- **Significance:** The implementation plan identifies near-term actions that will advance the plan's long-term vision, translating strategies into concrete steps that can be

pursued in partnership with public, non-profit and private sector partners. It ensures that Plan Bay Area 2060 is not only forward-looking but also actionable, with a clear path toward implementation. Impact analyses and supplemental reports support compliance with federal planning requirements and civil rights law and provide important information on how the plan's strategies and investments may affect communities across the region, helping to inform final decision-making.

- **Timeframe:** 2029-2030

Environmental Review

A programmatic environmental impact report (EIR) may be prepared to evaluate the environmental impacts of the proposed long-range plan, including the Final Blueprint and a reasonable range of alternatives, if required under the California Environmental Quality Act (CEQA).

If required by state law, a Draft EIR may be released for public review and comment and shared with responsible and trustee agencies, followed by preparation of a Final EIR that incorporates responses to comments received during the public comment period.

- **Opportunities for Input:**
    - If required by state law, a Notice of Preparation will be issued at the outset of the environmental review process, followed by a public scoping meeting to provide an overview of the environmental analysis and solicit early input on areas of concern. A recording of the scoping meeting will be made available on the Plan Bay Area website to support asynchronous participation.
    - If required by state law, the Draft EIR will be made available for public review during a statutorily required public comment period, during which written and oral comments will be accepted. Public hearings will be held to provide opportunities for input, with hybrid participation options provided to maximize accessibility.
    - Through the CBO Collaborative Group, CBO partners may facilitate opportunities for community members to provide input on the Draft EIR, including gathering feedback and perspectives related to the potential environmental impacts identified through the environmental review process.
    - If required by state law, additional opportunities for public input will be provided through meetings of the MTC ABAG Community Advisory Council, MTC Planning Committee, the ABAG Administrative Committee, the ABAG Executive Board and the Commission.

    - If required by state law, technical stakeholders will be engaged through targeted meetings, which may include webinars, hybrid workshops and office hours to review environmental analysis and provide feedback.
- **Decision-Making Roles (if required by state law):** Direction from the MTC Planning Committee and the ABAG Administrative Committee; certification of the Final EIR and adoption of Plan Bay Area 2060 by the ABAG Executive Board and the Commission.
- **Significance:** The environmental review process evaluates the potential impacts of the proposed plan and alternatives at a programmatic level, ensuring compliance with CEQA and supporting informed decision-making. This phase integrates technical analysis and public input to refine the plan prior to final adoption.
- **Timeframe (if required by state law):** 2028-2030

Air Quality Conformity Analysis

Plan Bay Area 2060 will include an air quality conformity analysis to demonstrate that the region's transportation investments are consistent with federal air quality standards. This analysis will assess whether the transportation projects included in the plan, taken together, would not cause new air quality violations, worsen existing conditions or delay timely attainment of applicable standards.

The analysis will be conducted in accordance with the latest U.S. Environmental Protection Agency transportation conformity regulations and applicable regional conformity protocols.

- **Opportunities for Input:**
    - Technical analysis will be discussed with relevant regional and interagency partners.
    - Additional public input opportunities through meetings of the MTC Planning Committee and the Commission.
    - A 30-day public review and comment period will be provided upon release of the draft air quality conformity analysis report.
- **Decision-Making Roles:** Direction from MTC's Planning Committee; approval from the Commission.
- **Significance:** The air quality conformity analysis demonstrates that Plan Bay Area 2060 is consistent with federal air quality requirements and supports the region's progress toward meeting applicable standards.
- **Timeframe:** 2028-2030

III. Related Work

a. Tracking Performance

MTC-ABAG, in coordination with its partners, maintains a comprehensive approach to tracking regional performance and monitoring progress toward the goals of Plan Bay Area 2060. This approach includes a combination of publicly accessible tools, ongoing reporting and technical analysis to support transparency, accountability and informed decision-making.

Vital Signs

A central component of regional performance tracking is the Vital Signs initiative, which monitors key trends related to transportation, land use, housing and the environment. The Vital Signs platform compiles a wide range of indicators that help assess regional progress and identify areas for improvement, including measures aligned with federal transportation planning requirements.

Information is presented through interactive visualizations that allow users to explore trends over time, compare conditions across jurisdictions and understand how the Bay Area compares to other metropolitan regions.

The Vital Signs website is available at: vitalsigns.mtc.ca.gov.

Implementation Plan Monitoring

As with past iterations, Plan Bay Area 2060 will include an Implementation Plan, a roadmap that identifies near-term actions to advance the plan's strategies. Progress toward these actions will be tracked and reported on a regular basis.

Implementation monitoring provides updates on the status of actions, highlight completed and ongoing efforts and identify areas where additional focus may be needed. These updates support accountability and help ensure that the plan moves from strategy to action over time.

Information on Plan Bay Area implementation and progress updates is available at: planbayarea.org/implementation.

Supporting Data Tools and Regional Datasets

MTC-ABAG maintains a range of supporting data tools and datasets that contribute to performance tracking and analysis. These resources provide access to information on transportation systems, housing, environmental conditions and other regional indicators.

These tools support both internal planning efforts and public transparency by allowing users to explore data, understand trends and access information that informs Plan Bay Area 2060.

Additional data tools and resources are available at: mtc.ca.gov/tools-resources.

b. Countywide Transportation Plans

Bay Area counties are authorized by state law to develop Countywide Transportation Plans (CTPs) on a voluntary basis. These plans will help to inform the Transportation Element of Plan Bay Area 2060. MTC-ABAG and County Transportation Agencies coordinate on an ongoing basis to maximize alignment, to the extent possible, between these plans.

As long-range planning and policy documents, Countywide Transportation Plans assess transportation needs and guide priorities and funding decisions within each county over a 20- to 25-year horizon. These plans are developed by County Transportation Agencies and reflect local conditions, priorities and investment strategies. However, unlike Plan Bay Area 2060, they are usually fiscally-unconstrained, meaning they can include plans that exceed reasonably-anticipated funding.

Adopted Countywide Transportation Plans in the Bay Area are available at the links below. MTC's guidelines for the development of Countywide Transportation Plans can be found at: mtc.ca.gov/planning/long-range-planning/countywide-transportation-plans.

- **Alameda County:** Alameda County Transportation Commission, alamedactc.org/planning/countywidetransportationplan
- **Contra Costa County:** Contra Costa Transportation Authority, ccta.net/planning/countywide-transportation-plan
- **Marin County:** Transportation Authority of Marin, https://www.tam.ca.gov/ctp/
- **Napa County:** Napa Valley Transportation Authority, https://nvta.ca.gov/planning-and-projects/planning/regional/countywide-transportation-plan/
- **San Francisco City & County:** San Francisco County Transportation Authority, sfcta.org/projects/san-francisco-transportation-plan
- **San Mateo County:** City/County Association of Governments of San Mateo County, ccag.ca.gov/programs/countywide-transportation-plan
- **Santa Clara County:** Santa Clara Valley Transportation Authority, vta.org/projects/valley-transportation-plan-vtp-2050
- **Solano County:** Solano Transportation Authority, sta.ca.gov/documents_and_report/solano-comprehensive-transportation-plan-ctp

- **Sonoma County:** Sonoma County Transportation Authority, scta.ca.gov/planning/comprehensive-transportation-plan

c. Regional Housing Needs Allocation (RHNA)

The Regional Housing Needs Allocation (RHNA) is a state-mandated process that identifies the number of housing units each jurisdiction in the Bay Area must plan for over a specified period. The RHNA process is conducted by ABAG in coordination with local jurisdictions and the California Department of Housing and Community Development.

The next RHNA cycle will occur concurrently with the development of Plan Bay Area 2060. While RHNA and Plan Bay Area 2060 are separate planning processes with different requirements and outcomes, both address housing and land use, and involve overlapping topics and timelines.

MTC and ABAG will coordinate across these efforts, as appropriate, to ensure consistency in data, assumptions and communication, while maintaining the integrity of each process. Public engagement activities will be designed to clearly distinguish between these efforts while providing opportunities for participants to understand how they relate to one another.

Information about the RHNA process is available at: abag.ca.gov/our-work/housing/rhna-regional-housing-needs-allocation.

IV. Public Engagement

a. General Public

In addition to engagement activities planned for each key milestone (see Section II.B. Summary of Key Milestones above), the public will have multiple ongoing opportunities to participate in the development of Plan Bay Area 2060. These avenues are designed to provide accessible, continuous ways for residents, partners and other stakeholders to stay informed and share input throughout the planning process.

Email Updates and Direct Communication

Members of the public can sign up to receive regular updates on Plan Bay Area 2060 through the Plan Bay Area website, planbayarea.org. These email updates and periodic announcements provide timely information on upcoming engagement opportunities, key milestones, decision points, meetings and overall process updates.

Email updates are a primary way for interested parties to stay informed and engaged throughout the development of the plan — info@planbayarea.org is the dedicated email

address available for members of the public to submit questions, comments and requests for information related to Plan Bay Area 2060.

Policy Committee and Board Meetings

MTC and ABAG policy committee and board meetings provide ongoing opportunities for the public to follow and inform the development of Plan Bay Area 2060. Plan updates will be presented regularly to key decision-making bodies, including:

- MTC Planning Committee
- ABAG Administrative Committee
- ABAG Executive Board
- Metropolitan Transportation Commission

Occasionally, Plan Bay Area 2060 updates may also be presented at other policy or advisory bodies, such as the ABAG General Assembly.

These meetings are open to the public and provide opportunities for public comment. To stay involved in individual policy committees, members of the public may contact the MTC Public Information Office at info@bayareametro.gov or (415) 778-6757 to be added to a committee mailing list.

Calendars of meetings and events are available online (see "Meetings and Events Online Calendars" below) and are also posted at the entrance to MTC and ABAG offices at 375 Beale Street, San Francisco.

Advisory Bodies

The MTC ABAG Community Advisory Council will play an important role in the development of Plan Bay Area 2060 by providing ongoing feedback on planning assumptions, strategies and implementation priorities. The Council will serve as a forum for discussion and input at key points throughout the planning process.

Plan Bay Area 2060 updates will be presented to the MTC ABAG Community Advisory Council on a regular basis for discussion and comment. These meetings are open to the public and provide an additional opportunity for community perspectives to inform plan development.

Public Events

Plan Bay Area 2060 will consist of sustained, responsive engagement aligned with key milestones in the planning process. Public events will be designed to inform, gather input and support dialogue on plan development.

Engagement activities may include webinars, workshops, pop-up events, office hours and other formats tailored to reach a broad range of participants. As appropriate, MTC and ABAG will coordinate with cities, counties, regional agencies and other partners to connect regional planning efforts with local priorities and initiatives.

Plan Bay Area Website

The Plan Bay Area website, planbayarea.org, will serve as the central hub for information about Plan Bay Area 2060. The website will include updates on the planning process, upcoming engagement opportunities, key documents and materials for public review.

The website will also provide opportunities for online participation, including surveys, interactive tools and other asynchronous engagement options.

Digital Engagement and Social Media

Digital engagement and social media will play an important role in expanding awareness of Plan Bay Area 2060 and increasing opportunities for participation. MTC and ABAG will use digital channels to share information, promote engagement opportunities and provide updates throughout the planning process.

These efforts may include social media outreach, targeted digital communications and online engagement tools designed to reach a wide and diverse audience. Digital engagement will complement in-person and hybrid activities by providing flexible and accessible ways for the public to stay informed and participate.

Telephone Participation

Members of the public may also participate in the Plan Bay Area 2060 process by phone. A listening line will be available for individuals to provide verbal comments, which will be documented as part of the public record.

Information about available languages and how to access the listening line will be provided on the Plan Bay Area website.

Meetings and Events Online Calendars

Information about upcoming meetings and events will be available through online calendars, including:

- MTC website
- ABAG website
- Plan Bay Area website

These calendars provide up-to-date information on opportunities to participate in the development of Plan Bay Area 2060.

Comment Submission and Public Record Management

Plan Bay Area 2060 is committed to providing multiple, accessible ways for the public to submit comments and participate in the planning process. Public input may be submitted through a variety of methods, including online tools, email, mail, telephone and in-person engagement activities, consistent with applicable accessibility requirements.

To support meaningful participation while ensuring that public input can be effectively reviewed and considered, MTC-ABAG will apply consistent practices for organizing, analyzing and documenting comments received throughout the planning process.

- **Multiple avenues for participation:** Comments may be submitted through a range of methods to accommodate different preferences, access needs and levels of familiarity with the planning process.
- **Optional participant information:** Participants may choose to provide general information, such as name and city or ZIP code, to support understanding of regional participation patterns and help organize input.
- **Structured and unstructured input:** Engagement tools may include both open-ended comment opportunities and structured questions to support clear and efficient analysis of input across key topic areas.
- **Organization and summarization of comments:** Comments may be grouped, categorized and summarized to identify key themes, areas of agreement or concern and the range of perspectives received. Submissions that are substantially similar may be documented collectively, including the number of comments received, to support efficient review while ensuring representation in the public record.
- **Integrity of the public record:** MTC-ABAG will maintain procedures to support the integrity and usability of the public comment record. This may include identifying duplicate or non-substantive submissions, organizing comments by topic and ensuring that the record reflects meaningful input received during designated comment periods.
- **Timely review and consideration:** All comments received during established comment periods will be reviewed and considered. Due to the potential volume of submissions, comments may be analyzed using a combination of qualitative and quantitative methods to support timely and effective decision-making.

- **Transparency in reporting:** Summaries of public input will be shared through the Plan Bay Area website and other materials, including information on key themes and how input informed the planning process.

b. Local Governments and Partner Agencies

Collaboration with local governments and partner agencies will be a critical component of developing Plan Bay Area 2060. This includes engagement with elected officials, city and county staff, planning and public works directors, transit operators and county transportation agencies.

Local partners provide important context on community priorities, implementation considerations and how regional strategies align with local plans and investments. Their input will ensure that Plan Bay Area 2060 reflects local conditions and supports coordinated action across jurisdictions.

Plan Bay Area 2060 will include ongoing technical stakeholder engagement with local governments and partner agencies, which may include webinars, hybrid workshops, asynchronous opportunities to participate, office hours, among others. In addition, MTC and ABAG staff will be available to meet with elected officials and local government staff throughout the region.

County Transportation Agencies will continue to serve as an important forum for discussion and coordination on issues related to the plan.

c. Additional Statutorily Required Outreach

Federal, State and Other Government Agencies

In addition to local governments, Plan Bay Area 2060 will include coordination with federal, state and regional agencies responsible for planning activities that intersect with the long-range regional plan. This includes agencies involved in land use, natural resources, environmental protection, conservation, historic preservation, transportation and air quality planning.

Consultation will be tailored to each agency's interests and responsibilities. At a minimum, agencies will be informed about the plan development process and provided opportunities to participate and provide input.

Federal Land Management Agency Coordination

MTC and ABAG will coordinate with federal land management agencies (FLMAs) throughout the development of Plan Bay Area 2060, consistent with federal planning requirements.

FLMAs, including agencies such as the National Park Service, U.S. Fish and Wildlife Service and other relevant federal partners, manage lands within and adjacent to the Bay Area and have a vested interest in transportation access, environmental stewardship and visitor experience.

Coordination with FLMAs will occur through multiple avenues, including:

- **Targeted outreach and consultation:** FLMAs will be notified of key milestones and provided opportunities to review and comment on plan materials, including the Draft and Final Blueprint, as well as the Draft Plan and associated analyses.
- **Interagency coordination:** FLMAs will be invited to participate in interagency coordination efforts alongside state, regional and local partners to ensure alignment on issues such as access, climate resilience and environmental protection.
- **Technical engagement:** As appropriate, FLMAs may be engaged through technical meetings or topic-specific discussions related to transportation access to federally managed lands, natural resource considerations and related planning issues.
- **Environmental review coordination:** If environmental review is required under state law, FLMAs will be consulted during the environmental review process to ensure consideration of potential impacts to federally managed lands and resources, consistent with applicable requirements.

Through this coordination, MTC and ABAG will seek to ensure that Plan Bay Area 2060 reflects the unique considerations associated with federally managed lands and supports ongoing collaboration with federal partners.

Native American Tribal Governments

Consultation with Native American Tribal governments will be an important component of Plan Bay Area 2060. Engagement with Tribes will begin early in the planning process and will be conducted in a manner that respects Tribal sovereignty and each Tribe's preferences for consultation.

Plan Bay Area 2060 will include outreach to federally recognized Tribes in the San Francisco Bay Area, as well as to California Native American Tribes identified by the Native American Heritage Commission as having tribal cultural resources in the region.

MTC and ABAG will provide written notification to Tribal governments regarding opportunities to participate in the plan development process and will remain available for consultation at the request of Tribal leadership. Tribes will be invited to request government-to-government consultation at any time during development of the plan.

Engagement activities may include government-to-government consultation meetings and other formats determined in coordination with Tribal representatives. These efforts are intended to support meaningful dialogue and collaboration throughout the planning process.

Presentations to Local Governments

Consistent with SB 375 requirements, Plan Bay Area 2060 will include at least one informational meeting in each county for elected officials to review and discuss the Draft Plan and provide input and recommendations.

Notice about these meetings will be provided to each clerk of the respective elected bodies. A single informational meeting may satisfy this requirement if attendance includes representatives of a majority of cities representing a majority of the population in the incorporated areas of the county.

V. Public Engagement Strategies

Development of Plan Bay Area 2060 will be a multi-year effort. Public engagement strategies and activities for each phase of the planning process will be shared in advance with the MTC Planning Committee and the ABAG Administrative Committee and posted on the Plan Bay Area website (planbayarea.org).

Throughout the planning process, engagement efforts will be guided by MTC's 2026 Public Participation Plan for the San Francisco Bay Area and will incorporate a range of tools and techniques designed to support meaningful participation from a broad set of partners and residents across the region.

a. Hybrid Engagement

Plan Bay Area 2060 will build on lessons learned from prior planning efforts and continue to advance a hybrid approach to public engagement. Hybrid engagement includes in-person and remote participation options, allowing individuals to participate in ways that are most convenient and accessible to them.

This approach reflects evolving expectations for public participation and recognizes that flexible engagement options can help expand participation across the region. By offering multiple ways to engage, Plan Bay Area 2060 will aim to reach a broader range of residents, including those who may face barriers to participating in traditional in-person meetings.

Engagement activities may include webinars, workshops, pop-up events, office hours and asynchronous opportunities to participate. These formats are designed to provide

meaningful opportunities for input while accommodating a variety of schedules, access needs and levels of familiarity with the planning process.

While certain engagement activities may be required as part of the planning process, Plan Bay Area 2060 will prioritize approaches that are inclusive, adaptable and responsive to participant needs. This includes continuing to meet people where they are and using a range of tools and techniques to support ongoing participation throughout the development of the plan.

b. CBO Partnerships

MTC-ABAG recognize that effective regional planning depends on meaningful collaboration with organizations that are deeply connected to the communities they serve. CBOs play a critical role in facilitating participation by residents who may not otherwise engage in regional planning processes due to barriers related to time, resources, language, or familiarity with government processes.

For Plan Bay Area 2060, MTC-ABAG will build on prior approaches by establishing a more continuous and collaborative partnership model with CBO partners. Through a competitive solicitation process, MTC-ABAG will contract with a diverse set of CBOs from across the region to support engagement activities throughout the plan's development.

CBO Partnership Approach

Rather than engaging CBOs on a limited or transactional basis, MTC-ABAG will work with partners as ongoing collaborators in the design and implementation of engagement activities. This approach reflects an understanding that CBO partners bring essential expertise, including strong relationships with community members, cultural and linguistic knowledge, and experience facilitating dialogue in ways that are locally relevant and accessible.

To support this model, MTC-ABAG will convene a CBO Collaborative Group composed of contracted partners from each Bay Area county that represent a wide range of community interests. The Collaborative will serve as a forum for regular coordination and shared learning and will play a vital role in shaping engagement strategies for Plan Bay Area 2060. Through this structure, CBO partners will:

- Co-design engagement priorities, strategies and materials
- Advise on approaches that are most appropriate and effective for their communities
- Identify opportunities to connect regional planning topics to locally relevant concerns

- Support the development of messaging and materials that are clear and accessible

The Collaborative will meet on a regular basis throughout key phases of the planning process to ensure that engagement strategies remain responsive and informed by on-the-ground perspectives.

Community-Led Engagement

CBO partners will lead engagement activities within their communities using approaches that are best suited to their audiences. These activities may include workshops, small group discussions, surveys, or other formats designed to facilitate meaningful participation.

This model allows engagement to be conducted in settings that are familiar and accessible, and through trusted relationships that encourage open and candid input. By supporting community-led engagement, MTC-ABAG aim to broaden participation and ensure that a wide range of perspectives are reflected in the plan.

staff will coordinate closely with CBO partners and, where appropriate, participate in engagement activities to provide context, answer questions and support dialogue. This coordinated approach helps ensure that community input is both informed and effectively incorporated into the planning process.

Integration of Community Input

Input gathered through CBO-led engagement will be documented and incorporated into the broader engagement program for Plan Bay Area 2060. Feedback will be considered alongside input received through other engagement channels and will help inform key decisions throughout the development of the plan.

By working in partnership with CBOs throughout the planning process, MTC-ABAG aim to strengthen the connection between regional planning efforts and the day-to-day experiences of residents across the Bay Area, ensuring that the plan reflects a broad and diverse range of perspectives.

c. Engagement Activities

In addition to engagement activities aligned with key milestones, Plan Bay Area 2060 will include a range of ongoing engagement activities designed to inform, involve and gather input from the public throughout the planning process.

i. Advance Notice

- Provide clear information about the planning process and upcoming engagement opportunities in advance of each phase and post updates on the Plan Bay Area website.
- Maintain an up-to-date calendar of meetings and events.
- Share timely notifications through email updates, social media and partner networks.
- Post agendas and meeting materials online in accordance with applicable requirements.
- Maintain a contact database to keep interested parties informed throughout the multi-year process.
- Provide public review periods for key plan materials prior to adoption, consistent with applicable requirements.
- Issue press releases and coordinate with media outlets to increase public awareness.

ii. Virtual, Asynchronous and In-Person Events

- Provide opportunities for participation across all counties on key topics related to Plan Bay Area 2060.
- Conduct workshops (in-person, virtual, or a combination), public meetings, open houses and hearings at a range of times, including evenings and weekends, to accommodate varying schedules.
- Host events in accessible and convenient locations and offer remote participation options.
- Use webinars, hybrid workshops and telephone-based participation to expand access.
- Maintain a respectful and inclusive environment that encourages open dialogue and participation.
- Hold public hearings on key plan milestones, consistent with applicable requirements.

iii. Digital Engagement

- Maintain a comprehensive project website (planbayarea.org) as the central hub for information and participation.
- Use social media and digital outreach to share updates, promote engagement opportunities and expand reach.

- Provide interactive online tools, such as surveys, polls and mapping tools, to gather input.
- Maintain an archive of materials and past engagement activities for public reference.
- Ensure digital content is mobile-friendly and accessible.

iv. Media Outlets

- Issue press releases to media outlets, including ethnic, foreign-language and community media, to provide updates on plan development and encourage coverage across radio, television, newspapers and online platforms.
- Translate news releases and outreach materials related to public meetings and engagement opportunities in accordance with MTC's Plan for Special Language Services to Limited English Proficient (LEP) Populations.

v. Broadening Participation

Plan Bay Area 2060 recognizes that not all communities have historically had the same opportunity or access to participate in regional planning processes. As a result, engagement for this plan will include intentional strategies to expand participation and ensure that a wide range of perspectives are reflected:

- Design engagement approaches to provide multiple ways for people to participate and reduce common barriers related to time, access, language and familiarity with the planning process.
- Conduct targeted outreach to reach a broad cross-section of Bay Area residents, including communities that may face barriers to participating in traditional engagement processes.
- Partner with CBOs to support outreach and engagement through trusted, locally relevant channels and relationships.
- MTC-ABAG proactively works to reduce barriers to participation by offering language access services and reasonable accommodations for people with disabilities. Members of the public may request interpretation, translation or other accommodations by contacting the MTC Public Information Office at (415) 778-6757 or info@bayareametro.gov. Staff request at least three working days' notice whenever feasible.
- Leverage existing community meetings, events and gathering spaces to connect with participants in familiar and accessible settings.

- Consider the needs of a wide range of participants, including older adults, individuals with varying levels of access to technology and those with limited availability during traditional meeting times.

vi. Innovative Educational Content

- Develop clear, accessible materials to explain complex planning topics and support informed participation.
- Use visual storytelling, graphics and simplified summaries to make key concepts easier to understand, which may include story maps, scroll-activated interactive web design ("scrollytelling") and other innovative web designs.
- Incorporate interactive tools and activities to help illustrate trade-offs, scenarios and potential outcomes.
- Explore the use of participatory games to reach new audiences and increase familiarity with complex dynamics of regionwide long-range planning through simulation and play.
- Explain abstract or convoluted issues through relatable stories and highlight human-scale impacts and connections to everyday concerns through personal accounts and profiles.
- Provide content in a range of formats, including mobile-friendly design, to support different learning styles and levels of familiarity with regional planning.

vii. Digital Video Assets

- Expand the use of video as a core communication and engagement tool to convey complex ideas in a concise and engaging format.
- Develop short, plain-language explainer videos, animations and recorded presentations to introduce key topics, processes and planning concepts.
- Share video content across multiple platforms to support outreach and ongoing engagement throughout the planning process.
- Use video to provide updates, highlight engagement activities and expand engagement beyond traditional written materials to reach a broader range of audiences.

viii. Youth Engagement

- Develop targeted strategies to engage youth in the planning process and provide opportunities for meaningful participation.
- Partner with schools, academic programs and nonprofit organizations to connect with youth across the region.
- Explore opportunities to establish youth-focused advisory groups or incorporate youth perspectives into existing engagement structures.
- Coordinate with existing programs, such as youth academies or internship initiatives, to support learning and participation.
- Design engagement activities that are relevant, accessible and responsive to the interests and experiences of younger audiences.

ix. Other Strategies

- Develop a style guide for public presentations that encourages clear, easy-to-read slides using plain language, visuals and relatable examples whenever possible.
- Use paid digital promotion to increase awareness and participation.
- Conduct pop-up outreach at community events and public gathering spaces.
- Use data visualization tools such as maps, graphics and simulations to communicate planning concepts.
- Conduct surveys or statistically valid polling, as appropriate.
- Provide summaries of public input through the Plan Bay Area website.
- Communicate how public input has informed planning decisions and outcomes.

VI. Public Participation Goals

People who take the time to participate in the planning process should feel their contributions are valued and meaningful. Plan Bay Area 2060 is guided by the following public participation goals, which will inform engagement strategies, communications approaches and ongoing evaluation of the public participation program throughout the planning process.

Promote transparency and provide clear, accessible information

Plan Bay Area 2060 will support meaningful public participation by providing timely, accurate and easy-to-understand information about the planning process, key milestones, opportunities for engagement and decision-making activities.

Objectives and Approaches:

- Provide early and ongoing notice of engagement opportunities and decision points.
- Develop materials using clear, plain language and accessible formats.
- Maintain a central, up-to-date source of information through the Plan Bay Area website and related communication channels.
- Incorporate storytelling, visual materials, digital tools and video content to help explain complex planning topics and connect them to everyday experiences.

Expand participation and reduce barriers to engagement

Plan Bay Area 2060 will provide multiple ways for people to participate and will use flexible and inclusive approaches designed to reduce barriers to participation across the region.

Objectives and Approaches:

- Offer a range of engagement formats, including webinars, hybrid workshops and asynchronous participation opportunities.

- Partner with community-based organizations (CBOs) and local partners to support outreach and participation.
- Provide language access and accommodations for people with disabilities upon request.
- Use flexible approaches to reach participants across different communities, schedules, geographies and access needs.
- Incorporate digital engagement and emerging tools to expand participation opportunities.

Support meaningful participation and help inform decision-making

Plan Bay Area 2060 will provide opportunities for public input to meaningfully inform planning discussions and decision-making throughout the development of the plan.

Objectives and Approaches:

- Provide participants with clear information about how and when input can influence the process.
- Share public feedback and input with decision-makers in a timely and accessible manner.
- Communicate how public input was considered and incorporated into the planning process.
- Support ongoing dialogue with communities and partners throughout the development of the plan.

Build public understanding and capacity around regional planning issues

Plan Bay Area 2060 will support public understanding of regional planning topics and help participants engage with complex issues related to transportation, housing, the environment and long-range planning.

Objectives and Approaches:

- Incorporate educational content throughout each phase of engagement.
  Use visual materials, digital content, videos and other tools to explain key planning concepts.
- Provide context on trade-offs, scenarios and potential outcomes to support informed participation.
- Connect planning concepts and strategies to real-world projects, policies, investments and community experiences.

Use responsive and evolving engagement approaches

Plan Bay Area 2060 will continue to adapt engagement strategies over time based on participation trends, public feedback, lessons learned and changing conditions throughout the planning process.

Objectives and Approaches:

- Monitor participation and engagement outcomes throughout the process. Adjust strategies and tools as needed to improve accessibility, effectiveness and participation.
- Incorporate new approaches and technologies, including digital tools and video content, where appropriate.
- Coordinate engagement activities internally and externally, where feasible, to support consistency and help reduce engagement fatigue.

Measuring Progress

Plan Bay Area 2060 may evaluate progress toward these public participation goals using a range of qualitative and quantitative indicators. Performance measures may be refined over time as engagement strategies evolve throughout the planning process.

Examples of indicators that may be used to evaluate engagement efforts include:

- Participation levels across engagement activities, formats and platforms.
- Geographic distribution of engagement activities and participants.
- Participation in multilingual, accessible and digital engagement opportunities.
- Participation and engagement supported through CBO partnerships and community collaborations.
- Public engagement with educational materials, videos, digital content and storytelling efforts.
- Website, email and digital engagement analytics, including participation trends and content engagement.
- Participant feedback regarding accessibility, usefulness and clarity of engagement materials and opportunities.
- Public understanding of how input informed planning discussions and decision-making.
- Participation in continuous engagement activities between major plan milestones.
- Adjustments made to engagement approaches in response to feedback, participation trends or identified gaps.

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0769, **Version:** 1

Subject:
MTC Resolution No. 4621, Revised. Public Hearing Summary: Proposed Amendment to the Regional Measure 3 (RM3) Program

Summary of public comments received and recommendation to modify the scope of five existing projects in the RM3 capital program

Presenter:
Kenneth Kao

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 3a26-0615**

Public Hearing Summary: Proposed Amendment to the Regional Measure 3 (RM3) Program

Subject:

MTC Resolution No. 4621, Revised Regional Measure 3 Program Amendments. A summary of public comments received and recommendation to modify the scope of five existing projects in the Regional Measure 3 (RM3) capital program, specifically to:

- Modify scope of Transbay Rail Crossing (RM3 project #13) to provide accommodation of additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor and remove reference to a second transbay crossing.
- Modify scope of Richmond-San Rafael Bridge Access Improvements (RM3 project #25) to update the project description affecting Marin County.
- Modify scope of Byron Highway-Vasco Road Airport Connector (RM3 project #32) to clarify and expand eligible phases of work.
- Modify scope of Vasco Road Safety Improvements (RM3 project #33) to clarify and expand eligible phases of work.
- Modify scope of East Contra Costa County Transit Intermodal Center (RM3 project #34) to clarify and expand eligible phases of work.

A public hearing was held on May 13, 2026 to take comments on the proposal.

Background:

On June 5, 2018, Bay Area voters approved RM3, a toll increase of three dollars ($3) phased in over time, including a one dollar ($1) toll increase on January 1, 2019, a one dollar ($1) toll increase on January 1, 2022, and a one dollar ($1) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area. Pursuant to California Streets and Highway Code Section 30914.7(e), MTC is to hold a public hearing when considering changing the scope or reassigning funding of projects included in RM3. MTC held a public hearing on May 13, 2026 to take oral comments on the proposal. Further discussion of the proposal and a summary of the public hearing comments are included below.

Project Discussion

Transbay Rail Crossing (RM3 Project #13)

The Bay Area Rapid Transit District (BART), the named sponsor of RM3 project #13, requests revising the scope of the Transbay Rail Crossing project to remove reference to a second transbay rail crossing, and to instead focus on capital improvements that provide the additional rail capacity, increased reliability, and improved resiliency already referenced in the statutory language. In its request letter, BART notes that efforts toward a second transbay rail crossing between Oakland and San Francisco, which became known as the Link21 program, completed Phase 0 (Program Definition) and Phase 1 (Project Identification) via BART Measure RR funds. Phase 1 completed technical analysis that determined standard-gauge rail would meet more program requirements, and the BART Board decided in June 2025 not to proceed with a project to design and construct a second BART transbay rail crossing. BART also notes that further efforts on Link21 (Phase 2 would be Project Selection, inclusive of project alternatives, environmental review, and final business case and implementation strategy) face significant financing obstacles, having not received federal grants via the Federal-State Rail Partnership for Intercity Passenger Rail program, and with an estimated $800 million in grant funding, which could take a decade to secure, still needed to complete Phase 2. BART states that these issues make it unrealistic to move forward with a new transbay rail crossing within a reasonable timeframe.

BART's requested language would enable allocation of RM3 funds to the Transbay Corridor Core Capacity Program (TCCCP), which will provide additional rail capacity via running longer trains more frequently through the Transbay Tube, and will increase reliability and improve resiliency as a result of a new, modern train control system in addition to additional rail car storage and additional traction power substations. The RM3 expenditure plan already contains $500 million toward TCCCP expansion railcars (RM3 Project #1; fully allocated and with railcar delivery nearly complete); the proposed language for RM3 Project #13 would make this $50 million line item eligible for allocation to the remaining TCCCP elements: the communications-based train control system, expansion of the Hayward Maintenance Complex, and six additional traction power substations.

Richmond-San Rafael Bridge Access Improvements (RM3 Project #25)

The Transportation Authority of Marin (TAM), one of the named sponsors of RM3 Project #25, requests updating the scope of the Marin portion of the Richmond-San Rafael Bridge Access Improvements project. The legislation currently states that RM3 will fund a direct connector from northbound US-101 to eastbound I-580. TAM is currently preparing the environmental document for improvements in the area, where a direct connector is one alternative being considered. However, TAM requests deleting references to a direct connector and replacing it with improved regional connectivity and traffic operations in the area, with no other changes. TAM requests this change as to not pre-suppose the outcome of the environmental document, as well as recognizing that constructing a direct connector may not be financially feasible without substantial external grant funding.

Projects in Contra Costa County (RM3 Projects #32, 33, and 34)

The Contra Costa Transportation Authority (CCTA), the named sponsor of RM3 Projects #32, 33, and 34, requests updating the scope of the three projects. The legislation currently states that RM3 will fund construction of various improvements in Contra Costa; however, CCTA requests the flexibility to use RM3 funds for pre-construction phases. CCTA requests deletion of references to construction in the program language, with no other changes.

Public Hearing Summary

MTC conducted a public hearing at the May 13, 2026 Programming and Allocations Committee to take comments on the proposed amendments. The comment period opened on April 29, 2026, and closed on May 29, 2026. The Committee received two oral public comments at the public hearing on May 13, summarized below:

- Roland LeBrun: Expressed concern about removing reference to second transbay tube under RM3 Project #13 and concerns about connections to the Transbay Transit Center.
- Aleta Dupree: Expressed interest in improving public transit now with the backdrop of ongoing Link21 discussions as it relates to RM3 Project #13.

MTC has not received any other written comments.

Issues:

None

Recommendation:

Refer MTC Resolution No. 4621, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4621, Revised
  - Attachment A
  - Attachment B

Andrew B. Fremier

Date: January 24, 2024
W.I.: 1255
Referred by: PAC
Revised: 04/23/25-C 06/24/26-C

ABSTRACT

MTC Resolution No. 4621, Revised

This resolution approves amendments to the Regional Measure 3 program for project scope changes, funding amounts, or addition and deletion of projects as permitted by Streets and Highways Code Section 30914.7(e) *et seq.*

This resolution includes Attachment A describing the amendments and Attachment B describing the updated Regional Measure 3 Project List.

This resolution updates Attachments A and B to include the draft changes proposed as a part of the public hearing on December 13, 2023 to add $16.7 million in RM3 funds to RM3 project #2 (Bay Area Corridor Express Lanes) from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project); to clarify inclusion of the multi-use pathway along the SMART right-of-way within the project scope for RM3 project #7 (Sonoma-Marin Area Rail Transit); to reduce the RM3 amount by $16.7 million from RM3 project #21 (Solano County I-80/I-680/SR-12 Interchange Project) to be transferred to RM3 project #2 (Bay Area Corridor Express Lanes); to extend the project limits approximately 4.5 miles from Petaluma Blvd. South to Petaluma Blvd. North in Petaluma and approximately 3 miles from Atherton Ave. to State Route 37 in Novato for RM3 project #20 (Highway 101-Marin/Sonoma Narrows); and to add MTC as a joint project sponsor to RM3 Project #23 (State Route 37 Improvements).

This resolution was revised on April 23, 2025, to include the high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito for RM3 project #20 (Highway 101-Marin/Sonoma Narrows).

This resolution was revised on June 24, 2026 to update the scope for RM3 projects #13, #25, #32, #33, and #34 with no change to the project funding.

Additional discussion of this revision is contained in the summary sheet to the MTC Programming and Allocations Committee dated January 10, 2024, April 9, 2025, and June 10, 2026.

Date: January 24, 2024
W.I.: 1255
Referred by: PAC

Re: Approval of Amendments to the Regional Measure 3 Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4621

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, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, Streets and Highways Code Section 30914.7(e) authorizes MTC to modify any RM3 program and the scope of any RM3 project, decrease its level of funding, or reassign some or all of the funds to another program or project; and

WHEREAS, MTC has been requested to make the changes in the RM3 program and projects specified in Attachment A to this resolution pursuant to Streets and Highways Code Section 30914.7(e) for the reasons set forth in Attachment A; and

WHEREAS, MTC has consulted with the sponsor or sponsors of each of the programs and projects listed in Attachment A; and

WHEREAS, MTC has held a public hearing concerning each such program or project on the dates specified in Attachment A; and

WHEREAS, the sponsors of each of the projects and programs listed in Attachment A have agreed to comply with the RM3 Policies and Procedures adopted by MTC; and

WHEREAS, each sponsor of a project listed in Attachment A has provided an initial project report to MTC pursuant to Streets and Highways Code Section 30914.7(d) or agreed to provide such a report to MTC within the time period specified by MTC in recognition of the statutory requirement that no funds may be allocated by MTC for any such project until the project sponsor submits the initial project report and the report is reviewed and approved by MTC; and

WHEREAS, based on the above-described consultations with sponsors, the information provided at public hearings, and MTC staff advice, MTC has concluded that the changes in the RM3 program and projects specified in Attachment A to this resolution are consistent with the intent of Chapter 4 of Division 17 of the Streets and Highways Code to reduce congestion or make improvements to travel in the toll bridge corridors; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, is the updated project list for the RM3 Program;

NOW, THEREFORE, IT IS

RESOLVED, that MTC hereby makes the changes in the RM3 program and projects specified in Attachment A and Attachment B to this resolution pursuant to Streets and Highways Code Section 30914.7(e) in the amounts, for the reasons, and subject to the conditions set forth in Attachment A, which is hereby incorporated into this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on January 24, 2024.

Summary of Project/Program Changes

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
Bay Area Corridor Express Lanes (Streets and Highways Code Section 30914.7(a)(2))	BAIFA and any countywide or multicounty agency in the Bay Area authorized to implement express lanes.	Add $16.7 million in funding (hearing date December 13, 2023)	Receive $16.7 million transfer from project #21 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
Sonoma-Marin Area Rail Transit (Streets and Highways Code Section 30914.7(a)(7))	SMART	Add scope to the project to include multi-use path improvements. (hearing date December 13, 2023)	Clarify the scope includes implementation of the multi-use Pathway along SMART right-of-way.	None
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to extend the project limits. (hearing date December 13, 2023)	Update project limits to reflect entire limits of the Marin-Sonoma Narrows project.	None
Solano County I-80/I-680/SR-12 Interchange (Streets and Highways Code Section 30914.7(a)(21))	STA	Reduce funding by $16.7 million (hearing date December 13, 2023)	Redirect funds to project #2 for use in the I-80 Express Lanes (Toll System) in Solano County, sponsored by BAIFA.	None
State Route 37 Improvements (Streets and Highways Code Section 30914.7(a)(23))	TAM NVTA STA SCTA MTC	Add the Metropolitan Transportation Commission as a joint sponsor. (hearing date December 13, 2023)	MTC is a co-implementing agency for various phases of the project.	None

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
Highway 101-Marin/Sonoma Narrows (Streets and Highways Code Section 30914.7(a)(20))	TAM SCTA	Modify scope to include high occupancy vehicle lane hours signage. (hearing date March 12, 2025)	Update project scope to include signage for the entire limits of Marin-Sonoma Narrows project.	None
Transbay Rail Crossing (Streets and Highways Code Section 30914.7(a)(13))	BART	Modify scope to provide accommodation of additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor and remove reference to a second transbay crossing. (hearing date May 13, 2026)	Project faces financing obstacles making it unrealistic for the project to proceed as originally scoped. Changes to scope maintain intended use of funds for additional rail capacity, increased reliability, and improved resiliency in the corridor.	None
Richmond-San Rafael Bridge Access Improvements (Streets and Highways Code Section 30914.7(a)(25))	TAM	Modify scope to update project description to remove reference to a direct connector from I-580 to US-101 in Marin County. (hearing date May 13, 2026)	Update scope to remove reference to direct connector from I-580 to US-101 and replace with regional connectivity and traffic operations improvements.	None
Byron Highway-Vasco Road Airport Connector (Streets and Highways Code Section 30914.7(a)(32))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None
Vasco Road Safety Improvements (Streets and Highways Code Section 30914.7(a)(33))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None

Project or Program	Sponsor(s)	Change (hearing date)	Reason	Conditions
East Contra Costa County Transit Intermodal Center (Streets and Highways Code Section 30914.7(a)(34))	CCTA	Modify scope to clarify and expand eligible phases of work. (hearing date May 13, 2026)	Update scope to remove reference to construction.	None

Regional Measure 3 Program: Project List as Proposed
(draft changes are noted in italics)

Streets and Highways Code Sections 30914.7(a)

(1) BART Expansion Cars. Purchase new railcars for the Bay Area Rapid Transit District (BART) to expand its fleet and improve reliability. The project sponsor is BART. Five hundred million dollars ($500,000,000).

(2) Bay Area Corridor Express Lanes. Fund the environmental review, design, and construction of express lanes to complete the Bay Area Express Lane Network, including supportive operational improvements to connecting transportation facilities. Eligible projects include, but are not limited to, express lanes on Interstate 80, Interstate 580, and Interstate 680 in the Counties of Alameda and Contra Costa, Interstate 880 in the County of Alameda, Interstate 280 in the City and County of San Francisco, Highway 101 in the City and County of San Francisco and the County of San Mateo, State Route 84 and State Route 92 in the Counties of Alameda and San Mateo, Interstate 80 from Red Top Road to the intersection with Interstate 505 in the County of Solano, and express lanes in the County of Santa Clara. Eligible project sponsors include the Bay Area Infrastructure Financing Authority, and any countywide or multicounty agency in a bay area county that is authorized to implement express lanes. The Metropolitan Transportation Commission shall make funds available based on performance criteria, including benefit-cost and project readiness. Three hundred three hundred sixteen million seven hundred thousand dollars ($316,700,000).

(3) Goods Movement and Mitigation. Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland. The project sponsors are the Metropolitan Transportation Commission and the Alameda County Transportation Commission. One hundred sixty million dollars ($160,000,000).

(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars ($150,000,000).

(5) Ferry Enhancement Program. Provide funding to purchase new vessels, upgrade and rehabilitate existing vessels, build facilities and landside improvements, and upgrade existing facilities. The project sponsor is the San Francisco Bay Area Water Emergency Transportation Authority. Three hundred million dollars ($300,000,000).

(6) BART to San Jose Phase 2. Extend BART from Berryessa Station to San Jose and Santa Clara. The project sponsor is the Santa Clara Valley Transportation Authority. Three hundred seventy-five million dollars ($375,000,000).

(7) Sonoma-Marin Area Rail Transit District (SMART). Provide funding to extend the rail system north of the Charles M. Schulz-Sonoma County Airport to the Cities of Windsor and Healdsburg and implementation of the multi-use Pathway along SMART right-of-way. The project sponsor is the Sonoma-Marin Area Rail Transit District. Forty million dollars ($40,000,000).

(8) Capitol Corridor. Provide funding for track infrastructure that will improve the performance of Capital Corridor passenger rail operations by reducing travel times, adding service frequencies, and improving system safety and reliability. The project sponsor is the Capital Corridor Joint Powers Authority. Ninety million dollars ($90,000,000).

(9) Caltrain Downtown Extension. Extend Caltrain from its current terminus at Fourth Street and King Street to the Transbay Transit Center. The Metropolitan Transportation Commission shall allocate funding to the agency designated to build the project, which shall be the project sponsor. Three hundred twenty-five million dollars ($325,000,000).

(10) MUNI Fleet Expansion and Facilities. Fund replacement and expansion of the San Francisco Municipal Transportation Agency's MUNI vehicle fleet and associated facilities. The project sponsor is the San Francisco Municipal Transportation Agency. One hundred forty million dollars ($140,000,000).

(11) Core Capacity Transit Improvements. Implement recommendations from the Core Capacity Transit Study and other ideas to maximize person throughput in the transbay corridor. Eligible projects include, but are not limited to, transbay bus improvements and high-occupancy vehicle (HOV) lane access improvements. Priority funding shall be the Alameda-Contra Costa Transit District's (AC Transit) Tier 1 and Tier 2 projects identified in the study. The project sponsors are the Metropolitan Transportation Commission, Alameda County Transportation Commission, and AC Transit. One hundred forty million dollars ($140,000,000).

(12) Alameda-Contra Costa Transit District (AC Transit) Rapid Bus Corridor Improvements. Fund bus purchases and capital improvements to reduce travel times and increase service frequency along key corridors. The project sponsors are AC Transit and Alameda County Transportation Commission. One hundred million dollars ($100,000,000).

(13) Transbay Rail Crossing. Fund *the accommodation of* ~~preliminary engineering, environmental review, and design~~ *additional Bay Area Rapid Transit District rail service in the Bay Bridge corridor* ~~a second transbay rail crossing and its approaches~~ to provide additional rail capacity, increased reliability, and improved resiliency to the *transbay rail* corridor. Subject to approval by the Metropolitan Transportation Commission, funds may ~~also~~ be used for *capital expenses related to implementation of a communications-based train control system, construction of new traction power substations, and construction of an east storage yard at BART's Hayward Maintenance Complex.* ~~construction, and, if sufficient matching funds are secured, to fully fund a useable segment of the project.~~ The project sponsor is the Bay Area Rapid Transit District. Fifty million dollars ($50,000,000).

(14) Tri-Valley Transit Access Improvements. Provide interregional and last-mile transit connections on the Interstate 580 corridor in the County of Alameda within the Tri-Valley area of Dublin, Pleasanton, and Livermore. The Metropolitan Transportation Commission shall consult with the Alameda County Transportation Commission, the Bay Area Rapid Transit District, and local jurisdictions to determine the project sponsor. One hundred million dollars ($100,000,000).

(15) Eastridge to BART Regional Connector. Extend Santa Clara Valley Transportation Authority light rail from the Alum Rock station to the Eastridge Transit Center. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred thirty million dollars ($130,000,000).

(16) San Jose Diridon Station. Redesign, rebuild, and expand Diridon Station to more efficiently and effectively accommodate existing regional rail services, future BART and high-speed rail service, and Santa Clara Valley Transportation Authority light rail and buses. The project sponsor shall consider accommodating a future connection to Norman Y. Mineta San Jose International Airport and prioritizing non-auto access modes. The project sponsor is the Santa Clara Valley Transportation Authority. One hundred million dollars ($100,000,000).

(17) Dumbarton Corridor Improvements. Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. One hundred thirty million dollars ($130,000,000).

(18) Highway 101/State Route 92 Interchange. Fund improvements to the interchange of Highway 101 and State Route 92 in the County of San Mateo. The project is jointly sponsored by

the City/County Association of Governments of San Mateo County and the San Mateo County Transportation Authority. Fifty million dollars ($50,000,000).

(19) Contra Costa Interstate 680/State Route 4 Interchange Improvements. Fund improvements to the Interstate 680/State Route 4 interchange to improve safety and reduce congestion, including, but not limited to, a new direct connector between northbound Interstate 680 and westbound State Route 4, a new direct connector between eastbound State Route 4 and southbound Interstate 680, and widening of State Route 4 to add auxiliary lanes and high-occupancy vehicle lanes. The project sponsor is the Contra Costa Transportation Authority. Two hundred ten million dollars ($210,000,000).

(20) Highway 101-Marin/Sonoma Narrows. Construct northbound and southbound high-occupancy vehicle lanes on Highway 101 between Petaluma Boulevard North in Petaluma and State Route 37 in Novato. The project scope shall also include updating high occupancy vehicle lane hours signage on Highway 101 between Arata Lane in Windsor and North Bridge Boulevard in Sausalito. The project sponsors are the Transportation Authority of Marin and the Sonoma County Transportation Authority. One hundred twenty million dollars ($120,000,000).

(21) Solano County Interstate 80/Interstate 680/State Route 12 Interchange Project. Construct Red Top Road interchange and westbound Interstate 80 to southbound Interstate 680 connector. The project sponsor is the Solano Transportation Authority. One hundred thirty-three million three hundred thousand dollars ($133,300,000).

(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars ($105,000,000).

(23) State Route 37 Improvements. Fund near-term and longer-term improvements to State Route 37 to improve the roadway's mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors. The project is jointly sponsored by the Transportation Authority of Marin, the Napa Valley Transportation Authority, the Solano Transportation Authority, Sonoma County Transportation Authority, and the Metropolitan Transportation Commission. Funds for this project may be allocated to any of the project sponsors. One hundred million dollars ($100,000,000)

(24) San Rafael Transit Center. Construct a replacement to the San Rafael (Bettini) Transit Center on an existing or new site, or both, in downtown San Rafael. The selected alternative shall be approved by the City of San Rafael, the Golden Gate Bridge, Highway and Transportation District, the Transportation Authority of Marin, and Marin Transit. The project

sponsor is the Golden Gate Bridge, Highway and Transportation District. Thirty million dollars ($30,000,000).

(25) Richmond-San Rafael Bridge Access Improvements. Fund eastbound and westbound improvements in the Richmond-San Rafael Bridge corridor, including ~~a direct connector from northbound~~ *improving regional connectivity and traffic operations between* Highway 101 *in Marin County* ~~to~~ *and the Richmond-San Rafael Bridge* ~~eastbound Interstate 580,~~ westbound access and operational improvements in the vicinity of the toll plaza east of the bridge in Contra Costa County, and Richmond Parkway interchange improvements. Of the amount allocated to this project, one hundred thirty-five million dollars ($135,000,000) shall be dedicated to *improving regional connectivity and traffic operations between* ~~the direct connector from northbound~~ Highway 101 ~~to eastbound Interstate 580~~ in Marin County *and* the Richmond-San Rafael Bridge and seventy-five million dollars ($75,000,000) shall be dedicated to the projects in Contra Costa County. The project sponsors are the Bay Area Toll Authority, the Contra Costa Transportation Authority, and the Transportation Authority of Marin. Two hundred ten million dollars ($210,000,000).

(26) North Bay Transit Access Improvements. Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes. The project sponsor is the Metropolitan Transportation Commission. Eligible applicants are any transit operator providing service in the Counties of Contra Costa, Marin, Napa, Solano, or Sonoma. One hundred million dollars ($100,000,000).

(27) State Route 29. Eligible project expenses include State Route 29 major intersection improvements, including Soscol Junction, and signal and signage improvements, which may include multimodal infrastructure and safety improvements between Carneros Highway (State Route 12/121) and American Canyon Road. The project sponsor is the Napa Valley Transportation Authority. Twenty million dollars ($20,000,000).

(28) Next-Generation Clipper Transit Fare Payment System. Provide funding to design, develop, test, implement, and transition to the next generation of Clipper, the bay area's transit fare payment system. The next-generation system will support a universal, consistent, and seamless transit fare payment system for the riders of transit agencies in the bay area. The project sponsor is the Metropolitan Transportation Commission. Fifty million dollars ($50,000,000).

(29) Interstate 680/Interstate 880/Route 262 Freeway Connector. Connect Interstate 680 and Interstate 880 in southern Alameda County to improve traffic movement, reduce congestion, and improve operations and safety. The project sponsor is the Alameda County Transportation Commission. Fifteen million dollars ($15,000,000).

(30) Interstate 680/State Route 84 Interchange Reconstruction Project. Improve safety and regional and interregional connectivity by conforming State Route 84 to expressway standards between south of Ruby Hill Drive and the Interstate 680 interchange in southern Alameda County and implementing additional improvements to reduce weaving and merging conflicts and help address the additional traffic demand between Interstate 680 and State Route 84. The project sponsor is the Alameda County Transportation Commission. Eighty-five million dollars ($85,000,000).

(31) Interstate 80 Transit Improvements. Fund improvements to support expanded bus service in the Interstate 80 corridor including, but not limited to, bus purchases, expansion of the WestCAT storage yard and maintenance facility. Fund implementation of the San Pablo Avenue Multi-modal Corridor (AC Transit). The project sponsor is the Contra Costa Transportation Authority. Twenty-five million dollars ($25,000,000).

(32) Byron Highway-Vasco Road Airport Connector. Fund ~~construction of~~ a new connector between Byron Highway and Vasco Road south of Camino Diablo Road as well as shoulder and other improvements to the Byron Highway, including a railroad grade separation, to improve safety and access to the Byron Airport and to facilitate economic development and access for goods movement in East Contra Costa County. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars ($10,000,000).

(33) Vasco Road Safety Improvements. Fund the widening of lanes and ~~construction of~~ a concrete median barrier along 2.5 miles of Vasco Road beginning approximately three miles north of the Contra Costa/Alameda County Line. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars ($15,000,000).

(34) East Contra Costa County Transit Intermodal Center. Fund ~~the construction of~~ a Transit Intermodal Center in Brentwood enhancing access to eBART and Mokelumne Bike Trail/Pedestrian Overcrossing at State Route 4. The project sponsor is the Contra Costa Transportation Authority. Fifteen million dollars ($15,000,000).

(35) Interstate 680 Transit Improvements. Fund improvements that will enhance transit service in the Interstate 680 corridor, including, but not limited to, implementing bus operations on shoulder (BOS), technology-based intermodal transit centers/managed parking lots and development of technology to enhance real-time travel information. Fund implementation of Shared Autonomous Vehicles (SAVs) to improve first and last mile transit connectivity. The project sponsor is the Contra Costa Transportation Authority. Ten million dollars ($10,000,000).

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0770, **Version:** 1

Subject:
MTC Resolution No. 4768. Adoption of the Regional Measure 3 (RM3) Safe Routes to Transit and Bay Trail (SR2TBT) Grant Program - Cycle 2 Guidelines.

RM3 provides $150 million for active transportation projects for Safe Routes to Transit and Bay Trail (SR2TBT). The RM3 SR2TBT Guidelines outline the program's second cycle policies and project selection criteria.

Presenter:
Karl Anderson

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 3b-26-0595**

MTC Resolution No. 4768. Adoption of the RM3 Safe Routes to Transit & Bay Trail (SR2TBT) Grant Program – Cycle 2 Guidelines.

Subject:

Adoption of the proposed Regional Measure 3 (RM3) Safe Routes to Transit & Bay Trail (SR2TBT) Cycle 2 competitive grant program guidelines.

Background:

Bay Area voters approved RM3 on June 5, 2018. In December 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the three $1.00 increases on January 1, 2019, January 1, 2022, and January 1, 2025, respectively.

RM3 provides $150 million for a competitive grant program to support bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the funds. MTC Resolution No. 4404, Revised, establishes policies and procedures guiding the delivery of capital projects funded by RM3. MTC Resolution 4768, as proposed, would establish the policies, procedures, and project selection criteria for the second cycle of the SR2TBT program.

Guidelines Development

MTC staff developed the proposed guidelines for the second cycle of the SR2TBT program in collaboration with the active transportation and project delivery teams within MTC to ensure alignment with MTC priorities and advance the objectives of *Plan Bay Area 2050+*. Staff also presented program information and solicited input from partner agencies through the Active Transportation Working Group, Local Streets and Roads Working Group, Programming and Delivery Working Group, Transit Finance Working Group, and a dedicated guidelines development workshop hosted in May 2026 to develop the proposed guidelines. The proposed program guidelines build upon the first cycle of the SR2TBT program approved under MTC

Resolution No. 4639, Revised, and incorporate revisions informed by applicant feedback and partner engagement.

Cycle 2 Program Structure

The proposed structure for the second cycle of the SR2TBT program remains generally consistent with the framework previously adopted by the Commission in the first cycle of the program under MTC Resolution No. 4639, Revised. The first cycle programmed $75 million of the $150 million identified within the RM3 SR2TBT programmatic category; staff recommend making the remaining $75 million available for the second cycle and include state fiscal years 2026-27 through 2030-31 for programming. Should project savings or project cancellations occur from projects selected in either cycle, staff may recommend a third competitive cycle to utilize any remaining available funds.

All projects proposed for funding through the SR2TBT program will continue to be selected through a competitive process by an internal and external partner evaluation committee. All selected projects must support one or more of the program's goals: improving bicycle and pedestrian access to transit facilities, enhancing the Bay Trail network, and reducing congestion along state-owned toll bridge corridors. Eligible project types include infrastructure projects, plans, infrastructure projects with non-infrastructure components, and quick-build style projects. Staff recommend continuing to prioritize transformative active transportation projects and construction-ready projects and maintaining the $3 million quick-build project target established in cycle one.

Highlighted Program Updates

In addition to maintaining the core program structure, staff conducted internal and external outreach to identify areas for refining and streamlining the program guidelines and application. Based on feedback received, staff recommends revising the application questions and scoring framework to reduce redundancies and place greater emphasis on the program's core goals. While refinements to the scoring criteria and application questions are proposed, staff recommend maintaining the overall maximum score of 100 points. The full list of application questions and the maximum number of points available for each question are listed below, and

the full descriptions of each evaluation criterion are included in the Cycle 2 SR2TBT Guidelines attached to this memo.

Evaluation Criteria	**Cycle 2 Maximum Points**	**Change from Cycle 1**
Safety Countermeasures	15	-
Public Transportation Accessibility	15	+5
Support of the Bay Trail Network	15	+5
Demonstrated Project Need	10	-5
Active Transportation Network/Bay Trail Gap Closure	10	New question
Local Engagement and Support	7	-
Toll Bridge Corridor Congestion Relief	5	-5
Consistency with Regional Priorities and Planning efforts	5	-2
Benefit to Equity Priority Communities	5	-
Leveraged Funding	5	-
Design Alternatives Analysis	3	-4
Completion of Environmental Phase	3	-
Multi-Jurisdiction Sponsorship	2	-
Multi-Modal Improvements	0	Delete
Deliverability	0 or -3	-
Totals	**100**	

Schedule

Upon the Commission's approval of MTC's SR2TBT Guidelines, MTC will issue a call for projects for the program. Project sponsors must complete an application for each project proposed for funding in the SR2TBT program. Applications for the SR2TBT program are due to MTC by October 5, 2026. MTC staff will recommend programming projects for the SR2TBT program in early 2027 via an amendment to MTC Resolution No. 4768.

Issues:

None.

Recommendations:

1. Refer MTC Resolution No. 4768 to the Commission for approval.
2. Direct staff to release a call for projects consistent with the guidelines.

Attachments:

- MTC Resolution No. 4768
  - Attachment A
  - Attachment B
- Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4768

This resolution adopts the program guidelines for the Safe Routes to Transit and Bay Trail Program (SR2TBT) Cycle 2 as included in Regional Measure 3 (RM3 Project 4).

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2027 SR2TBT Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated June 10, 2026.

Date: June 24, 2026
W.I.: 1255
Referred by: PAC

RE: Adoption of the Regional Measure (RM3) Safe Routes to Transit and Bay Trail Program (SR2TBT) Cycle 2 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4768

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority ("BATA") which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a "County" and, collectively, the "Counties") to approve a toll increase of three dollars ($3.00) phased in over time, including a one dollar ($1.00) toll increase on January 1, 2019, a one dollar ($1.00) toll increase on January 1, 2022, and a one dollar ($1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area ("Regional Measure 3"); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 ("RM3") at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404, Revised); and

WHEREAS, the San Francisco Bay Trail/Safe Routes to Transit Program is identified as capital project number 4 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Metropolitan Transportation Commission (MTC) is the program sponsor of the Safe Routes to Transit and Bay Trail Program; and

WHEREAS, MTC has developed, in cooperation with operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the San Francisco Bay Trail/Safe Routes to Transit Program Cycle 2; and

WHEREAS, MTC will assemble a multidisciplinary evaluation panel to evaluate and recommend candidate Safe Routes to Transit and Bay Trail Program projects for MTC inclusion in the Program of Projects; and

WHEREAS, the Safe Routes to Transit and Bay Trail Program is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC hereby adopts the attached guidelines for the implementation of the RM3 Safe Routes to Transit and Bay Trail Program Cycle 2 as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC hereby adopts the Safe Routes to Transit and Bay Trail Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial changes as deemed appropriate to implement the Safe Routes to Transit and Bay Trail Program.

METROPOLITAN TRANSPORTATION COMMISSION

_____

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 24, 2026.

Safe Routes to Transit & Bay Trail Program (SR2TBT) Cycle 2

Guidelines

MTC Resolution No. 4768
Attachment A

June 24, 2026

Metropolitan Transportation Commission
Funding Policy and Programs Section
http://mtc.ca.gov/funding

Safe Routes to Transit and Bay Trail Program
Cycle 2 Guidelines
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Safe Routes to Transit and Bay Trail Program Guidelines

Background

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. BATA implemented the first and second dollars of the toll increase on January 1, 2019, and January 1, 2022, respectively.

RM3 provides $150 million in funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. The Metropolitan Transportation Commission (MTC) is listed as the project sponsor and is responsible for administering a competitive grant program for the Safe Routes to Transit & Bay Trail (SR2TBT) program. MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. MTC Resolution No. 4639 establishes MTC's policies, procedures, and project selection criteria specific to the SR2TBT program. This document serves as MTC's Safe Routes to Transit and Bay Trail Program Cycle 2 Guidelines.

Development Principles

The following principles will frame the development of MTC's SR2TBT Cycle 2 program.

- MTC will work with Bay Area County Transportation Agencies (CTAs), transit operators, regional Active Transportation Working Group, and interested partners to develop the SR2TBT program.
- SR2TBT investments must advance the objectives of the Bay Area's current Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- SR2TBT investments must adhere to the approved Regional Measure 3 Policies and Procedures established by MTC Resolution No. 4404.
- MTC will work with project sponsors to seek efficiencies and streamlining for delivering successful SR2TBT projects.
- MTC will not penalize applicants for previous project delivery issues outside the sponsor's control.

Consistency with MTC Regional Policies

MTC Resolution No. 4404 Compliance – Regional Measure 3 Policies and Procedures

MTC Resolution No. 4404 establishes the general provisions in the management of RM3 funding and establishes the policies and procedures to guide the delivery of capital projects funded by RM3. All projects programmed in the SR2TBT program shall comply with the capital program guidance outlined in Resolution No. 4404 and be managed where allocations are approved based on project sponsor need and readiness and funding availability in the bridge toll program. MTC's goal is to carry out the intent of the regional measure legislation and ensure that programs and projects are delivered.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

MTC Resolution No. 4404, as described above, establishes the timely use of funds and project delivery requirements for all the projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the timely use of funds and project delivery requirements outlined in MTC Resolution No. 4404. Missing critical

milestones could result in deleting the project from the SR2TBT program. Therefore, the timely use of funds deadlines must be considered when programming the various project phases in the SR2TBT. Further, MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding. Project sponsors must demonstrate and certify that they can meet all the deadlines for the timely use of funds policies as part of the financial plan included in the Initial Project Report for the various fund sources on the project. MTC encourages project sponsors to follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised.) All projects in the SR2TBT program are subject to the Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), including adopting a Resolution of Local Support for selected projects before allocation. For additional information, refer to http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery.

MTC Resolution Nos. 4493 & 4739 Compliance – Complete Streets Policy and Transit Priority Policy for Roadways

MTC's Resolution No. 4493 sets forth MTC's Regional Complete Streets Policy for transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, especially people biking, walking, rolling, and taking transit. In addition to the Complete Streets Policy, MTC Resolution No. 4739 establishes the Bay Area Transit Priority Policy for Roadways to enhance the transit rider experience by supporting the implementation of transit priority infrastructure. Both the Complete Streets Policy and Transit Priority Policy require roadway projects on public right-of-way requesting MTC discretionary funding of over $250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The Complete Streets Checklist includes sections on both policies and is available on MTC's website at https://mtc.ca.gov/planning/transportation/complete-streets.

Furthermore, it is encouraged that all bicycle projects programmed in the SR2TBT program support MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan.

MTC Resolution Nos. 4530 and 3434 Compliance – Transit-Oriented Communities and Development Policies

On September 28, 2022, MTC adopted Resolution No. 4530, establishing the Transit Oriented Communities (TOC) Policy to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but also are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services.

The TOC Policy is a key implementation strategy for *Plan Bay Area 2050+* to ensure coordinated transit investment and land use policies that will enable the region to achieve our climate, affordability, and equity goals. The TOC Policy applies to existing and planned fixed-guideway transit stations and stops served by key rail, ferry, and bus rapid transit services. To the extent

that projects in the SR2TBT program qualify as transit extensions as defined by the TOC Policy, project sponsors must adhere to the relevant TOC Policy requirements before seeking an allocation for a project phase as outlined in MTC Resolution 4530, Revised.

Program Guidelines

MTC adopted Resolution No. 4404 (Regional Measure 3 Policies and Procedures) in December 2019, which serves as the general provisions for managing RM3 funding. All project sponsors must follow the RM3 policies and procedures and the SR2TBT program cycle 2 guidelines in developing and implementing SR2TBT projects. In developing the second cycle of the SR2TBT program, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan.

Development Schedule

The development of the second cycle of the SR2TBT program will follow the schedule outlined on page 13 of this guidance, which is subject to change.

Applicant and Project Eligibility

Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. If an interested applicant does not fall into one of the categories of eligible applicants, they may partner with an eligible agency to serve as the project applicant and serve as the project implementor. Applicants partnered with an implementing agency must include a copy of the Memorandum of Understanding or Interagency Agreement between the project applicant and implementing agency with the application and potential allocation request.

All projects eligible for programming must be selected through a competitive process and meet one or more SR2TBT program goals. Eligible projects for the SR2TBT program include infrastructure, plans, infrastructure projects with non-infrastructure components, and quick-build projects. MTC encourages applicants to apply for projects that provide a transformative benefit to a community. MTC hopes to fund one or more large, transformative projects that significantly expand the active transportation opportunities in a community or a region.

- **Infrastructure Projects**: Capital projects that will further the goals of the SR2TBT program. These projects can include funding requests for a capital project's environmental, design, right-of-way, and construction phases.
- **Plans**: The development of community-wide bicycle, pedestrian, or active transportation plans with a targeted focus on safe routes to transit and/or access to the Bay Trail.
- **Infrastructure Projects with Non-Infrastructure Components**: capital projects with education or encouragement components. Applicants should highlight non-infrastructure components throughout the application.
- **Quick-Build Projects**: projects that require minor construction and are typically built with durable, low-to-moderate-cost materials that have moderate design flexibility to anticipate adjustments that may occur based on community feedback. A quick-build project shall aim to immediately implement safety needs, allowing a community to benefit quickly from improvements made and allowing the people affected by the project to provide input and test the improvements before longer-term solutions are permanently installed.

Fund Source and Funding Availability

Regional Measure 3 identifies $150 million in toll revenue for the SR2TBT program. The SR2TBT program will consist of two programming cycles, with the potential for a third should any unprogrammed balances be available. A base funding amount of $50 million will be available for programming in each cycle. Each cycle will also reserve an optional $25 million for a transformative active transportation project. If MTC does not select a transformative project or fully program the available $25 million, MTC may award the $25 million to other eligible projects or carry over the funding to a future cycle.

Furthermore, if there are project cancellations or savings in the first two cycles, or if MTC does not program the remaining transformative funding in the second cycle, MTC may hold a third competitive cycle to utilize any remaining funds. The program years for the second cycle of the SR2TBT program cover state fiscal years 2026-27, 2027-28, 2028-29, 2029-30, and 2030-31. The program cycle structure is outlined on page 14 of this guidance.

Quick Build Projects Target

MTC has elected to establish a target of $3 million, or greater, per cycle, of SR2TBT funds for quick-build style projects. The goal of the target is to encourage quick build and quick-build style project applications throughout the region that will implement interim capital infrastructure improvements that advance the goals of the SR2TBT program. If the $3 million target is not met based on score order, quick-build projects that score five or fewer points under the lowest-scoring funded project may be added to the program recommendations list to meet the target.

Regional Program Priorities

Increasing Active Transportation

The program aims to fund projects to increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors, reduce greenhouse gas emissions, increase active transportation, reduce congestion, and improve real and perceived safety. The Bay Trail project's mission is to complete the vision of the 500-mile walking and bicycling shoreline trail that serves Bay Area residents' recreation and active transportation needs. The goals for Bay Trail projects should increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors by funding projects that will lead to enhanced connections and completion of the Bay Trail. As required in RM3 legislation, projects must provide access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals.

Transformative Active Transportation Projects

MTC will prioritize transformative active transportation projects in the SR2TBT program. MTC defines an SR2TBT transformative project as a capital project that holds the potential to dramatically enhance the active transportation built environment and increase active transportation use within the Bay Area. Transformative projects should aim to significantly impact how people move by prioritizing modes like walking, cycling, and other non-automobile forms of travel. Elements of a transformative project should include an emphasis on creating safer routes for pedestrians and cyclists, mitigating existing safety concerns or establishing

new secure routes for users, increasing accessibility by connecting to essential community resources, and aspiring to influence regional travel patterns by promoting healthier, more sustainable ways of travel.

Bay Trail & Active Transportation Network

All active transportation projects programmed in the SR2TBT program must demonstrate support for the Bay Trail, toll bridge corridors, or public transit and are encouraged to support MTC's Regional Active Transportation Plan, MTC's Regional Safety/Vision Zero Policies, MTC's Bay Trail Gap Closure Implementation Plan, and countywide bicycle plans. MTC's Regional Active Transportation Plan and Caltrans Deputy Directive 64 provide guidance on considering bicycle and pedestrian transportation. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan. MTC's Bay Trail Gap Closure Implementation Plan is available at MTC's web site at: https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan

MTC Equity Priority Communities

The MTC region has adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities." MTC updated the Equity Priority Communities (EPCs) definition in 2024 as a part of *Plan Bay Area 2050+* Equity Framework. MTC encourages sponsors to apply for projects directly benefiting Equity Priority Communities and other marginalized communities.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	61%	72%
2. Low Income (<200% of Poverty) Population	18%	24%
3. Limited English Proficiency Population	7%	11%
4. Zero-Vehicle Households	10%	16%
5. Seniors 75 Years and Over	7%	10%
6. People with Disability	10%	12%
7. Single-Parent Families	12%	16%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, about 20% of the region's population is located in Equity Priority Communities. MTC consistently uses the definition of Equity Priority Communities for planning and programming purposes. Additional discussion of the Equity Priority Communities

definition and methodology are included in the *Plan Bay Area 2050+* Equity Analysis Report, available online at https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/. The last link also includes a static map of the EPC locations. An interactive online map is available at https://mtcdrive.box.com/s/k5brposx9cv4vwimu4g06240i1p7ak7k.

Other Disadvantaged Communities and Marginalized Populations
While MTC will prioritize projects benefiting EPCs, program applicants can include alternative definitions and metrics of disadvantage that are inclusive and contextually relevant to their communities. Any alternative definitions or metrics should be supported by quantifiable data and align with the overarching goal of supporting MTC's EPCs.

Community Based Transportation Plans (CBTPs)
Consistent with other regional discretionary funding programs, MTC will continue to advance projects identified in Community Based Transportation Plans (CBTPs). This planning program is a collaborative process involving residents in low-income Bay Area communities, community- and faith-based organizations serving them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs and solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards and to MTC for consideration in planning, funding, and implementation discussions.

Consistency with One Bay Area Grant Program
The SR2TBT program will reinforce the region's commitment to safety and housing by maintaining consistency with MTC's One Bay Area Grant (OBAG) Program framework. Specifically, applicants must submit evidence of an adopted Local Road Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG Safety Planning Policy. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for funding in the SR2TBT program until they comply.

Additionally, the city or county in which the proposed project is located must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 4 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling

units, and density bonuses throughout the OBAG 4 program period. Jurisdictions that do not meet these requirements will be ineligible for future SR2TBT program cycles until they comply.

Matching & Leveraged Funding

The SR2TBT program will not require matching funds for program applications; however, MTC will prioritize applications that include additional non-regional discretionary funding. Applicants must provide a complete (phase-by-phase) project funding plan through construction that demonstrates that the SR2TBT and leveraged funding in the plan (local, federal, state, and private sources) is reasonably expected to be available and sufficient to complete the project. Additionally, applicants must indicate the amounts and sources of leveraged funds in the application cover letter.

Project Readiness

Project sponsors must demonstrate they can meet the delivery timeframe of the SR2TBT program. Projects that can be delivered earlier shall receive priority for funding over other projects. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right-of-way, or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right-of-way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.

Project Application Guidelines

The following sections outline the relevant guidelines and procedures for the SR2TBT program application.

Project Application Process & Requirements

Upon MTC's approval of the SR2TBT program cycle 2 guidelines, MTC will issue a call for projects for the program. Project sponsors must complete an application for each project proposed for funding in the SR2TBT program, consisting of the items on page 15 of this guidance. All application materials, in the form of one electronic copy, must be received by MTC no later than October 5, 2026, to be considered.

Project Evaluation Process and Scoring Criteria

MTC will screen all applications for demonstrated support of the program goals, specifically for projects on or providing connections to the Bay Trail and public transit and for projects that will contribute to congestion relief to the toll bridge corridors. MTC will form a multidisciplinary evaluation committee to review and evaluate projects for eligibility. It will also rank proposed projects based on applicant responses to the application questions below. A maximum of 100 points can be awarded in the evaluation process.

- Transformative Project **(0 points, criteria for transformative funding reserve)**
  Applicants must indicate whether they consider their project to be a transformative active transportation project consistent with the intent of the SR2TBT program description and provide a narrative explaining the transformative nature of the project. This question will not be scored, and applicants must respond to it to be considered for the transformative funding category.
- Safety Countermeasures **(0 to 15 points)**

Applicants shall describe the project's scope for improving real and perceived safety for active transportation users. Applicants shall also describe the project's scope as it relates to traffic countermeasures, speed, and driver awareness of active transportation users. The evaluation committee will award points based on the extent to which the project addresses existing or anticipated safety risks, such as high vehicle speeds and volumes, poor sightlines, unprotected crossings, and turning conflicts, and reduces the risk of pedestrian and bicyclist injuries or fatalities. Where no existing active transportation facility is present, applicants may support safety claims with reasonable evidence, such as corridor conditions, documented barriers, or comparable context demonstrating anticipated net safety benefits.

- Public Transportation Accessibility **(0 to 15 points)**
  Applicants shall describe the project's enhancements to improve public transportation accessibility. The evaluation committee will award points for the extent to which the proposed project's scope has the potential to increase all non-automobile transportation trips to public transportation facilities and to improve first- and last-mile trips from public transportation.
- Support of the Bay Trail Network **(0 to 15 points)**
  Applicants shall describe the project's location as it relates to the regional Bay Trail Network, what type of Bay Trail element (spine, spur, connector) is being implemented or improved, and the degree to which the proposed project supports and strengthens the regional Bay Trail Network, including improvements to continuity, accessibility, resilience, safety, and long-term sustainability of designated Bay Trail facilities. If applicable, the Bay Trail Fieldwork Review and the Bay Trail's condition as it relates to the project should also be provided. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the Bay Trail program.
- Active Transportation Network/Bay Trail Gap Closure **(0 to 10 points)**
  Applicants shall describe how the project closes or improves a gap in the regional Active Transportation Network and/or Bay Trail Network, including how the project improves access, connectivity, and mobility to public transportation facilities or hubs. Applicants should identify whether the project advances a gap closure identified in the Bay Trail Gap Closure Implementation Plan. The evaluation committee will award points based on the extent to which the project improves network continuity, eliminates barriers to active transportation, and strengthens regional bicycle and pedestrian connectivity.
- Demonstrated Project Need **(0 to 10 points)**
  Applicants shall describe the need for the proposed project. The evaluation committee will award points for the degree to which the proposed project's scope has the potential to increase all non-automobile transportation and to respond to the community's accessibility and mobility needs.
- Demonstrated Local Engagement & Support **(0 to 7 points)**
  Applicants shall describe all the local public participation and engagement efforts to develop the project scope. The evaluation committee will award points for the degree to which the proposed project's scope is influenced and supported by local communities and the public.
- State-Owned Toll Bridge Corridor Congestion Relief **(0 to 5 points)**

Applicants shall describe the project's location as it relates to the region's state-owned toll bridges and how the project would increase the carrying capacity and travel options on Bay Area bridges and along bridge corridors and reduce congestion. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the region's state-owned toll bridges.

- Consistency with Regional Priorities and Planning Efforts. **(0 to 5 points)**
  Applicants shall describe the project's consistency with previously approved regional priorities and how the project supports *Plan Bay Area 2050+*. MTC staff will award points for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area 2050+* Health and Safety goals & Transportation strategies.
  - Bay Trail build-out and gap closures
  - Regional active transportation network build-out
  - Gap closures in the regional active transportation network
  - Multi-jurisdictional projects
  - Applications only requesting construction phase funds
  - Proximity to Transit-Rich or Connected Community Priority Development Areas (PDAs)
- Benefit to MTC Equity Priority Communities **(0 to 5 points)**
  Applicants shall describe the project's location as it relates to an MTC Equity Priority Community and how the project would benefit the identified EPC. The evaluation committee will award points for the degree to which the proposed project's scope and location benefit the EPC.
- Leveraged Funding **(0 to 5 points)**
  The evaluation committee will award points to projects with higher proportions of non-regional discretionary funds included in the project funding plan.
- Design Alternatives Analysis **(0 to 3 points)**
  Applicants shall describe the design solutions for the proposed project and why they selected the design as the preferred alternative. The evaluation committee will award points for the extent to which the applicant selected the "recognized best" solutions appropriate to the local community, including, but not limited to, innovative project elements, sustainability, and resilience.
- Completion of Approved Environmental Document **(0 or 3 points)**
  While the SR2TBT program funds can go toward the pre-construction phases of projects, including the environmental document phase, the region prefers environmentally cleared projects to promote certainty in project delivery and project scope. Applicants who provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. This provision does not apply to planning projects that receive the full points for this criterion regardless of environmental status at the time of application. These projects must still comply with all applicable CEQA and NEPA requirements to receive SR2TBT funding.
- Multi-Jurisdiction Project Sponsorship **(0 to 2 points)**
  Applicants shall describe all the local agencies involved with the inception and delivery of the proposed project. The evaluation committee will award points to projects with

multiple active co-sponsors, including other public agencies, non-profits, and community sponsors.

- Deliverability Determination **(0 to -3 points)**
  MTC staff will review each application's project delivery schedule to ensure they meet the policies described in MTC Resolution Nos. 4404 and 3606. Projects deemed unable to allocate SR2TBT funds within the program's lifespan shall receive a 5-point penalty. Projects that MTC deems able to be allocated within the program cycle's programming years will be held harmless.

Project Delivery Guidelines

Program of Projects

Following the evaluation of the SR2TBT applications, MTC staff will recommend programming projects for the SR2TBT to the MTC Programming and Allocations Committee in early 2027, via an amendment to MTC Resolution No. 4768.

Allocation and Funding Agreement Process

MTC Resolution No. 4404 establishes the allocation and funding agreement processes for all capital projects identified in the Regional Measure 3 Expenditure Plan, including SR2TBT projects. SR2TBT program sponsors must adhere to the allocation outlined in MTC Resolution No. 4404. The allocation process for RM3 capital projects shall also serve as the process for executing funding agreements, in most cases, in lieu of a separate funding agreement for each capital project. These agreements will generally be fully executed through the process of project sponsor governing board certification, followed by Commission allocation action. However, under S&HC Section 30914.7(d)(2), MTC can enter into an agreement between itself and a capital project sponsor addressing specific requirements to be met.

SR2TBT Program Cycle 2 Development Schedule

METROPOLITAN TRANSPORTATION COMMISSION Safe Routes to Transit and Bay Trail Program Development Schedule (Subject to Change) June 26, 2024	
Spring 2026	Program information presented to the Metropolitan Transportation Commission (MTC) Working Groups
May 6, 2026	SR2TBT Cycle 2 Program Guidelines Development Workshop
June 10, 2026	MTC Programming and Allocation Committee (PAC) review of Safe Routes to Transit and Bay Trail Program (SR2TB) Cycle 2 Program Guidelines
June 22, 2026	Active Transportation Program (ATP) Cycle 8 Applications Due to the California Transportation Commission (CTC) and MTC
June 24, 2026	MTC Commission adoption of SR2TBT Cycle 2 Program Guidelines
June 29, 2026	MTC releases SR2TBT Cycle 2 Program Call for Projects
October 5, 2026	SR2TBT Cycle 2 Applications Due to MTC
November 2, 2026	CTC releases staff recommendations for ATP Statewide Competitive Program
December 3, 2026	CTC ATP Statewide Program Adoption
January 6, 2027	MTC releases staff recommendation for ATP Regional Program
January 13, 2027	MTC PAC scheduled review and recommendation of the final ATP Regional Program
January 27, 2027	ATP Regional Program Adoption: MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
February 3, 2027	MTC releases staff recommendations for the SR2TBT Cycle 2 Program
February 10, 2027	MTC PAC scheduled review and recommendation of the final SR2TBT Cycle 2 Program
February 24, 2027	SR2TBT Cycle 2 Program Adoption: MTC Commission scheduled approval of the SR2TBT program

Shaded areas indicate key Active Transportation Program milestones.

SR2TBT Programming Years & Cycle Structure

Program Year	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2029-30
2025 (Cycle 1)							
2027 (Cycle 2)							
2029 (Cycle 3)*							

** Funds may be available for programming in a future cycle if funds accrue from project savings and/or failures.*

SR2TBT Program Project Application

Project sponsors must submit a complete application for each project proposed for funding in the Safe Routes to Transit and Bay Trail Program. The application consists of the following parts and is available on the Internet (as applicable) at: https://mtc.ca.gov/funding/regional-funding/regional-measure-3

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
    a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
    b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.
2. Project application forms
    a. Safe Routes to Transit and Bay Trail Program Application Form, available at https://mtc.ca.gov/funding/regional-funding/regional-measure-3, including back-up documentation, as applicable, such as:
        i. Map of the Project Area
        ii. Evidence of benefits to an MTC Equity Priority Community
        iii. Environmental Certification Documentation
        iv. Evidence of project location on the Regional Active Transportation Network
        v. Evidence of project location on the Bay Trail Network
        vi. MTC Regional Active Transportation Plan compliance
        vii. MTC Transit-Oriented Communities Policy compliance
        viii. Community-Based Transportation Plan evidence
        ix. Transit Agency Coordination evidence
3. Project Budget and Expenditure Plan forms
    a. Available at: https://mtc.ca.gov/funding/regional-funding/regional-measure-3
4. OBAG 4 Housing Element and Local Road Safety Plan compliance
5. MTC Complete Streets Policy - Complete Streets Checklist
    a. MTC's Complete Streets and Transit Priority Policies require roadway projects on public right-of-way requesting MTC discretionary funding of over $250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The Complete Streets Checklist includes sections on both policies and is available on MTC's website at: https://mtc.ca.gov/planning/transportation/complete-streets.
    b. Please note that an approved checklist is required for your application to be considered complete, and MTC will not accept draft checklists with the application material. Please review all CS checklist materials, timelines, and other requirements to ensure this is complete before the application deadline.

Note: Selected projects must also provide a Resolution of Local Support and an Initial Project Report before allocation.

Attachment B
Metropolitan Transportation Commission
Safe Routes to Transit and Bay Trail Program (SR2TBT)
Program of Projects - Cycle 2

Safe Routes to Transit and Bay Trail Program of Projects (in order by county)

County	Implementing Agency	Project	RM3 Funds ($1,000s)
		TOTAL:	$0

SR2TBT Program Contingency List (in descending score order)

County	Implementing Agency	Project	RM3 Funds ($1,000s)
		TOTAL:	$0

Regional Measure 3:
Safe Routes to Transit & Bay Trail Program (SR2TBT)

Program Overview

Programming & Allocations Committee

June 10, 2026

SR2TBT Program Background

Program Background

- Competitive funding program for active transportation created under RM3, $150M available.
- Program funding split into two cycles, $75M each.
- Legislative Goal: to enhance active transportation safety and:
  - Improve access to public transit
  - Support of the Bay Trail Network
  - Reduce toll bridge congestion

Program Priorities

- Support the Active Transportation Network and Bay Trail Gap Closure Implementation Plan
- Prioritize benefits for MTC Equity Priority Communities
- Advance MTC Complete Streets Policy
- Encourage transformative projects
- Improve real and perceived safety
- Reduce greenhouse gas emissions

SR2TBT Cycle 1 Summary

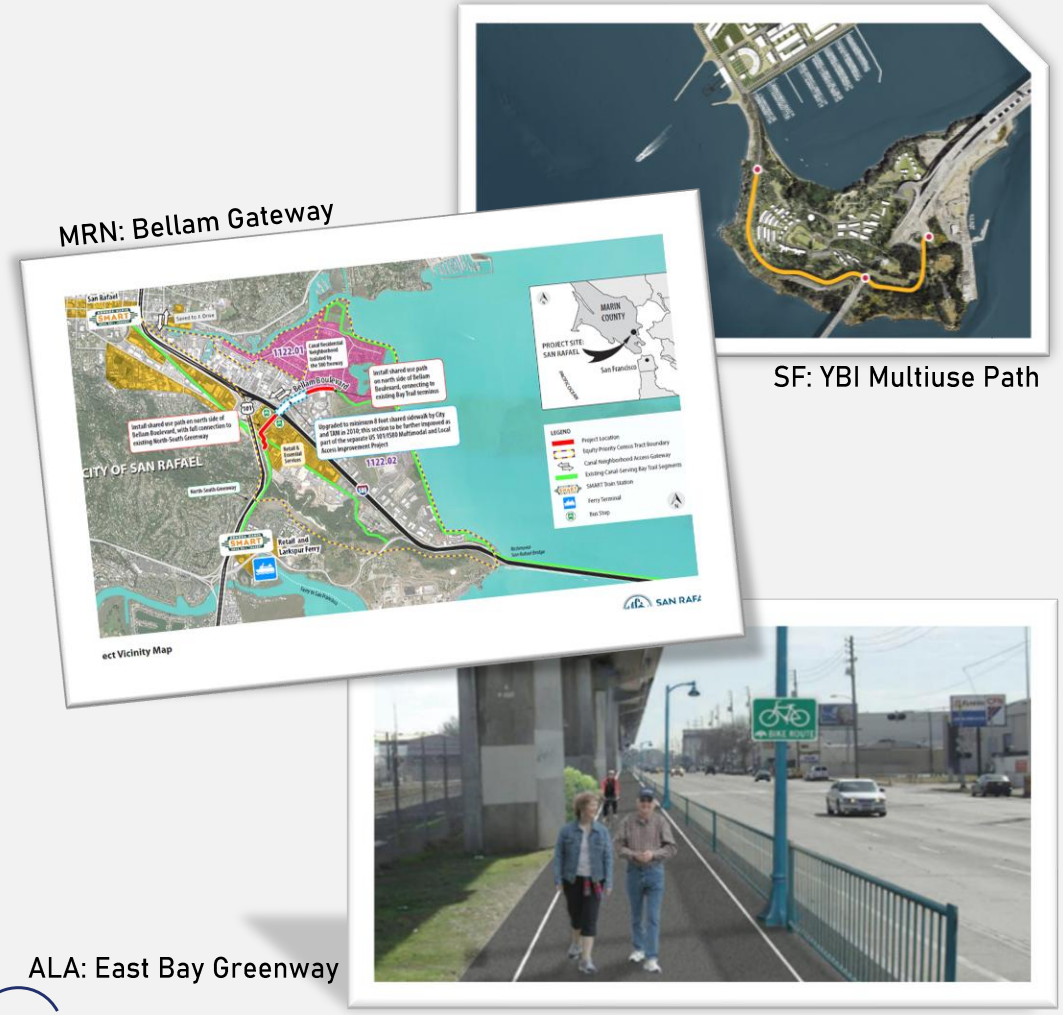
MTC awarded $75 million in February 2025

- Applications
  - 51 applications requesting $315 million
- Evaluation Process
  - Staff assembled an 11-member evaluation committee
- Cycle 1 Priorities
  - Construction readiness
  - Transformative projects
  - $3m target for quick-build projects



Source: Noah Berger

SR2TBT Cycle 1 Awards



MRN: Bellam Gateway

SF: YBI Multiuse Path

ALA: East Bay Greenway

Awards

- 7 projects funded
- All projects benefit MTC Equity Priority Communities and the Active Transportation Network
- Projects located in Alameda, Contra Costa, Marin, and San Francisco counties
- 5 projects are on or connect to the Bay Trail, with one planning project supporting future connections
- Projects are on or near toll bridge corridors

SR2TBT Cycle 2 Program Overview

Program Priorities

- Continue to prioritize construction readiness, transformative projects, and quick-build projects.
- Updates from SR2TBT Cycle 1:
  - Revised program years to align with ATP Cycle 8
  - Streamlined application questions
  - New question focused on AT & BT Network gap closures
  - Revised question scoring distribution

Program Timeline

MTC Working Group Meetings	Spring '26
Guideline Workshop	May 6, 2026
Guideline Adoption & Call for Projects	June 24, 2026
Application Deadline	October 5, 2026
Evaluation Period	October '26 to January '27
Programming Recommendations	February 2027

Recommendation

Resolution 4768, RM3: SR2TBT Cycle 2 Program Guidelines

- Refer MTC Resolution No. 4768 to the Commission for approval
- Issue a call for projects consistent with the program guidelines



Source: Noah Berger

Thank You

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0772, **Version:** 1

Subject:
MTC Resolution No. 4777. Senate Bill 125 Capital Allocation to BART for the Transbay Core Capacity Program.

Presenter:
Craig Bosman

Recommended Action:
Commission Approval

Metropolitan Transportation Commission
Programming and Allocations Committee

June 10, 2026 **Agenda Item 4a-26-0743**

MTC Resolution No. 4777. Senate Bill 125 Capital Allocation to BART for the Transbay Core Capacity Program

Subject:
Allocation of $165.8 million in regional Senate Bill 125 (SB 125) funding to BART for the Transbay Core Capacity Program

Senate Bill 125 Background
Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. The Bay Area is expected to receive $1.17 billion in SB 125 funds between FY2023-24 and FY2027-28. State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. Consistent with prior MTC advocacy and supported by the leveraging of over $5 billion in federal funds, a combined $665 million in SB 125 funds will support capital expenses related to BART to Silicon Valley Phase II and BART Transbay Core Capacity, resulting in $536 million in SB 125 funds available for operating purposes. These planned investments include earned interest on the SB 125 funding distributed to MTC.

To date, MTC has received $728 million in allocations from the state of the expected $1.17 billion. An additional $193 million is expected to be delivered in July 2026. MTC has allocated $535 million in operations funding to operators based on the SB 125 Operations Funding Principles and Distribution Framework (MTC Resolution No. 4619, Revised). The remaining $252 million in SB 125 funds are subject to future appropriations by the State.

In October 2022, MTC adopted, and in October 2023 revised, the Major Projects Advancement Policy (MAP) via MTC Resolution No. 4537. The MAP commits SB 125 funding, then known as TIRCP Augment 2, to capital projects in the region, including $350 million to BART for the Transbay Core Capacity Program and $375 million to VTA for BART to Silicon Valley Phase 2. In December 2024, MTC approved $60 million in STP/CMAQ funds as part of MTC's regional SB 125 contribution to BART, reducing the remaining SB 125 funds owed to BART to $290 million.

SB 125 Capital Allocations

Maintaining regional commitments to transit capital projects remains a priority to advance critical improvements to expand and maintain the system, and to position these projects to leverage billions in federal funding commitments. At the same time, capital allocations must be balanced with the ongoing need to stabilize transit operations across the region.

BART requested allocation of available SB 125 capital funds for the Core Capacity program – which includes Fleet of the Future Rail Car procurement, a new Communications-Based Train Control System, additional rail car storage, and additional traction power substations – by early FY 2026-27 to continue delivery of the program. Staff have reviewed the request and recommend the Commission allocate a portion of the SB 125 funding that the state has transmitted or budgeted, with reimbursement conditioned on funding availability.

The amount of available funds recommended for allocation was calculated based on the share of total SB 125 capital commitment to the BART Core Capacity project including both SB 125 and regional funds. This totals $165.8 million, including:

- $72.8 million in hand available for reimbursement immediately;
- $93.0 million anticipated to be transmitted to MTC in July 2026, reimbursement of which is conditioned on MTC receipt of the funds

The staff recommendation also reiterates MTC's commitment of the remaining $124.2 million in future SB 125 funding dependent on a future state budget action. In the future, the Commission may authorize a letter of no prejudice (LONP) to allow BART to incur costs at-risk up to the total committed amount of $290 million, with this final portion of funding subject to future allocation action after MTC has received the funds.

Further, staff recommend the allocation include a reimbursement schedule that caps annual spending at $72.5 million per fiscal year. MTC's SB 125 funding plan utilizes interest earned on funds received by MTC. Setting a maximum expenditure per year ensures that MTC meets interest-earning goals.

As VTA considers its next steps in delivering the BART to Silicon Valley Phase II project, MTC staff is prepared to recommend an allocation of funds to support upcoming construction phases. This allocation may come from VTA's $375 million commitment of SB 125 capital funds and/or the $375 million dedicated to the project in the RM3 expenditure plan. Such action may be recommended this calendar year, proceeding with the project's delivery schedule.

Issues:

Securing the remaining SB 125 commitment from the state is a key component of MTC's state advocacy and requires joint advocacy by MTC, VTA, and BART

Recommendations:

Refer MTC Resolution No. 4777 to the Commission for approval.

Attachment:

- MTC Resolution 4777
    - Attachment A – Allocation of SB 125 Capital Funds
- Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1514
Referred by: PAC
Revised:

ABSTRACT

Resolution No. 4777

This resolution approves the allocation of Senate Bill 125 capital funds, including those from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP).

This resolution includes the following attachment:

- Attachment A—Allocation Summary

This resolution allocates funds to the San Francisco Bay Area Rapid Transit District (BART) for the Transbay Corridor Core Capacity Project and will be updated in the future to allocate additional funds to this project, as well as to the Santa Clara Valley Transportation Project (VTA) for the BART to Silicon Valley Phase II project.

Discussion of the allocation made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheet dated June 10, 2026.

Date: June 24, 2026
W.I.: 1514
Referred by: PAC

Re: Allocation of Senate Bill 125 Capital Funds, Including Those from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4777

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, Senate Bill (SB) 125 (Chapter 54, Statutes of 2023) guides the distribution of funding from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP) to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements; and

WHEREAS, TIRCP is comprised of funds from either the state of California General Fund (GF) or the Greenhouse Gas Reduction Fund (GGRF); and

WHEREAS, ZETCP is comprised of funds from either the Public Transportation Account (PTA) or the Greenhouse Gas Reduction Fund (GGRF); and

WHEREAS, MTC is the regional transportation planning agency responsible for the allocation of SB 125 funds to eligible sponsors within the MTC region; and

WHEREAS, on October 26, 2022, MTC adopted Resolution No. 4537 which established commitments of SB 125 funds, also known as TIRCP Augment 2, to specific capital projects in the region; and

WHEREAS, MTC has received a portion of the funds committed by SB 125 from the State and anticipates the remainder to be delivered in future years; 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 allocations requested by sponsors, and is from time-to-time revised; and

WHEREAS, the sponsors to which funds are allocated under this resolution have submitted requests for allocation of SB 125 funds for the projects; and

WHEREAS, the sponsors to which funds are allocated under this resolution are eligible to receive TIRCP capital funding; and

WHEREAS, the projects to which funds are allocated under this resolution are existing TIRCP projects and in the pipeline for the Federal Transit Administration's Capital Investment Grant Program; now therefore be it

RESOLVED, that MTC approves the allocation and reimbursement of SB 125 funds for the listed projects in accordance with the amount, scope, reimbursement schedule, and allocation expiration dates, and subject to the conditions, as listed and recorded in attachment A; and, be it further

RESOLVED, that MTC approves the Committed Funding amount as listed and recorded in attachment A as the maximum amount of SB 125 funds to be made available for allocation to the project conditioned on future funding availability; and, be it further

RESOLVED, that the Executive Director is authorized to make minor changes to Attachment A or to increase the allocation amounts up to the maximum Committed Funding amount for each project listed in Attachment A; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, 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 24, 2026.

Attachment A
ALLOCATION OF SB 125 CAPITAL FUNDS

Project Title	BART Transbay Corridor Core Capacity					
Project Sponsor	Bay Area Rapid Transit District (BART)					
Committed Funding	$290,000,000					
Funding Information:						
Allocation No.	Allocation Instruction No.	Approval Date	Expiration Date	Phase	SB 125 Fund Type	Amount
1	26477701	24-Jun-26	30-Jun-32	CON	TIRCP-GF	$154,717,928
2	26477702	24-Jun-26	30-Jun-32	CON	TIRCP-GGRF	$11,087,537
					Total Allocated	$165,805,465
Scope						

Construction and implementation of the BART Core Capacity program, which may include the following elements:

- Procurement of additional Fleet of the Future Railcars
- Implementation of a new Communications-based Trail Control (CBTC) system
- Construction of additional rail car storage
- Construction of additional traction power substations

Project Title	BART Transbay Corridor Core Capacity (Continued)
Project Sponsor	Bay Area Rapid Transit District (BART)

Additional Conditions

Allocation # 1 and 2:

1. BART is authorized to incur costs up to the total allocation amount, subject to the following conditions:
   a. $72,757,451 is available for reimbursement immediately (not to exceed the rate shown in the Reimbursement Schedule below)
   b. $93,048,014 is anticipated to be transmitted to MTC in FY 2027 and reimbursement is conditioned upon MTC's receipt of the funds; MTC will confirm with the sponsor when those funds are available for reimbursement.
2. $124,194,535 in future funding is pending a future State budget action and reimbursement is conditioned on revision to this resolution to increase the allocation amount. For this tranche, the Commission may authorize a Letter of No Prejudice (LONP) to ensure BART can continue to deliver the program at-risk until funds are available for allocation. Such an LONP or allocation must be approved prior to BART incurring costs against this tranche.
3. Regardless of funding availability, MTC will only reimburse for actual expenses at a rate not to exceed that shown in the Reimbursement Schedule below.
4. Reimbursement of funds is conditioned upon execution of a Funding Agreement with MTC including invoicing and reporting requirements similar to those in the Regional Measure 3 (RM3) Policies and Procedures, a schedule consistent with the Reimbursement Schedule below, and provision confirming compliance with State SB 125 requirements, if needed.

Reimbursement Schedule

FY 2026-27	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32
$72,500,000	$72,500,000	$20,805,465	-	-	-

Note: In December 2024, MTC programmed $60 million in STP/CMAQ funds as part of MTC's regional SB 125 commitment, reducing their committed SB 125 amount from $350 million to $290 million



SB 125 Capital Allocation: BART Transbay Core Capacity Program

MTC Programming & Allocations Committee

June 10, 2026

SB 125 Capital Funding Background

- SB 125 Capital programming by MTC:
  - $290 million BART Transbay Core Capacity Program
  - $375 million to VTA BART to Silicon Valley Phase II
- SB 125 funding delivered in tranches
  - Next tranche is in the FY 2025-26 state budget and anticipated in July
  - $252 million not yet budgeted and subject to future state appropriations

BART Core Capacity Proposed Allocation

- Allocation amount calculated to ensure proportional split between BART and VTA of cash in hand and anticipated amount

BART Core Capacity	Amounts in $ Millions
Cash in hand	$72.8
Anticipated	$93.0
Total Allocation	**$165.8**

- Anticipated funds – reimbursement conditioned on MTC receipt of funding
- Remaining $124.2 million pending future state budget action – MTC can issue future Letter of No Prejudice to authorize BART to incur costs against these funds, at-risk

Staff Recommendation

Refer MTC Resolution No. 4777 to the Commission for approval to allocate $165.8 million to BART for the Transbay Core Capacity Program

375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0773, **Version:** 1

Subject:
Priority Conservation Area Grant Program: 2026 Grant Award Recommendations: Various Applicants

Approval of $8 million in grants to advance Plan Bay Area 2050+ strategies to protect and enhance the region's natural and agricultural lands and improve outdoor access and urban greening through the Priority Conservation Area (PCA) Grant Program.

Presenter:
Ben Botkin

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

Planning Committee

June 12, 2026 **Agenda Item 8a – 26-0586**

Priority Conservation Area Grant Program: 2026 Grant Award Recommendations: Various Applicants (as set forth in Appendix B to this item) ($8 Million)

Subject:

Approval of $8 million in grants to advance Plan Bay Area 2050+ strategies to protect and enhance the region's natural and agricultural lands and improve outdoor access and urban greening through the Priority Conservation Area (PCA) Grant Program.

Background:

On September 12, 2025, the MTC Planning Committee approved the release of an $8 million Call for Proposals for the PCA Grant Program to support the implementation of Plan Bay Area 2050+ Strategies EN5 (protect and manage high-value conservation lands) and EN6 (expand urban greening in communities). The PCA Grant Program, which has awarded over $38 million across three prior grant cycles, provides funding for projects that acquire, enhance, or improve designated PCAs. PCAs are geographically defined areas nominated through a voluntary, locally-driven process by cities, counties, and park/open space districts, and then designated by the Association of Bay Area Governments. The PCA planning framework was first developed in 2007, but it underwent a significant refresh between 2022 and 2024, resulting in the adoption of new and updated PCAs by ABAG in 2025. This Call for Proposals was intentionally issued after ABAG adopted the new and updated PCA designations developed through the PCA Refresh, ensuring that the new and amended geographies were eligible for funding.

Application and Evaluation Process:

Consistent with committee guidance, the PCA Grant Program 2026 Grant Guidelines and Call for Proposals established grant eligibility, funding targets, and evaluation criteria and detailed a two-step application and evaluation process. PCA Grant Program guidelines integrated the PCA Refresh into its evaluation criteria to ensure funding decisions reflect updated data, priorities, and regional conservation objectives. Eligible applicants and project activities remained similar to prior PCA grant cycles. A Call for Proposals was released on October 30, 2025, and kicked off a two-step application and evaluation process. Letters of Interest (LOI) were submitted by

December 19, 2025, and reviewed by an evaluation committee consisting of staff from MTC, ABAG/SFEP, and the State Coastal Conservancy (SCC). Fifty-three LOIs requesting more than $35.9 million were received and evaluated. All applicants were notified on February 2, 2026, and twenty-eight projects were recommended to prepare full applications. Applicants provided full applications by March 20, 2026.

Recommended Awards:

Based on the evaluation of the applications, staff are recommending approval of $8 million in PCA grants for the following awards (Table 1; Attachment B).

Table 1. Recommended PCA Grant Program Project Awards

#	Applicant	Project Name	Project County	Proposed Award
1	City of Alameda	Wooden Bridge Replacement Feasibility Study	Alameda	$500,000
2	Oakland Parks and Recreation Foundation	Restoring Connections: Deep East Oakland Community Stewardship, Creeks, & Shoreline Access	Alameda	$450,000
3	City of San Pablo	McNeil Park	Contra Costa	$500,000
4	City of San Rafael	Canal Boatyard Urban Park Connection	Marin	$800,000
5	Napa County Resource Conservation District	Resilient Suscol Creek: Climate-Ready Habitat Planning	Napa	$440,000
6	San Francisco Recreation & Park Department	Twin Peaks Promenade – Bay Area Ridge Trail Connection & Habitat Restoration	San Francisco	$500,000
7	Grassroots Ecology	Fire & Flora: Resilient Foothills Initiative	San Mateo	$210,000
8	San Mateo County Transportation Authority (SMCTA)	Bay Trail SFO Gap Closure Project – Phase 1 (PE & Environmental)	San Mateo	$600,000
9	Midpeninsula Regional Open Space District	Highway 17 Wildlife & Ridge Trail Crossings and Connections	Santa Clara	$750,000
10	Peninsula Open Space Trust	North Coyote Valley Wildlife & Trails Study	Santa Clara	$250,000

#	Applicant	Project Name	Project County	Proposed Award
11	UC Cooperative Extension	Santa Clara Valley Agricultural Outreach & Awareness Campaign	Santa Clara	$200,000
12	Solano County, Department of Resource Management	Farm to Market Phase 4	Solano	$800,000
13	Western Rivers Conservancy (with Kashia Band of Pomo Indians)	South Fork Gualala River Acquisition	Sonoma	$750,000
14	Petaluma River Park Foundation	Petaluma River Park	Sonoma	$550,000
15	Sonoma Land Trust	Osprey Hill Ranch	Sonoma	$450,000
16	City of Sonoma (with Sonoma Ecology Center)	Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks in the City of Sonoma	Sonoma	$250,000
			TOTAL	**$8,000,000**

Next Steps:

Staff will work with selected awardees to finalize scopes of work, budgets, and timelines.

Issues:

None.

Recommendations:

Approve $8,000,000 in recommended grants to advance Plan Bay Area 2050+ strategies to protect and enhance the region's natural and agricultural lands and improve outdoor access and urban greening through the Priority Conservation Area Grant Program. Associated programming revisions to MTC Resolution Nos. 3989, Revised and 4505, Revised are included in the June Programming and Allocations Committee agenda.

Award funding pending cooperative development of a scope between MTC and the project sponsor.

Attachments:

- Attachment A: Presentation
- Attachment B: 2026 Priority Conservation Area Grant Program Award Recommendations

Andrew B. Fremier

Priority Conservation Area Grant Program

2026 Grant Award Recommendations



METROPOLITAN TRANSPORTATION COMMISSION

MTC Planning Committee
June 12, 2026

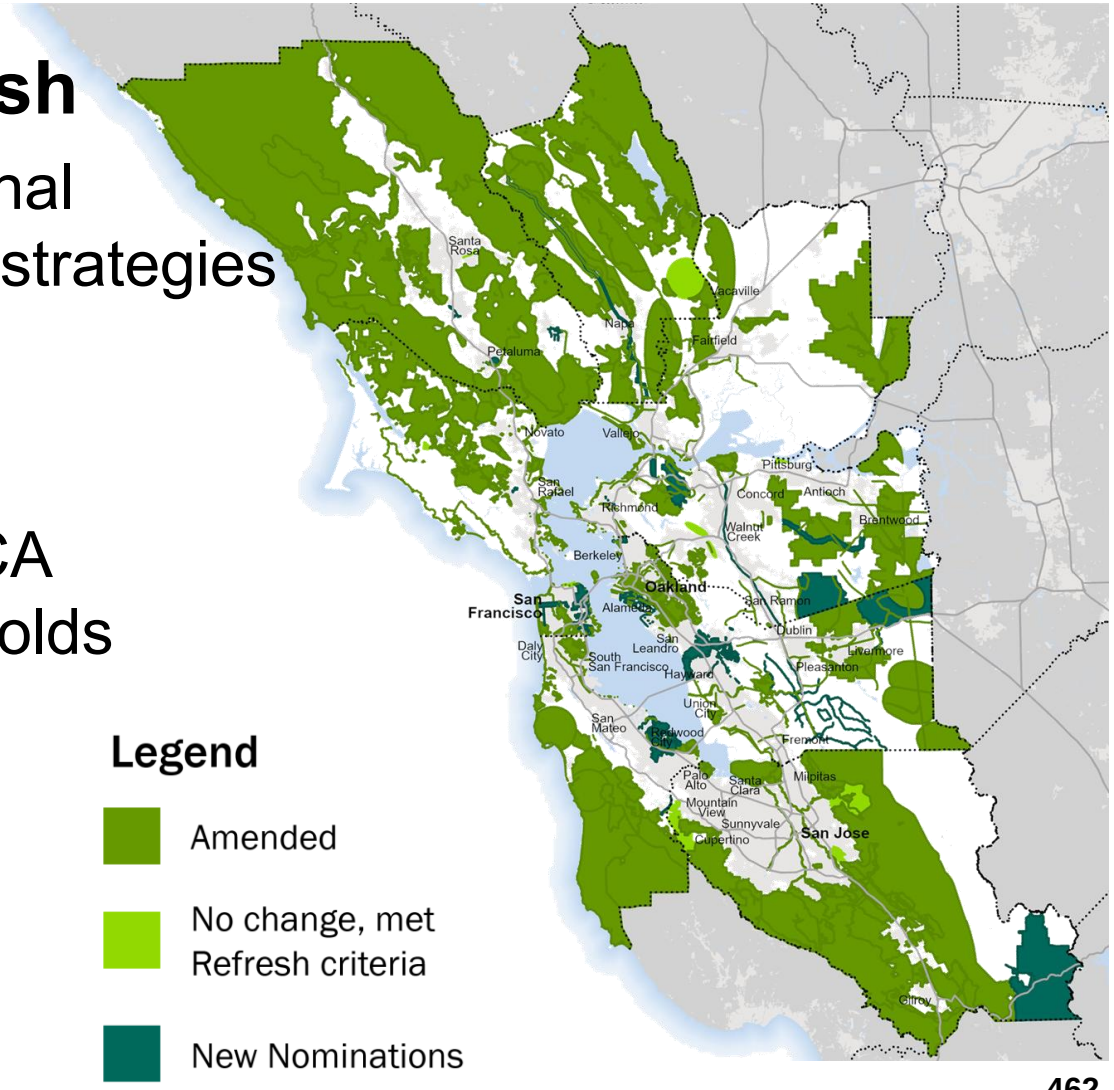
PCA Grant Program Process

- **September 12, 2025 –** Committee approval to release $8M Call for Proposals
- **October 30, 2025 –** Grant Program Guidelines and Call for Proposals released
- **December 19, 2025 –** 53 LOIs received ($35.9M)
- **February 2, 2026 –** 28 proposals advanced
- **March 20, 2026 –** Full applications due
- **June 12, 2026 –** 16 award recommendations



Implementing Plan Bay Area

- **Priority Conservation Area Refresh**
  - Established objectives to define regional priorities and advance Plan Bay Area strategies
  - Established data for each objective
- **Planning → Implementation**
  - ABAG adopted amended and new PCA Designations to align with data thresholds
  - PCA Objectives were integrated into **PCA Grant Evaluation Criteria**



Evaluation Process

- **Evaluation Criteria**
  - Alignment with PCA Goals
  - Partnership / EPC benefits
  - Regional Significance
  - Likelihood of Success
- **Evaluation Committee**
  - Staff from MTC / ABAG, SFEP, SCC

- **Funding Targets**
  - At least one project per county
  - Highest-scoring projects prioritized
  - Recommend 50+% of awards for North Bay
  - Fund a range of project types and activities
  - Partial awards focused on larger requests
  - Maximum feasible number of projects funded

Funded Project Types

1) **Protection, Restoration or Enhancement of Natural Resources, Open Space, or Agricultural Lands**
   - Acquisitions
   - Restoration or enhancements
   - Support agricultural protection/economy
2) **Pedestrian and Bicycle Facilities**
3) **Urban Greening**
4) **Planning Activities**



Award Recommendations (1 of 2)

County	Applicant	Project Name	Proposed Award
Alameda	City of Alameda	Wooden Bridge Replacement Feasibility Study	$500,000
Alameda	Oakland Parks and Recreation Foundation	Restoration Connections: Deep East Oakland	$450,000
Contra Costa	City of San Pablo	McNeil Park	$500,000
Marin	City of San Rafael	Canal Boatyard Urban Park Connection	$800,000
Napa	Napa County Resource Conservation District	Resilient Suscol Creek	$440,000
San Francisco	San Francisco Rec and Park	Twin Peaks Promenade	$500,000
San Mateo	Grassroots Ecology	Fire and Flora: Resilient Foothills Initiative	$210,000
San Mateo	San Mateo County Transportation Authority	Bay Trail SFO Gap Closure Project	$600,000
Santa Clara	Midpeninsula Regional Open Space District	Highway 17 Wildlife and Ridge Trail Crossings	$750,000

Award Recommendations (2 of 2)

County	Applicant	Project Name	Proposed Award
Santa Clara	Peninsula Open Space Trust	North Coyote Valley Wildlife and Trails Study	$250,000
Santa Clara	UC Cooperative Extension	Santa Clara Valley Agricultural Outreach and Awareness	$200,000
Solano	Solano County	Farm to Market Phase 4	$800,000
Sonoma	Western Rivers Conservancy with Kashia Band of Pomo Indians	South Fork Gualala River Acquisition	$750,000
Sonoma	Petaluma River Park Foundation	Petaluma River Park	$550,000
Sonoma	Sonoma Land Trust	Osprey Hill Ranch	$450,000
Sonoma	City of Sonoma	Improving Habitat Quality and Bike/Ped Connectivity	$250,000
		TOTAL	**$8,000,000**

Requested Action & Path Forward

☑ **Today:** Approve $8M for recommended projects

Phase 2 PCA Grants ($8M)*

Award funding

Summer 2026
Execute awards

2027/28
OBAG 4 PCA Grants Call for Projects

- Expanded technical assistance
- County conservation profiles

*$18M approved by Commission in Reso. 4505
$8.5M awarded in 2025

Thank You

Ben Botkin
Priority Conservation Area Grants Manager
Email: pcagrants@bayareametro.gov
Phone: 415-778-5299



2026 Priority Conservation Area (PCA) Grant Program
Award Recommendations and Project Descriptions

The PCA Grant Program Grant Guidelines and Call for Proposals established grant eligibility, funding targets, and evaluation criteria and detailed a two-step application and evaluation process. Eligible applicants and project activities remained similar to prior PCA grant cycles. Consistent with the MTC Planning Committee guidance, funding targets were established based on project location (invest a minimum of 50 percent of funds in PCAs in Marin, Sonoma, Napa, and Solano counties and fund a minimum of one project per county), project type (to fund a mix of eligible project activities) and project purpose.

Based on the evaluation of the applications, staff are recommending approval of $8 million in PCA grants for the following projects (Table 1).

Table 1. Recommended PCA Grant Program Project Awards

#	Applicant	Project Name	Project County	Proposed Award
1	City of Alameda	Wooden Bridge Replacement Feasibility Study	Alameda	$ 500,000
2	Oakland Parks and Recreation Foundation	Restoring Connections: Deep East Oakland Community Stewardship, Creeks, & Shoreline Access	Alameda	$ 450,000
3	City of San Pablo	McNeil Park	Contra Costa	$ 500,000
4	City of San Rafael	Canal Boatyard Urban Park Connection	Marin	$ 800,000
5	Napa County Resource Conservation District	Resilient Suscol Creek: Climate-Ready Habitat Planning	Napa	$ 440,000

#	Applicant	Project Name	Project County	Proposed Award
6	San Francisco Recreation & Park Department	Twin Peaks Promenade – Bay Area Ridge Trail Connection & Habitat Restoration	San Francisco	$ 500,000
7	Grassroots Ecology	Fire & Flora: Resilient Foothills Initiative	San Mateo	$ 210,000
8	San Mateo County Transportation Authority (SMCTA)	Bay Trail SFO Gap Closure Project – Phase 1 (PE & Environmental)	San Mateo	$ 600,000
9	Midpeninsula Regional Open Space District	Highway 17 Wildlife & Ridge Trail Crossings and Connections	Santa Clara	$ 750,000
10	Peninsula Open Space Trust (POST)	North Coyote Valley Wildlife & Trails Study	Santa Clara	$ 250,000
11	UC Cooperative Extension, Santa Clara County	Santa Clara Valley Agricultural Outreach & Awareness Campaign	Santa Clara	$ 200,000
12	Solano County, Department of Resource Management	Farm to Market Phase 4	Solano	$ 800,000
13	Western Rivers Conservancy (with Kashia Band of Pomo Indians)	South Fork Gualala River Acquisition	Sonoma	$ 750,000
14	Petaluma River Park Foundation	Petaluma River Park	Sonoma	$ 550,000
15	Sonoma Land Trust	Osprey Hill Ranch	Sonoma	$ 450,000
16	City of Sonoma (with Sonoma Ecology Center)	Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks in the City of Sonoma	Sonoma	$ 250,000
			TOTAL	**$8,000,000**

1. **City of Alameda, Wooden Bridge Replacement Feasibility Study ($500,000)** – The Wooden Bridge connects Alameda Island to Bay Farm Island and is expected to be non-functional due to age, sea level rise and storm surge within ten years. This segment of San Francisco Bay Trail serves over 1,000 bicyclists and pedestrians daily and is heavily used by middle and high school students traveling to/from schools on the Alameda main island. PCA grant funds will include community engagement to develop a holistic design concept for a preferred alternative that will make it possible to seek further funding to finish construction within a ten-year timeframe, which is the predicted end-of-life for the Wooden Bridge.
2. **Oakland Parks and Recreation Foundation, Restoring Connections: Deep East Oakland Community Stewardship, Creeks, & Shoreline Access ($450,000) –** This multifaceted approach to community-driven environmental stewardship incorporates student experiential training and neighborhood-based conversations to develop a plan that optimizes access to the shoreline and natural resources in an urban setting. The planning and implementation of outdoor learning spaces within the watershed will provide skills and a sense of environmental allyship in students that will create opportunities for environmental career paths. This collaborative effort between neighborhood organizations and educational institutions will spearhead urban conservation efforts powered by local communities.
3. **City of San Pablo, McNeil Park ($500,000) –** The McNeil Park Project will convert a 4.86-acre vacant elementary school site into a vibrant community park that provides outdoor recreation to individuals of all age and abilities. The proposed age-specific playgrounds, artificial turf soccer fields, basketball courts, and senior rated fitness equipment support resident health and fitness while the amphitheater, open lawn, and picnic areas will provide a space for community events. The final design will include essential infrastructure such as restrooms and water fountains, trash receptacles, lighting and cameras, benches, parking, and bicycle racks as well as bilingual signage to promote sense of belonging among various communities. Additionally, the landscaping goals promote environmental sustainability through the preservation of existing trees and the reduction of urban heat island effects.
4. **City of San Rafael, Canal Boatyard Urban Park Connection ($800,000) -** The Canal neighborhood in the City of San Rafael currently has a deficit of parks and recreation opportunities. This project will develop a design for a shoreline urban park at 620 Canal

Street as well as a pedestrian bridge across the canal to increase park access. The planning process will prioritize community input to understand desired recreational opportunities. Additionally, infrastructure and landscaping designs will support climate resilience and urban greening efforts. This project will develop a plan that ultimately enhances health, climate resilience, and access to nature in an Equity Priority Community.

5. **Napa County Resource Conservation District, Resilient Suscol Creek: Climate-Ready Habitat Planning ($440,000) –** Lower Suscol Creek on the East Side of Napa Valley is vulnerable to future climate conditions due to historical alterations to the wetland. This project aims to develop a conceptual restoration design to 10 percent readiness that will improve the climate resilience and ecological function of approximately 100 acres of wetland, riparian, and floodplain habitat. Existing data will be used to assist in developing plans to reconnect floodplains, expand wetlands, and enhance aquatic connectivity to support sensitive species. Hydrologic and hydraulic modeling of future sea level rise and flood behavior will also help to inform the feasibility of certain restoration efforts under future climate conditions. Plans will be developed with input from the Suscol Intertribal Council, the Mishewal Wappo Tribe, and the Napa Valley Vine Trail Coalition.
6. **San Francisco Recreation & Park Department, Twin Peaks Promenade – Bay Area Ridge Trail Connection & Habitat Restoration ($500,000) –** This project aims to enhance the 1/3-mile section of Twin Peaks Boulevard that was closed to private vehicles in 2020. This shovel-ready project will transform the closed roadway into a universally accessible multi-use trail that combines recreational usage with habitat restoration. The project site will provide a safe connection to the Bay Area Ridge Trial as well as the Creeks-to-Peaks Trail. Visitors will have access to seating with scenic overlooks, skateboard elements, ADA-accessible parking, and bicycle racks. The natural landscape of the promenade will be enhanced through partial asphalt removal, native planting, and erosion control. Additionally, the native habitat of the federally endangered Mission Blue Butterfly will be protected by the decommissioning of trails that currently cut through sensitive habitat, the installation of split-rail fencing, and informational signage to help visitors understand the significance of these natural habitats.

7. **Grassroots Ecology, Fire & Flora: Resilient Foothills Initiative ($210,000) –** As the risk of wildfire increases, fuel load reduction and the preservation of native plants helps to promote habitat resilience. This project focuses on wildfire mitigation and the enhancement of native plant populations across the Pearson-Arastradero & Foothills Nature Preserve in Palo Alto and Huddart & Wunderlich County Parks in Woodside to protect these habitats from future climate conditions. These habitat restoration goals will utilize community recruitment and training on fuel load reduction techniques as well as native plant propagation and identification skills. Collaboration with San Jose Conservation Corps, AmeriCorps, interns, and volunteers will foster workforce training that combines wildfire management and the protection of native plant species.
8. **San Mateo County Transportation Authority (SMCTA), Bay Trail SFO Gap Closure Project – Phase 1 (PE & Environmental) ($600,000) –** The closure of a long standing gap in the Bay Trail adjacent to the San Francisco International Airport would aid the region in achieving a decades-long goal of a continuous 500 mile trail surrounding the San Francisco and San Pablo bays. This project plans to establish a 2.5-mile Class 1 multi-use corridor between San Bruno Avenue and Millbrae Avenue that allows for safe connections to regional trails and transit centers. Preliminary engineering and environmental studies will help to advance Phase 1 of this gap closure. Extensive community outreach and planned stakeholder engagement will ensure the interests of both the public and project partners are taken into consideration.
9. **Midpeninsula Regional Open Space District, Highway 17 Wildlife & Ridge Trail Crossings and Connections ($750,000) –** Highway 17 divides more than 30,000 acres of protected habitat and creates a gap in the 550-mile Bay Area Ridge Trail. This fragmentation of surrounding habitat separates wildlife populations leading to genetic isolation in already threatened species such as mountain lions as well as increased wildlife-vehicle collisions. This project will construct a wildlife undercrossing that provides safe passage between habitats. In addition to reconnecting wildlife populations, the construction of an overcrossing will provide a connection for pedestrians, cyclists, and equestrians to safely connect trails on either side of the highway. The construction of 2.1 miles of the new Spooky Knoll trail will also aid in the closure of a 7.1-mile gap in the Ridge Trail.

10. **Peninsula Open Space Trust (POST), North Coyote Valley Wildlife & Trails Study ($250,000) –** Coyote Valley provides regional connectivity between the Santa Cruz Mountains and the Diablo Range to a diverse community of wildlife. It also has the potential to connect regionally significant recreational trails. The North Coyote Valley Wildlife and Trails Study aims to identify a recreational trails system within Coyote Valley that balances public access with wildlife biodiversity and habitat connectivity. A review of existing information in combination with surveys and site visits will inform a summary of potential regional trail corridors that minimize conflict with wildlife populations in Coyote Valley. Additionally, the project will develop best management practices that could be relevant to similar efforts in the future.
11. **UC Cooperative Extension, Santa Clara County, Santa Clara Valley Agricultural Outreach & Awareness Campaign ($200,000) –** A connection between agriculture and local communities allows for long-lasting and effective protection of agricultural lands. This project will focus on community education and outreach as the primary tool to reduce the loss of agricultural operations. By providing widely accessible video storytelling of local farmers and ranchers, digital farm tours, printed and online promotional messaging, in-person farm-to-table events, and agricultural curriculum in local schools, this project can optimize public support for the protection and conservation of agricultural lands in Santa Clara Valley and beyond.
12. **Solano County, Department of Resource Management, Farm to Market Phase 4 ($800,000) –** Safe and accessible multi-modal transportation between urban centers and agricultural operations increases connections and support for local farms. This project focuses on encouraging communities to purchase and consume locally farmed produce by providing sidewalks and Class II bike lanes for pedestrians and cyclists to safely reach local farms. Improvements to electrical vehicle charging stations and the installation of a new transit facilities would promote sustainable forms of transportation to and from agricultural operations as well.
13. **Western Rivers Conservancy (with Kashia Band of Pomo Indians), South Fork Gualala River Acquisition ($750,000)** – PCA funding would support acquisition of 298 acres along the South Fork Gualala River by the Western Rivers Conservancy and the Kashia Band of

Pomo Indians. Acquisition will prevent development and timber harvest on this culturally rich site, protecting 1.3-miles of the South Fork Gualala River and mature coastal redwood forest. This acquisition will allow for habitat restoration, cultural practices, and for tribal youth of the Kashia Band of Pomo Indians to reconnect with their ancestral lands.

14. **Petaluma River Park Foundation, Petaluma River Park ($550,000)** – This project will support the final design and construction of a new park on the Petaluma River. Primary habitat restoration goals focus on the tidal marshland and the vernal pool present on site. The propagation of native plants and bank stabilization will also enhance the natural landscape of the park. Recreational opportunities in the park will include a gravel beach that offers kayak access to the Petaluma River as well as connections to Petaluma River trail.
15. **Sonoma Land Trust, Osprey Hill Ranch ($450,000)** – The Osprey Hill Ranch is a 365-acre coastal ranch recently acquired by the Sonoma Land Trust with coastal grasslands, freshwater marshes, forests, and riparian habitats. PCA funding will support planning and design for a trail network on Osprey Hill Ranch while protecting natural and cultural resources. The trail network will include connections to the California Coastal Trail, as well as coastal access to Gleason Overlook and Rock Point Beach and trail connectivity to Wright Hill Regional Park and Open Space Preserve.
16. **City of Sonoma (with Sonoma Ecology Center), Improving Habitat Quality and Bike/Ped Connectivity on PCA Creeks in the City of Sonoma ($250,000) –** This project will improve transportation infrastructure on regional trails for bicyclists and pedestrian safety. It also plans to enhance ecosystem function and habitat resilience of Sonoma, Fryer, and Nathanson creeks through weed control and vegetation management, native plant propagation, erosion repairs, and removal of garbage and debris from streams. Community engagement will be achieved through educational outreach events to raise awareness around native plant propagation, the effects of pesticide usage, and environmental stewardship.

Non-Award Recommendations

This round of PCA funding was highly competitive, with 53 letters of interest submitted requesting nearly $36 million in funding. Based on the evaluation of letters of interest and/or applications, staff are recommending non-award to the following projects (Table 2). Non-

awarded projects are eligible to reapply for funding in the next PCA Grant round. Staff is available to assist applicants with developing more competitive proposals in future rounds.

Table 2. PCA Grant Program Applications Not Recommended for Awards

County	Applicant	Project Title	Requested Funds
Alameda	East Bay Regional Park District	Hayward Marsh Improvements – Phase I Construction	$ 1,000,000
Alameda	City of Oakland Department of Transportation	Kennedy Street Bay Trail Gap Closure	$ 670,000
Alameda	Alameda County Resource Conservation District	Helping Protect Sunol & Downstream Communities through Arroyo de la Laguna Vegetation Management	$ 750,000
Alameda	City of Albany	Albany Hill Forest Resilience and Habitat Restoration	$ 240,000
Alameda	Tri-Valley Conservancy	Altamont Hills Property Acquisition	$ 376,500
Alameda	La Familia Counseling	Improving Parks in Unincorporated Alameda County	$ 717,450
Alameda	City of Oakland, DOT	Hegenberger Road Complete Streets Plan	$ 700,000
Contra Costa	East Bay Regional Park District	Public Access at Thurgood Marshall Regional Park	$ 1,000,000
Contra Costa	East Bay Regional Park District	Former Roddy Ranch Restoration & Public Access Improvements	$ 1,000,000
Contra Costa	East Bay Regional Park District	Keller Beach Improvements Project	$ 1,000,000
Contra Costa	East Bay Regional Park District	Bay Trail Gap Closure – Planning and Design (Richmond)	$ 1,000,000
Contra Costa	Contra Costa Resource Conservation District	Conserving Rangeland through Enhanced Management and Planning	$ 560,378
Contra Costa	City of Richmond	Carlson Boulevard Multimodal Safety & Access Improvements – Phase III	$ 1,000,000
Contra Costa	City of El Cerrito	Hillside Natural Area Fuels Management & Restoration	$ 897,000
Contra Costa	East Contra Costa County Habitat Conservancy	Vasco Road Wildlife Connectivity Improvement Project	$ 240,000
Contra Costa	John Muir Land Trust	Fernandez Ranch ADA Expansion Project	$ 600,000
Marin	City of Larkspur	Redwood Highway Westside AT & Bay Trail Gap Closure	$ 500,000

County	Applicant	Project Title	Requested Funds
Marin	Marin Audubon Society	Tiscornia Tidal Marsh Restoration & Sea Level Rise Adaptation	$ 1,000,000
Marin	Town of Fairfax (with Fairfax Open Space Committee)	Wall Property Trails Rehabilitation & Wayfinding/Stewardship Amenities	$ 200,000
Marin	Town of San Anselmo Public Works Department	Sorich Park & Faude Park Restoration and Improvement	$ 270,000
Napa	Land Trust of Napa County	Godward Wetland Preserve (Calistoga) – Acquisition	$ 800,000
San Francisco	Livable City	Twin Peaks Bioregion/Laguna Honda Hospital Tree, Habitat and Trail Assessment & Improvements	$ 266,000
San Francisco	Port of San Francisco	Warm Water Cove Park Improvements (Southern Waterfront Beautification)	$ 500,000
San Mateo	City of Redwood City	Redwood Shores Sea Level Rise Protection Project	$ 1,000,000
San Mateo	Pacifica Land Trust	Pedro Point Headlands Trail Improvements	$ 495,000
San Mateo	City of Brisbane	Quarry Road Recreational Trail Rehabilitation & Habitat Restoration	$ 710,875
San Mateo	The SPHERE Institute	Bay Rise Park – Habitat Restoration, Bay Trail Upgrade & SLR Protection	$ 1,000,000
San Mateo	City of Redwood City	Waterfront Park	$ 1,000,000
Santa Clara	Fattoria Community Foundation	Fattoria Public Market & Food Hub – Agricultural Infrastructure Planning	$ 495,000
Santa Clara	Santa Clara Valley Open Space Authority	Coyote Valley Prime Farmland Protection Project	$ 530,000
Santa Clara	Santa Clara County Parks and Recreation Department	Cottle & Lester Historic Ranch Site Plan Implementation – Phase 2	$ 1,000,000
Santa Clara	Santa Clara County Parks and Recreation Department	Fortini Site Plan Phase I – Core Project Design and Partial Implementation	$ 1,000,000
Sonoma	City of Cotati	Laguna de Santa Rosa Trail Gap Closure	$ 401,000
Sonoma	City of Cotati	Veronda Falletti Ranch	$ 763,500
Sonoma	City of Petaluma	Climate-Adaptive Safe Routes to School (SRTS) – St. Francis Drive Greenway	$ 1,000,000
Sonoma	Zero Foodprint	Restore California – Working Lands Carbon Sequestration (Bay Area PCAs)	$ 500,000

PCA Grant Program Background:

The PCA Grant Program – funded through the One Bay Area Grant (OBAG) program – was initiated by MTC in collaboration with the State Coastal Conservancy (SCC) in 2013 to provide funding to cities, counties, park districts, utility districts and other agencies and non-profits to acquire, enhance, or improve designated PCAs. Since the PCA Grant Program's inception, MTC and the SCC have jointly disbursed over $38 million in three prior rounds to support 71 projects in designated PCAs across the nine Bay Area counties (Table 3).

Table 3. Prior and Proposed PCA Grant Awards by County

County	Round 1 (2015)	Round 2 (2019)	Round 3 (2024)	TOTAL	Round 4 (2026)	TOTAL (Prior + Proposed)
Alameda	$1,750,000	$1,021,000	$1,000,000	$3,771,000	$950,000	$4,721,000
Contra Costa	$1,219,711	$2,950,000	$280,000	$4,449,711	$500,000	$4,949,711
Marin	$1,250,000	$2,050,000	$670,000	$3,970,000	$800,000	$4,770,000
Napa	$1,250,000	$2,050,000	$1,750,000	$5,050,000	$440,000	$5,490,000
San Francisco	$1,667,589	$1,694,000	$750,000	$4,111,589	$500,000	$4,611,589
San Mateo	$1,600,000	$1,552,000	$0	$3,152,000	$810,000	$3,962,000
Santa Clara	$712,700	$2,253,000	$2,000,000	$4,965,700	$1,200,000	$6,165,700
Solano	$1,250,000	$2,050,000	$750,000	$4,050,000	$800,000	$4,850,000
Sonoma	$1,250,000	$2,050,000	$1,300,000	$4,600,000	$2,000,000	$6,600,000
Regional	$0	$530,000	$0	$530,000	$0	$530,000
	$11,950,000	**$17,179,000**	**$8,500,000**	**$38,650,000**	**$8,000,000**	**$46,650,000**

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0775, **Version:** 1

Subject:
MTC Resolution No. 4767. Connect Bay Area Act - Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan

Overview of a proposed expenditure plan to guide the use of revenues focused on transit rider improvements from a future ballot measure authorized by the Connect Bay Area Act (Senate Bill 63 of 2025).

Presenter:
William Bacon

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

Regional Network Management Committee

June 12, 2026 **Agenda Item 4a – 26-0622**

MTC Resolution No. 4767. Connect Bay Area Act - Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan

Subject:

Overview of a proposed expenditure plan to guide the use of revenues focused on transit rider improvements from a future ballot measure authorized by the Connect Bay Area Act (Senate Bill 63 of 2025).

Background:

Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in October 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties. An authorized measure would generate approximately $980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax (0.5% in each county except San Francisco, where the rate would be 1%). Any measure would be administered by the newly established Public Transit Revenue Measure District (District), governed by the same board as the Metropolitan Transportation Commission (MTC).

The Connect Bay Area Act aims to:

- Prevent major service cuts on BART, Muni, Caltrain, and AC Transit resulting from budget shortfalls following the COVID-19 pandemic.
- Improve the transit rider experience by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities.
- Make other transportation improvements in Alameda, Contra Costa, San Mateo and Santa Clara counties.

The Connect Bay Area Act, as enacted by the California Legislature, dedicates approximately 5% of total retail transactions and use tax revenues generated in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counites to rider-focused improvements that aim to improve the rider experience and support increased ridership. Revenues from this 5% are statutorily dedicated to three broad expenditure categories as defined by law: 1) “Fare programs,

including free and reduced-cost transfers and expanding the Clipper START program"; 2) "Accessibility programs and projects"; and 3) "Mapping and wayfinding and transit priority projects and programs" (California Government Code Section 67750 § 10-12).

MTC Resolution No. 4767 proposes a Rider-Focused Improvements Expenditure Plan which is intended to serve as a guide to provide additional detail on the types of projects and programs that could be funded and delivered using funds from the rider-focused investment categories in the Connect Bay Area Act. The resolution also lays out a process for stakeholder engagement and Commission approval of a program of projects to be funded with rider-focused improvement revenues. Over the life of any voter-approved Connect Bay Area Act revenue measure, MTC Resolution No. 4767 may be amended by the Commission, within the parameters established by statute, to update specific project/program eligibility, to update the programming of funds process, or to reflect other changes as appropriate.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4767 to the Commission for approval.

Attachments:

- MTC Resolution No. 4767
- Attachment A: Connect Bay Area Act Senate Bill 63 (2025) Rider-Focused Improvements Expenditure Plan
- Attachment A: Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1621
Referred by: RNM

ABSTRACT

Resolution No. 4767

This resolution makes findings/defines the expenditure plan for rider-focused improvements from the Connect Bay Area Act (Senate Bill 63 Wiener/Arreguín).

This resolution contains the following attachments:

- Attachment A – which outlines the expenditure plan for rider-focused improvements from the Connect Bay Area Act.

Further discussion of this action is contained in the Regional Network Management Committee Summary Sheet dated June 12, 2026.

Date: June 24, 2026
W.I.: 1621
Referred by: RNM

RE: Connect Bay Area Act Rider-Focused Improvements Expenditure Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4767

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

WHEREAS, Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties; and

WHEREAS, An authorized measure would generate approximately $980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax; and

WHEREAS, Connect Bay Area Act aims to prevent major service cuts on BART, Muni, Caltrain and AC Transit resulting from budget shortfalls following the COVID-19 pandemic; improve the transit rider experience by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities; make other transportation improvements in Alameda, Contra Costa, San Mateo and Santa Clara counties; and

WHEREAS, Approximately 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage; and

WHEREAS, Revenues from this approximately 5% are statutorily dedicated to three broad expenditure categories as defined by law: 1) “Fare programs, including free and reduced-cost transfers and expanding the Clipper START program”; 2) “Accessibility programs and projects”; and 3) “Mapping and wayfinding and transit priority projects and programs” (California Government Code Section 67750 § 10-12); and

WHEREAS, the rider-focused expenditure plan provides more detail about the types of investments that the statue is intended to fund; and

WHEREAS, Fare Programs, including but not limited to Clipper START and Free/Discounted Inter-agency Transfers, that deliver rider-friendly fare products and programs that help make transit more affordable for today's users and encourage people to use transit; and

WHEREAS, Accessibility Programs, including but not limited to mobility management, paratransit service, and coordinated plans, improve mobility and access to services for older adults and people with disabilities and give more Bay Area residents the freedom to get around the region independently; and

WHEREAS, The Regional Mapping and Wayfinding Project makes it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, screens, etc.) more consistent and easier to identify; and

WHEREAS, Transit Priority investments, including but not limited to implementation of capital projects and technical support, improve transit travel time and reliability, enhancing the experience for riders and lowering costs for operators; and

WHEREAS, revenues generated by a revenue measure authorized by the Connect Bay Area Act under the rider-focused improvements categories detailed in Section 3 of this Expenditure Plan are subject to programming actions by the MTC Commission consistent with state statute as defined in California Government Code § 67750-67756; and

WHEREAS, at least once every four years, starting in calendar year 2027, and for the duration of the revenue measure, the MTC Commission will adopt a multi-year funding program encompassing a rider-focused improvements program of projects consistent with state statue and the Regional Network Management Framework; now, therefore, be it

RESOLVED, that the Connect Bay Area Act Rider-Focused Improvements Expenditure Plan be adopted and will guide the Commission's programming of these investments should the Regional Measure take effect.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations on June 24, 2026.

Date: June 24, 2026
Referred by: RNM
WI: 1621

Connect Bay Area Act

Senate Bill 63 (2025)

Rider-Focused Improvements Expenditure Plan

June 2026

MTC Resolution 4767

Attachment A

Metropolitan Transportation Commission

Regional Network Management Section

http://www.mtc.ca.gov

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Connect Bay Area Act Rider-Focus Improvements Expenditure Plan

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Section 1 – OVERVIEW

Background

Senate Bill 63 (Wiener/Arreguín), the Connect Bay Area Act, was enacted in 2025 and authorizes a transportation funding measure to be placed on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara counties. An authorized measure would generate approximately $980 million annually to sustain and improve transit and would be funded by a 14-year regional transportation sales tax (0.5% in each county except San Francisco, where the rate would be 1%). Any measure would be administered by the newly established Public Transit Revenue Measure District (District), governed by the same board as the Metropolitan Transportation Commission (MTC).

Goals

The Connect Bay Area Act aims to:

- Prevent major service cuts on BART, Muni, Caltrain and AC Transit resulting from budget shortfalls following the COVID-19 pandemic.
- Improve the transit rider experience by making transit more affordable, easier to navigate, and more accessible for all riders, including seniors and persons with disabilities.
- Make other transportation improvements in Alameda, Contra Costa, San Mateo and Santa Clara counties.

Approximately 63% of the money raised goes to the operation of buses, trains and ferries on BART, Muni, Caltrain, AC Transit, San Francisco Bay Ferry, East Bay bus agencies and Golden Gate Transit.

About one-third is guaranteed for Santa Clara Valley Transportation Authority (VTA), SamTrans, Contra Costa Transportation Authority, and Alameda County Transportation Commission, who have the flexibility to use the money for transit infrastructure and vehicles, running transit service, or paving roads with regular bus service.

Approximately 5% would fund improvements to the rider experience by making transit faster, more affordable, more accessible for seniors and people with disabilities, and easier to navigate with improved signage.

Finally, up to 0.22% can be used for measure administration costs incurred by the Metropolitan Transportation Commission and the new Public Transit Revenue Measure District. Measure proceeds can also cover specified one-time costs, such as election costs.

Section 2 – REGIONAL NETWORK MANAGEMENT

Background

In 2020, MTC created the Blue-Ribbon Transit Recovery Task Force (Task Force) to set a course for public transit's recovery from the COVID-19 pandemic. This group was charged with developing a Bay Area Transit Transformation Action Plan, identifying the actions needed to reshape the region's transit system into a more connected, more efficient and more user-focused mobility network across the entire Bay Area – and beyond. This set of 27 actions forms the cornerstone of a formal Bay Area Transit Transformation Action Plan (Action Plan), adopted by the Metropolitan Transportation Commission in fall 2021.

As a result of the Action Plan, a Network Management Business Case Evaluation kicked off in late 2021 to assess and recommend a preferred Regional Network Management framework that would support implementation of the Action Plan and help achieve near-term and longer-range transit mobility goals. The business case was guided by a 14-member Network Management Business Case Advisory Group comprised of transit operators and stakeholders. The business case was completed in December 2022, and the Commission approved the Regional Network Management Framework in February 2023.

The regional network management activities outlined above are a result of the work done by the Commission, the Task Force, consultants and partners.

The RNM Approach

As the San Francisco Bay area's transportation planning, financing, and coordinating agency, MTC supports regional efforts to make Bay Area transit simpler, easier to use and more affordable. Regional Network Management (RNM) looks at the entire transit system to identify ways to improve the network and rider experience.

MTC and transit agency partners are working on a variety of projects from the Bay Area Transit Transformation Action Plan that will make the transit rider experience better. Priority projects include efforts to improve transit fare policies, mapping and wayfinding, accessibility, and transit priority.

Three meeting bodies guide the Regional Network Management (RNM) work at MTC. Together, these committees will provide input and make recommendations based on the expertise of transit leaders and Bay Area transit riders:

- Regional Network Management Committee: A committee of the MTC Commission that helps set the vision for transit in the Bay Area and drive the direction of the RNM.
- Regional Network Management Customer Advisory Group: Representatives from advocacy organizations, MTC ABAG's Community Advisory Council and local government who stand for the customer and can help inform decision-making with the customer in mind.

- Regional Network Management Council: General manager-level representatives from transit operators and MTC who understand transit operations and can represent the interests of their stakeholders and provide leadership and critical input on regional policies.

Section 3 – EXPENDITURE PLAN CATEGORIES

Overview

The Connect Bay Area Act, as enacted by the California Legislature, dedicates approximately 5% of total retail transactions and use tax revenues generated by an authorized ballot measure in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara Counites to rider-focused improvements that aim to improve the rider experience and support increased ridership. Revenues from this approximately 5% are statutorily dedicated and statutorily apportioned to three broad expenditure categories as defined by law: 1) "Fare programs, including free and reduced-cost transfers and expanding the Clipper START program"; 2) "Accessibility programs and projects"; and 3) "Mapping and wayfinding and transit priority projects and programs" (Source: California Government Code Section 67750 § 10-12). These three categories encompass most of the actions contained in the 2021 Bay Area Transit Transformation Action Plan (https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf).

Revenue Forecast

Assuming a revenue measure authorized by the Connect Bay Area Act is approved by voters in the five counties at the November 3, 2026 general election, an estimated total of approximately $740 million in year-of-expenditure dollars will be generated over the life of the revenue measure to support the three rider-focused expenditure categories. Table 1 below provides a breakdown of these estimated revenues by fiscal year (FY) and category.

Table 1. Rider-Focused Improvements Categories Revenue Forecast (Source: HDL Companies, October 2025 forecast for SB 63 on behalf of MTC based on statutorily defined apportionments)

SB 63 Expenditure Category* In Millions of Year-of-Expenditure $	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034
Fare Programs	$5.8	$24.0	$24.7	$25.5	$26.3	$27.2	$28.0	$28.9
Accessibility	$2.3	$9.6	$9.9	$10.2	$10.5	$10.8	$11.2	$11.5
Transit Priority/Mapping and Wayfinding	$2.3	$9.6	$9.9	$10.2	$10.5	$10.8	$11.2	$11.5
	FY 2035	**FY 2036**	**FY 2037**	**FY 2038**	**FY 2039**	**FY 2040**	**FY 2041**	**TOTAL**
Fare Programs	$29.8	$30.8	$31.7	$32.8	$33.8	$34.9	$27.0	**$411.2**
Accessibility	$11.9	$12.3	$12.7	$13.1	$13.5	$13.9	$10.8	**$164.2**
Transit Priority/Mapping and Wayfinding	$11.9	$12.3	$12.7	$13.1	$13.5	$13.9	$10.8	**$164.2**
GRAND TOTAL								**$739.6**

** Amounts shown do not reflect one-time costs that will be covered in early year(s) of measure (including election cost reimbursements, SB 63 required financial efficiency review costs, potential legal costs and other one-time costs tied to administering the tax ordinance).*

Eligible Projects/Programs

The following rider-focused project and programs categories are eligible to make use of funds from the above identified revenue over the life of the revenue measure.

Fare Programs

Description: Delivering rider-friendly fare products and programs helps make transit more affordable for today's users and encourages more people to use transit.

Goals:

- Support affordable access to public transportation
- Increase transit ridership by making the system more cohesive and easier to use
- Promote inter-agency collaboration and coordination of fare policies

Eligible Programs/Projects:

- **Clipper START:** The Clipper START program offers income-qualified Bay Area residents a 50% discount on their transit fares.

- **Free/Discounted Inter-agency Transfers:** Customers transferring between transit operators using Clipper receive a discount of up to $2.85 (adjusted as needed based on whatever the highest local bus fare is in the Bay Area) for every transfer they make within the first 120 minutes of their initial Clipper tap into the transit system.
- **Fare Programs:** Other regional fare programs that serve to increase ridership and support affordable fares for users as determined by the MTC Commission, in consultation with the Regional Network Management Council.

Accessibility Programs

Description: Improve mobility and access to services for older adults and people with disabilities and give more Bay Area residents the freedom to get around the region independently.

Goals:

- Promote innovative programs and services that improve access to opportunities and services for older adults and people with disabilities
- Invest in capacity-building infrastructure to allow for better service delivery by local transit operators
- Provide financial support to deliver improved service based on needs identified by the disability community and older adults.

Eligible Programs/Projects:

- **Mobility Management:** Supporting county-level Mobility Managers to coordinate rides and function as a go-between for transit agencies, serving people with disabilities, older adults, and people with low incomes.
- **Improvements to Paratransit Service:** Delivery of paratransit service improvements including service levels changes, “one seat rides”, policy changes, and technology enhancements to increase efficiencies and improve the paratransit rider experience.
- **Coordinated Plan:** Projects and programs included in the Coordinated Public Transit-Human Services Transportation Plan (most recently updated in 2024), as adopted by the MTC Commission or local jurisdictions.

Mapping and Wayfinding/Customer Information Programs

Description: The Regional Mapping and Wayfinding Project is working to make it easier to ride transit in the Bay Area by making wayfinding materials (maps, signs, screens, etc.) more consistent and easier to identify. Whether users are traveling by bus, rail, ferry, or a combination, the signs and communication systems will be the same across all Bay Area transit operators.

Goals:

- Provide easy-to-understand, dependable and familiar transit information for travelers, regardless of where they are in the Bay Area
- Improve the accessibility of the transit system for all types of users

- Generate efficiencies by standardizing the development signs, customer information, and maps across all operators.

Eligible Programs/Projects:

- **Deliver Wayfinding and Signage Improvements:** Deploy new standardized signage, including digital wayfinding infrastructure, at hundreds of locations around the Bay Area, including at transit stops, rail stations, transit centers, and ferry terminals.
- **Maintain a Common Regional Transit Visual Identity:** Update and support transit operator use of the Regional Wayfinding Standards, which include the Regional Network Identity Design Guide (https://mtc.ca.gov/sites/default/files/documents/2026-02/RegionalNetworkIdentityDesignGuide260217.pdf?cb=dead33e2) and the Transit Stop Signage Design Guide (https://mtc.ca.gov/sites/default/files/documents/2026-03/MTC_TransitStopSignageDesignGuide03032026.pdf?cb=214510d9), as adopted by the Regional Network Management Council or any updated version of these Guides.

Transit Priority Programs

Description: Transit Priority investments improve transit travel time and reliability, better serving riders and lowering costs for operators.

Goals:

- Fund transit reliability capital improvements that reduce travel time for riders
- Provide technical support to local jurisdictions and transit operators on best practices to improve transit reliability
- Increase transit ridership through improved transit reliability

Eligible Programs/Projects:

- **Funding for Implementation of Capital Projects:** Various projects implemented by transit operators, local jurisdictions, and/or Caltrans that improve transit travel time and reliability including, but not limited to dedicated transit lanes, transit signal priority, improved transit stop design, transit vehicle/high-occupancy vehicle lanes, traffic/parking regulations and enforcement systems/technology, and queue jump lanes.
- **Technical Support:** Support for transit operators and other infrastructure project sponsors on best practices to improve transit reliability and the customer experience.

Section 4 – PROGRAM PROCEDURES

Programming of Revenues

Revenues generated by a revenue measure authorized by the Connect Bay Area Act under the rider-focused improvements categories detailed in Section 3 of this Expenditure Plan are subject to programming actions by the MTC Commission consistent with state statute as defined in California Government Code § 67750-67756.

Geographic Use of Funds

Revenues supporting capital projects under this Expenditure Plan may only be used for projects located within the boundaries of the Public Transit Revenue Measure District as defined by California Government Code § 67710.

Revenues supporting an operational project or program under this Expenditure Plan must provide service(s) to the jurisdictions within the boundaries of the Public Transit Revenue Measure District.

Performance

All statutory performance and accountability measures applicable to a revenue measure established under the Connect Bay Area Act apply to the funding detailed in this Expenditure Plan.

The performance and effectiveness of individual projects and programs that receive funds from the categories defined in Section 3 of this Expenditure Plan will be evaluated through the Regional Network Management Framework process and/or specific project/program evaluations undertaken by a project sponsor or MTC.

Funding Program Development Process

At least once every four years, starting in calendar year 2027, and for the duration of the revenue measure, the MTC Commission will adopt a multi-year funding program encompassing a rider-focused improvements program of projects. This program will detail funding amounts to be programmed by category as defined in Section 3 of this Expenditure Plan as well as the specific projects and programs to be awarded funds.

Prior to the MTC Commission's adoption of a multi-year funding program, and consistent with the Regional Network Management Framework, the proposed funding program will be presented to the Regional Network Management Council and the Regional Network Management Customer Advisory Group, or their designated successors, to solicit input on the proposed use of funds. These bodies' recommendations for the use of funds should be based on their determination of which projects and programs will have the greatest impact on improving the rider experience, growing ridership, and maintaining a financially sustainable public transit system.

MTC will also solicit public comment and input on the proposed multi-year funding program by posting the draft plan on its website at least 60 days prior to its consideration for formal adoption by the MTC Commission.



Connect Bay Area Act

Rider-Focused Improvements Expenditure Plan
MTC Resolution No. 4767

METROPOLITAN TRANSPORTATION COMMISSION

Regional Network Management Committee

June 12, 2026

Agenda

1. SB 63 Connect Bay Area Act
2. Rider Focused Improvements
   - Fare Programs
   - Accessibility
   - Transit Priority/Mapping & Wayfinding
3. Expenditure Plan Process



Connect Bay Area Act (SB 63)
Overview

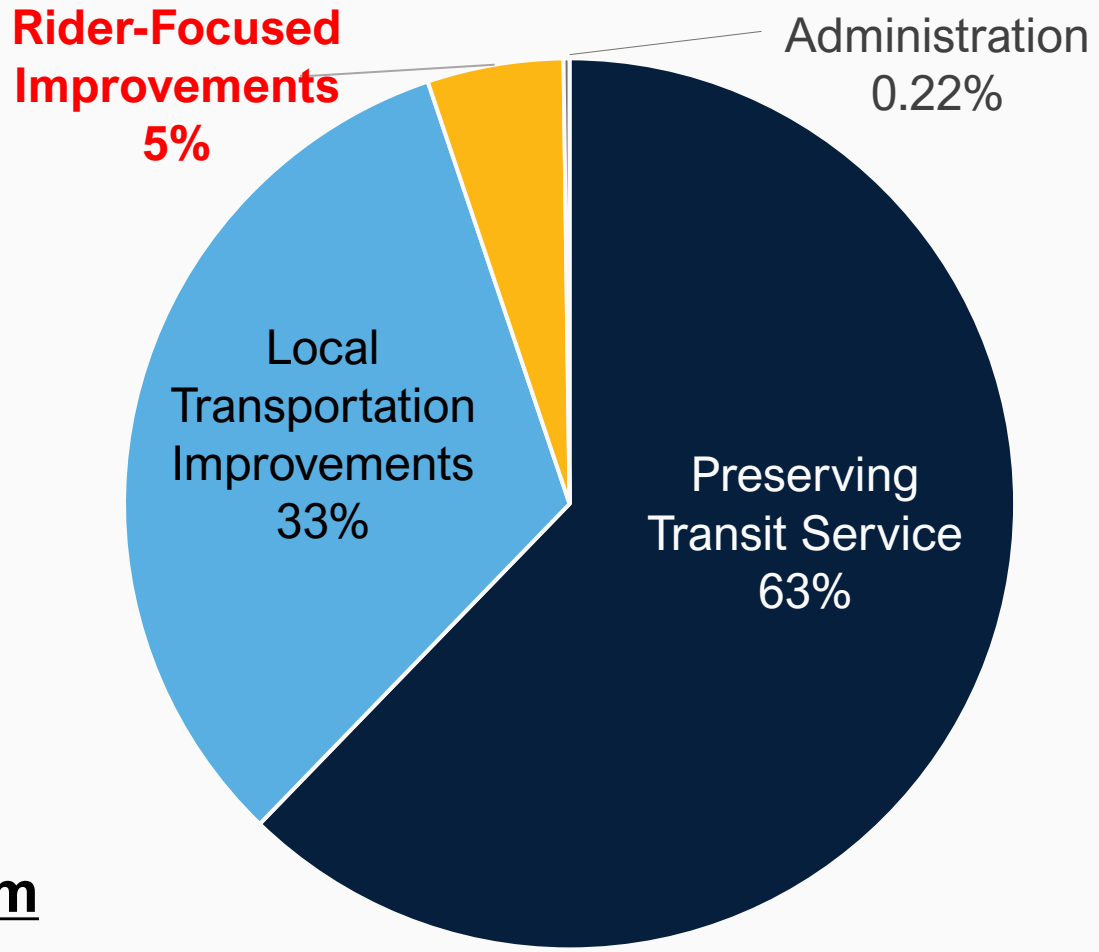
- Authorizes a November 2026 ballot measure in the counties of Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara counties to prevent major service cuts on AC Transit, BART, Caltrain, and SF Muni
- Revenue Mechanism: 14-year sales tax
  - Generating about $980 M/year in FY2026-27
  - Annual average of $1,016 M in current year dollars (Sperry Capital Inc. 2024 Analysis)
  - Alameda, Contra Costa, San Mateo and Santa Clara: **0.5% rate**
  - San Francisco: **1% rate**



Connect Bay Area Act Funding Categories

- **Preserving Transit Service**
  - Funding to BART, Muni, Caltrain, AC Transit, SF Bay Ferry, and East Bay bus agencies
- **Local Transportation Improvements**
  - Funding to Santa Clara VTA, SamTrans, Contra Costa Transportation Authority, and Alameda County Transportation Commission
- **Rider-Focused Improvements**
- **Administration**

Focus of this item



*Percentages are estimated

Rider-Focused Improvements

- The Connect Bay Area Act allocates 5% or approx. $45 million/year to the Commission for rider-focused improvements to make transit more affordable, accessible and easier to use, for example and not limited to:



Fare programs (~$25 million)

- Fund free and reduced-cost transfers, which can save multi-agency commuters $1,500/year. Projected to increase ridership by 30,000 daily trips.
- Double the capacity of the Clipper START discount program to make transit more affordable for an additional 100,000 low-income riders.

Accessibility (~$10 million)

- Investments in accessibility, such as streamlined paratransit eligibility and cross-jurisdictional paratransit, will improve experience for older adults and people with disabilities.





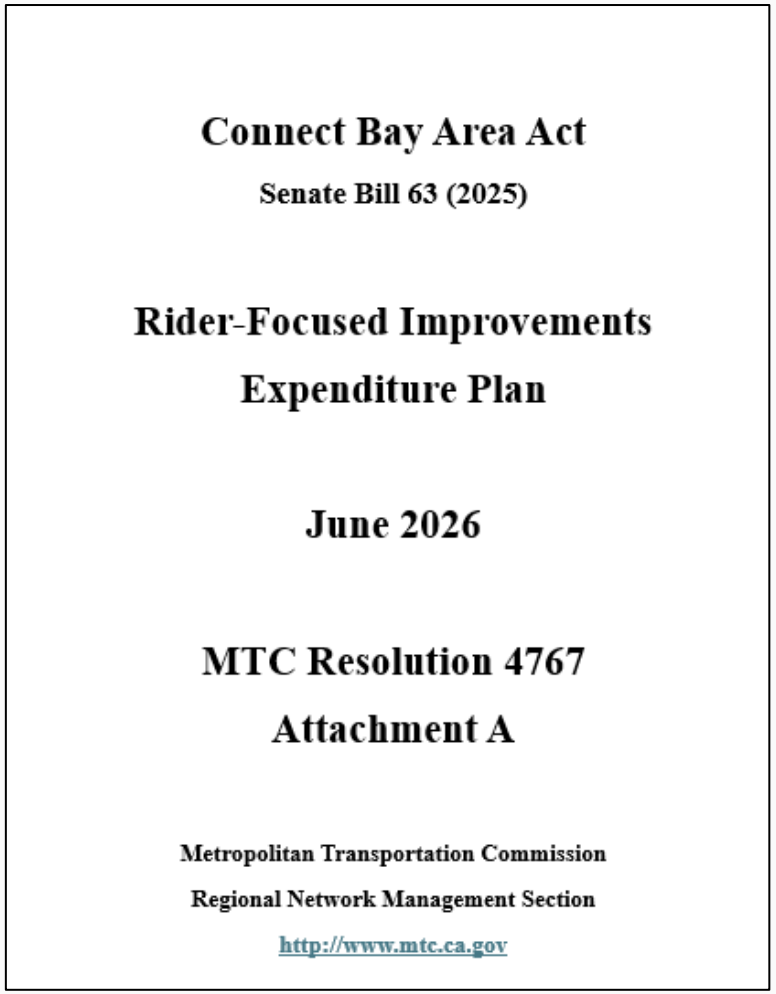
Transit Priority and Mapping and Wayfinding (~$10 million)

- Mapping and wayfinding upgrades at intermodal hubs and strategic transit priority investments will make it easier to navigate the system and improve bus speed and reliability on significant corridors.

Rider-Focused Improvements Expenditure Plan MTC Resolution No. 4767

Purpose:

- To provide additional information about the types of projects and programs that would be funded by rider-focused investments given the very limited descriptions included in SB 63/statute
- Establish a process for MTC, in partnership with transit operators through the Regional Network Management Framework, to develop a program of projects/programs for the use of rider-focused improvement funds


Connect Bay Area Act

Senate Bill 63 (2025)

Rider-Focused Improvements Expenditure Plan

June 2026

MTC Resolution 4767

Attachment A

Metropolitan Transportation Commission

Regional Network Management Section

http://www.mtc.ca.gov

Fare Programs

Description in SB 63: *"Fare programs, including free and reduced-cost transfers and expanding the Clipper START program"**

- Delivering rider-friendly fare products and programs helps make transit more affordable for today's users and encourages more people to use transit.
- Goals: affordable access to transit, increase ridership, promote interagency collaboration
- Projects and Programs: $25 million per year
  - Clipper START
  - Free/Reduced Inter-agency Transfers
  - Fare Programs



Source: California Government Code Section 67750 § 10-12

Accessibility

Description in SB 63: *"Accessibility programs and projects"**

- Improve mobility and access to services for older adults and people with disabilities and give more Bay Area residents the freedom to get around the region independently.
- Goals: improve mobility/access to services and better service delivery
- Projects and Programs: $10 million per year
  - Projects/Programs in the Coordinated Plan
  - Improvements to Paratransit Service



**Source:* California Government Code Section 67750 § 10-12

Transit Priority/Mapping and Wayfinding

- **Transit Priority** investments improve transit travel time and reliability, enhancing the experience for riders and lowering costs for operators.
  - Goals: reduce travel time for riders, increase ridership, reduce operational costs
- The **Regional Mapping and Wayfinding Project** is working to make it easier to ride transit in the Bay Area by making wayfinding materials more consistent and easier to identify.
  - Goals: provide easy-to-understand transit information for travelers and improve the accessibility of the transit system for all types of users
- Projects and Programs: $10 million per year

Description in SB 63: *"Mapping and wayfinding and transit priority projects and programs"**





**Source:* California Government Code Section 67750 § 10-12

Proposed Programming Process

- MTC Commission will adopt a multi-year program of projects for rider-focused improvements at least every four years
- Program will be developed by MTC staff in partnership with transit operators through the Regional Network Management framework
  - Regional Network Management Council
  - Customer Advisory Group
- Program of projects will be consistent with state statute and all applicable geographic use of funds conditions
- MTC Commission may revise MTC Resolution No. 4767 as needed in the future



Proposed Action

- Regional Network Management Committee forwards MTC Resolution No. 4767, the Connect Bay Area Act Rider-Focused Improvements Expenditure Plan, to the Commission for approval.



375 Beale Street, Suite 800
San Francisco, CA 94105

Metropolitan Transportation Commission

Legislation Text

File #: 26-0749, **Version:** 1

Subject:
MTC Resolution No. 4778. Proposed Metropolitan Transportation Commission (MTC) Fiscal Year (FY) 2026-27 Operating and Capital Budgets

Adoption of MTC Resolution No. 4778, approving the MTC Proposed FY 2026-27 Operating and Capital Budget

Presenter:
Derek Hansel

Recommended Action:
Commission Approval

Metropolitan Transportation Commission

June 24, 2026 **Agenda Item 14a - 26-0749**

Metropolitan Transportation Commission (MTC) Resolution No. 4778
Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget

Subject:

Staff requests adoption of the Metropolitan Transportation Commission (MTC) Resolution No. 4778, approving the MTC Proposed Fiscal Year (FY) 2026-27 Operating and Capital Budget.

Summary of Changes from May Draft:

On May 27, 2026, staff presented the draft FY 2026-27 Operating and Capital Budget to the Commission as an information item. The proposed budget incorporates updated revenue projections across all major sources, refined staffing allocations, benefit and overhead assumptions, a revised cost-of-living adjustment (COLA) consistent with MTC labor agreements and recent Consumer Prix Index (CPI) projections, and updated contractual services. Collectively, these changes improve the projected operating position by $0.8 million, reducing the operating deficit before transfers from $1.4 million in the May draft to $0.6 million in the proposed budget.

Background:

The Metropolitan Transportation Commission (MTC) was established under federal and state laws in 1970 to provide comprehensive regional transportation planning, and address other regional issues, including housing and development, for the nine counties that comprise the San Francisco Bay Area, (the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma).

As the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA), MTC is responsible for regional transportation planning and project selection, distribution of federal, state, and local transportation dollars at the regional level, short and long-range regional transportation plans, short-term regional transportation improvement program, and administration of state transportation dollars.

MTC's principal sources of revenue to fund its governmental operations include federal, state, and local grants; inter-fund transfers from affiliated agencies; a percentage of the sales tax revenues collected in the nine Bay Area counties under the State Transportation Development Act of 1971 (TDA); grants

from the U.S. Department of Transportation (Caltrans), Office of the Secretary of Transportation (U.S. DOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and other federal, state and local agencies.

The current economic backdrop and uncertainty as to key macroeconomic factors have led staff to take a cautious approach in developing the FY 2026-27 Operating and Capital Budget. While Gross Domestic Product (GDP) growth and low unemployment paint a strong picture, there are other factors that may complicate the Agency's financial picture during the coming fiscal year and we must navigate significant financial headwinds:

- Inflation has remained persistently above the Federal Reserve's 2% objective, with core measures hovering near or above 3% since 2023.
- The Federal Reserve has held the federal funds rate in the 3.5%-3.75% range since late 2025 as policymakers balance sticky inflation against signs of a softening labor market; the trajectory of further rate adjustments and the upcoming change in Fed leadership add to financial-market uncertainty.
- The ongoing transition in U.S. tariff and trade policy — including the scheduled expiration of the Section 122 universal surcharge in July 2026 and pending decisions on country-specific Section 301 tariffs — continues to affect supply chains, input costs, and consumer prices. Combined with persistent geopolitical tensions and energy-price volatility, these factors contribute to broader uncertainty in the regional economic outlook.

Additionally, the federal funding environment remains in flux. The Infrastructure Investment and Jobs Act (IIJA) authorizations are scheduled to expire September 30, 2026, and the trajectory of surface transportation reauthorization, formula and discretionary award levels, and the timing of grant obligations remain unsettled. Within this environment, MTC's proposed budget projects a modest deficit; careful monitoring of the evolving situation and disciplined financial planning and administration will be key to sustaining operations and capital investments.

Key Budget Development Issues:

While conditions in some sectors remain favorable, the macroeconomic factors discussed above and other key issues could present challenges for MTC in FY 2026-27 and beyond. These structural and

time-related issues span both the revenue and expense sides: (1) MTC's General Fund relies on TDA revenue, the growth of which has been outpaced by inflation-driven cost increases, shifts in consumer spending toward non-taxed items, and increasing demands for MTC functions that lack alternative funding sources; (2) the formula-based structure of the Bay Area Toll Authority (BATA) administrative transfers, which is tied to a share of toll revenue rather than directly to MTC's actual cost of supporting BATA operations; and (3) the timing-related indirect cost carryforward, which reduces MTC's FY 2026-27 indirect cost recovery.

The Proposed FY 2026-27 Operating and Capital Budget attempts to strike a balance between (1) resourcing staffing needs to address Commission initiatives and MTC's portfolio and priorities, and (2) the need to be fiscally prudent in light of the structural and timing-related constraints described above against an evolving Bay Area economic environment.

FY 2026-27 Budget Assumptions:

The proposed budget incorporates several key assumptions:

- 3.6% net interest yield.
- 3.5% increase in Sales Tax revenue from TDA compared to FY 2025-26 projections.
- 8% Staffing vacancy rate.
- The budget applies a 46% benefit rate to salaries to allocate projected employer-paid employee benefits, including retirement, health insurance, transit subsidies, and other post-employment benefits.
- FY 2026-27 indirect cost recover rates include compensated absences and a new set of entity-specific carryforward pools that returns prior-year over-recoveries to grant programs through reduced future rates, per federal cost recovery requirements.
- 3.8% cost-of-living adjustment (COLA) based on current consumer price index (CPI) projections, which is pursuant to the Metropolitan Transportation Commission Memorandums of Understanding (MOU).

New Positions:

MTC is responsible for authorizing staffing for MTC, the Association of Bay Area Governments (ABAG), and all operating entities. The proposed FY 2026-27 budget requests an authorized headcount at 431 positions, with one new position added; staffing reallocations among entities and departments reflect changes in program needs and reorganization. The proposed position would support the administration of an accessibility program funded by a fee levied by multiple counties on transportation network company fares. The position would be fully funded through this fee. This additional staffing resource advances Commission priorities, including improving accessibility.

FY 2026-27 Revenue and Expense:

Total revenue estimated for FY 2026-27 is $357.3 million, up $0.8 million from the amended FY 2025-26 budget. The $8.6 million decrease (-4.7%) in federal funding is primarily attributable to reductions in Surface Transportation Block Grant (STBG) programming, Federal Transit Administration (FTA) 5307 funds, and the drawdown of prior-year balances. The $10.9 million decrease (-16.3%) in state funding is driven mainly by the continued spend-down of Regional Early Action Planning 2.0 (REAP 2.0) funds, which sunset for program purposes on December 31, 2026. This is partially offset by increases in Transportation Development Act (TDA) and Senate Bill 1 (SB1) Sustainable Communities carryover funding. Local Funding increases by $20.4 million (45.3%) reflecting expanded allocations from both the MTC Exchange Fund and the State Transit Assistance (STA) Exchange Fund. Administrative Overhead Reimbursements increase modestly by 2.1%, primarily due to the $23.8 million BATA 2% administrative draw and a $0.8 million Enterprise Resource Planning (ERP) reimbursement, partially offset by lower indirect cost rate allocations.

As with other programmed but unallocated grants, contract awards and expenditures only proceed when funds become available.

FY 2026-27 Proposed Operating Revenue (millions denoted as M):

	FY 2025-26	FY 2026-27	% Change	$ Change
Federal Grants	$182.1M	$173.5M	(5%)	($8.6M)
State Grants	66.6M	55.7M	(16%)	(10.9M)
Local Funding	45.0M	65.4M	45%	20.4M
General Fund	16.8M	17.4M	3%	0.6M
Transfer from Other Entities/Funds	7.9M	6.4M	(19%)	(1.5M)
Administrative Overhead Reimbursement	35.5M	36.2M	2%	0.7M
Other	2.6M	2.7M	0%	0.1M
Total	**$356.5**	**$357.3M**	**0%**	**$0.8M**

Total expenses proposed for FY 2026-27 are $357.9 million, an increase of $7.9 million (2.3%) compared to the amended FY 2025-26 budget. This net growth reflects both targeted program expansions and the wind-down of several time-limited or carryover-funded efforts. The overall increase is driven primarily by higher contractual services, which increase by $5.4 million (2.0%), and computer services, which increase by $2.4 million (24.8%). The growth in computer services reflects expanded technology shared hosted services and the continued transition to cloud-based infrastructure. Salaries and benefits increased modestly, up $0.9 million (1.4%), reflecting refined staffing assumptions and updated overhead allocations.

Within contractual services, the FY 2026-27 budget reflects a strategic realignment of resources. Significant decreases include Network Management (–$6.6 million); REAP-funded Housing and Transportation (–$4.2 million) as the REAP program sunsets; the Means-Based Fare Program (–$4.0 million); and Regional Mobility Technology (–$3.1 million), as several carryover initiatives wind down. These reductions are partially offset by notable increases in priority initiatives. The Community Action Resource and Empowerment (CARE) program for Equity, Access, and Mobility increases by $22.6 million (346%). Funding also increases for federal transportation legislation activities through County Transportation Agencies (CTA) Planning and Programming (+$8.9 million), the BusAID Master Funding Agreement (+$7.7 million, driven by BusAID Round 2), and Information Technology Services supporting ERP, Salesforce, and file storage (+$2.0 million, or 64%).

Lower anticipated expenditures in several categories reflect the expectation that only remaining balances will carry forward into FY 2026-27.

A summary of expense changes is shown below; millions are denoted as M:

	FY 2025-26	FY 2026-27	% Change	$ Change
Salaries, Benefits, and Overhead	$61.9M	$62.8M	1%	$0.9M
Computer Services	9.6M	12.0M	25%	2.4M
General Operations	6.0M	5.4M	(10%)	(0.6M)
Consultants	270.3M	275.7M	2%	5.4M
Other	2.2M	2.0M	(5%)	(0.2M)
Total	**$350.0M**	**$357.9M**	**2%**	**$7.9M**

Post Retirement Costs:

The combined MTC unfunded post-retirement obligation is nearly $23.2 million: $18.0 million and $5.2 million for PERS and OPEB obligations, respectively. On a plan-wide basis, the CalPERS pension plan is approximately 92% funded and the OPEB plan is approximately 88% funded. The scheduled amortizations are built into the benefits rate. Staff will continue to monitor CalPERS investment results and required annual contributions.

Contract Services Funding:

The contract services budget for FY 2026-27, including all contract services funded by new grants, is $275.7 million. The Commission's adoption of the FY 2026-27 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. A detailed schedule of these contract services is included in Attachment C.

MTC Grants and Other Sources of Project Funding:

MTC currently manages over 70 active grants and funding sources, totaling $561.5 million in awarded and allocated funds. The grant schedule (Attachment B) in the proposed budget highlights the addition of approximately $34.2 million in new federal formula and programmed grants. Of this funding portfolio, the total carryover and new funding allocated for FY 2026-27 staff cost expenditures and

contractual commitments is $294.6 million. Some of the federally funded projects supported by the grant funds include:

- CTA Planning & Programming Activities
- Priority Development Area (PDA) Growth Framework Implementation
- Regional Mapping & Wayfinding Project Progressive Design-Build Pilot Construction
- Enhancing Support for Safety in the Bay Area
- Local Fleet Electrification Planning

MTC Capital Budget:

The MTC Capital Budget for FY 2026-27 includes $1.9 million for the additional costs of implementing capital projects, including the Enterprise Resource Planning (ERP) Software Replacement, an Agenda Management Solution, Intune Enhancements, and managed information security services. It will be funded primarily by transfers from MTC Operating Reserve, BATA, and the Bay Area Infrastructure Financing Authority (BAIFA), along with interest income. This proposed increase will bring the MTC Capital Budget to a life-to-date total of $35.7 million.

Clipper Operating:

The proposed Clipper operating budget for FY 2026-27 is $64.4 million, down from the amended FY 2025-26 budget of $69.8 million. Due to delays in the Clipper 2 (account-based system) launch and customer migration, the Clipper 1 (card-based) system will remain in service for approximately six to nine additional months of FY 2026-27, ramping down as migration continues. Therefore, the FY 2026-27 budget reflects parallel operations of Clipper 1 alongside Clipper 2 operating expenses, which include the Customer Service Center (CSC), Fare Media, and Payment Services Operations and Maintenance (O&M) contracts.

The proposed budget reflects continuation of $3.5 million in Clipper 1 O&M, an increase in Clipper 2 CSC costs of approximately $12.0 million and approximately $14.4 million increase in Clipper 2 Payment Services costs as account-based fee structures stabilize. Consistent with the practice initiated in January 2025, MTC continues to cover the transit operator portion of Clipper 1 O&M and a portion of Clipper 2 CSC costs. Primary funding sources of operating costs are:

- Transit operator contributions ($30.4 million)
- State Transit Assistance (STA) ($7.3 million)
- State of Good Repair (SGR) ($8.9 million)
- Low Carbon Transit Operations (LCTOP) ($10.0 million)
- Clipper Cards/inactive accounts fund ($2.7 million)
- Float Account Interest ($4.3 million)
- Regional Measure 2 ($4.5 million)

Clipper Capital:

The proposed Clipper capital budget includes Clipper 1 and Clipper 2. Clipper 1 capital is in close-out; the life-to-date Clipper 1 budget projections are approximately $245.0 million through FY 2026-27, with a marginal increase of approximately $0.5 million in residual interest income.

The proposed FY 2026–27 Clipper 2 life-to-date budget totals $349.1 million, reflecting a $19.0 million increase to support continued system deployment as Cubic advances toward the System Completion milestone. Key capital priorities include enhancements to fare inspection and mobile payment solutions, customer service terminal equipment, updates to account-based web portals, and targeted system enhancements and expansion. New funding sources include $11.3 million from State of Good Repair (SGR), $2.1 million from State Transit Assistance (STA), $2.3 million from inactive card revenue, and $0.9 million from Surface Transportation Block Grant (STBG) funds.

Bay Area Infrastructure Projects:

The proposed FY 2026-27 Bay Area Infrastructure Projects (previously known as Bay Area Forward) budget reflects continued programming across active and planned projects, resulting in a $49.5 million increase to the life-to-date budget from $252.5 million in FY 2025-26 to $302.0 million in FY 2026-27. This updated budget incorporates a wide range of federal, state, and local funding sources to support the delivery of projects across the region.

The most significant addition is $31.1 million for the Bay Bridge Forward 2020 project, drawing on Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) sources. The West Oakland Link project receives an additional $14.9 million in FY 2026-27 programming, including new CMAQ funding and Alameda County Transportation Commission

(ACTC) contributions. Together, these two projects account for approximately 93% of the FY 2026-27 Bay Area Infrastructure Projects budget increase.

In addition, the budget includes $3.5 million in additional programming for the State Route 37 (SR 37) Sears Point to Mare Island Improvement project. Other Bay Area Infrastructure Projects carry forward existing life-to-date budgets without new programming.

A detailed funding breakdown by project and source is included in Attachment F.

Exchange Fund:

The MTC Exchange Fund/Program (governed by MTC Resolution No. 3989, Revised) allows the Metropolitan Transportation Commission to trade federal transportation funds for unrestricted local funds. This funding swap provides the Bay Area with greater flexibility to deliver priority projects that are otherwise ineligible for strict federal grants. Federal funds like the Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) have strict spending guidelines. By trading these with local partners for unrestricted non-federal local funds, MTC can fund localized initiatives like bikeshare expansions, pilot studies, and engagement programs. MTC can loan unused or slow-to-spend federal apportionment to agencies that have an eligible project ready to move forward. In return, MTC receives an equal amount of reliable local or federal funds to utilize on Bay Area priorities. Swapping dollars provides a mechanism for which limited regional funds are utilized rather than being lost or lapsing due to federal red tape or bureaucratic delays.

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling $58.1 million:

- Housing Investments (Bay Area Housing Finance Authority (BAHFA) Senior Rental, Mixed-Income Loan, Regional Housing Technical Assistance) - $17.3 million
- Priority Conservation Area Grant Program - $5.5 million
- Priority Production Area Grant Program - $2.5 million
- Bike Share Investments - $3.5 million
- Active Transportation Technical Assistance and Bay Trail Programs - $3.0 million
- Other Multimodal Investments - $26.3 million

The Metropolitan Transportation Commission (MTC) State Transit Assistance (STA) Exchange Program is a regional funding mechanism in the San Francisco Bay Area. It allows MTC to swap state transit funds with federal or local funds to give regional transit agencies greater flexibility to deliver priority projects. MTC takes state-derived STA funds that would normally go directly to individual transit agencies, exchanges (or "swaps") them for non-federal local funds or federal transportation grants. This benefits the region because federal and state funds come with heavy administrative and eligibility restrictions. By swapping them, MTC and partner agencies can support smaller or specific multi-modal investments (such as staff support, bus priority tech, and trail pilot programs) that wouldn't otherwise qualify for the federal grants.

Consistent with Resolution 4529, the STA Exchange program includes budget for two categories totaling $17.9 million:

- Transit Priority: $16.1 million
- Transit Planning: $1.8 million

MTC Reserves:

The maintenance of appropriate financial reserves is a critical component of prudent fiscal management for governmental agencies. MTC’s operating reserves serve several important purposes, including:

- Supporting cash flow to manage grant-funded expenses in advance of reimbursement
- Providing a contingency funding source for unanticipated needs
- Offering a financial cushion to help withstand economic uncertainty

The proposed budget includes a $0.8 million transfer from MTC’s reserve balance to fund the Capital Budget, along with a net $0.6 million transfer from reserve to support operating activities. With these planned transfers, MTC’s reserve balance is projected to total $78.8 million at the end of FY 2026-27.

Pursuant to MTC Resolution No. 4751, MTC’s Operating Reserve Policy establishes a target to maintain a minimum unrestricted fund balance equivalent to six months of budgeted operating expenditures (50%). The required operating reserve level for FY 2026-27 is estimated at approximately $38 million.

Based on current projections, the FY 2026-27 ending reserve balance is expected to remain in compliance with, and exceed, the policy requirement.

The proposed FY 2026-27 MTC Operating and Capital Budget reflects a balanced and disciplined financial plan that advances the Commission's regional priorities amid a highly uncertain economic and funding environment. Targeted updates since the May draft modestly improve the operating outlook, while maintaining a cautious approach to revenue and expenditure assumptions.

With total revenues of $357.3 million and expenditures of $357.9 million, the budget reflects a manageable operating shortfall that is addressed through planned, policy-compliant use of reserves, which remain strong and above required levels. The budget strategically aligns resources to support key initiatives, sustain core planning and programming responsibilities, invest in critical capital and technology improvements, and advance major regional programs such as Clipper 2 and Bay Area infrastructure projects.

Overall, the proposed budget demonstrates prudent fiscal stewardship, flexibility in navigating economic and funding risks, and continued commitment to delivering a coordinated, resilient, and forward-looking transportation system for the Bay Area.

Recommendation:

Staff recommends adoption of MTC Resolution No. 4778, approving the Metropolitan Transportation Commission (MTC) Proposed FY 2026-27 Operating and Capital Budget.

Attachments:

- Metropolitan Transportation Commission (MTC) Resolution No. 4703, FY 2025-26 Operating and Capital Budget
- MTC Operating Budget - Attachment A
- Federal, State, and Local Funding Schedule - Attachment B
- Contractual Services Estimates - Attachment C
- MTC Capital Budget - Attachment D
- Clipper Operating and Capital Budget - Attachment E
- Bay Area Infrastructure Projects Capital Budget - Attachment F

- MTC Exchange Fund Budget - Attachment G
- STA Exchange Fund Budget - Attachment H
- Metropolitan Transportation Commission FY 2026-27 Operating and Capital Budget Presentation

Andrew B. Fremier

Date: June 24, 2026
W.I.: 1152
Referred by: Commission

ABSTRACT

Resolution No. 4778

This resolution approves the Agency's Operating and Capital Budget for FY 2026-27.

Further discussion of the agency budget is contained in the Summary Sheets dated June 24, 2026. A budget is attached as Attachments A through H.

Date: June 24, 2026
W.I.: 1152
Referred by: Commission

Re: Metropolitan Transportation Commission's Operating and Capital Budget for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4778

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

WHEREAS, MTC is also the designated Metropolitan Planning Organization (MPO) for the Bay Area and is charged with carrying out the metropolitan transportation planning and programming process required to maintain the region's eligibility for federal funds for transportation planning, capital improvements, and operations; and

WHEREAS, on April 22, 2026 the Commission approved MTC's Overall Work Program (OWP) for Fiscal Year 2026-27 with the adoption of MTC Resolution No. 4755; and

WHEREAS, the OWP identifies MTC's Overall Work Program for FY 2026-27; and

WHEREAS, the MTC Agency Budget for FY 2026-27 is consistent with the OWP as adopted pursuant to MTC Resolution No. 4755; and

RESOLVED, that MTC's Agency Budget for FY 2026-27, attached hereto as Attachment A, and incorporated herein as though set forth at length, is approved; and, be it further

RESOLVED, that the Executive Director or designee may approve adjustments among line items in the MTC operating budget for FY 2026-27, provided that there shall be no increase in the overall MTC operating budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC delegates to its Administration or Operations Committees the authority to approve all contracts and expenditures in MTC's Agency Budget for FY 2026-27, providing that there shall be no increase in the overall budget without prior approval of the Commission; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall submit written requests to the Administration or Operations Committees for approval of consultants, professional services, and expenditures authorized in the MTC Agency Budget for FY 2026-27; and, be it further

RESOLVED, that MTC's Executive Director and the Chief Financial Officer are authorized to carry over and re-budget all grants, contracts and funds properly budgeted in the prior year for which expenditures were budgeted and encumbered and which will take place in FY 2026-27; and, be it further

RESOLVED, that the Commission authorizes the use of MTC funds for cash flow purposes, as an advance on authorized expenditures until the expenditures have been reimbursed; and, be it further

RESOLVED, that, consistent with the MTC Operating Reserve Policy (MTC Resolution No. 4751), the Commission authorizes the designation of certain reserves for FY 2026–27, Benefits, Liability, Compensated Absences, Encumbrances, Building, Other Post-Employment Benefits (OPEB), and Capital and Fixed Asset Replacement. The Chief Financial Officer is authorized to set aside $1,000,000 for computer capital and replacement. The Chief Financial Officer is authorized to utilize the funds in the Benefits Reserve to meet any obligations resulting from the requirements of or changes in the employee labor agreements or for the purpose of prepaying or retiring unfunded pension or OPEB Liability. No additional expenditures shall be authorized from any designated reserves authorized by MTC's Agency Budget for FY 2026-27 without prior authorization of the Administration Committee; and, be it further

RESOLVED, that the Commission affirms the Operating Reserve shall be maintained in accordance with the provisions, requirements, and guidelines established under MTC Resolution No. 4751; and, be it further

RESOLVED, that the total of full time regular and project term limited employees is established at 431 and will not be increased without approved increase to the appropriate FY 2026-27 budget and that the Executive Director or Designee is authorized to manage all contract, hourly or agency employees within the authorized FY 2026-27 budget; and, be it further

RESOLVED, that MTC's Executive Director, or the responsible MTC staff person designated by the Executive Director, shall furnish the Administration Committee with a quarterly financial report to reflect budgeted and actual income, expenditures, obligations for professional and consultant services and such other information and data as may be requested by the Administration Committee.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission
held in San Francisco, California and at other
remote locations on June 24, 2026.

Date: June 24, 2026
W.I.: 1152
Referred by: Commission

Attachments A,B,C,D,E,F,G,H
Resolution No. 4778

METROPOLITAN TRANSPORTATION COMMISSION

AGENCY'S OPERATING AND CAPITAL BUDGET

FY 2026-27

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STA Exchange Fund Budget	Attachment H

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Federal Grants	$ 182,076,527	$ 173,501,444	-4.7%	$ (8,575,083)
State Grants and Funding	66,583,840	55,699,060	-16.3%	(10,884,780)
Local Funding	44,974,759	65,367,173	45.3%	20,392,414
Transportation Development Act (TDA) - General Fund	16,782,953	17,368,707	3.5%	585,754
Transfer from Other Entities/Funds	7,879,627	6,401,948	-18.8%	(1,477,679)
Administrative Overhead Reimbursement	35,488,990	36,235,908	2.1%	746,918
Interest Income	2,685,780	2,694,550	0.3%	8,770
Total Operating Revenue	**$ 356,472,476**	**$ 357,268,790**	0.2%	$ 796,314
Total Operating Expense	**$ 349,961,295**	**$ 357,914,195**	2.3%	$ 7,952,900
Operating Surplus/(Deficit) Before Transfers	$ 6,511,181	$ (645,405)	-109.9%	$ (7,156,586)
Operating Surplus/(Deficit) After Transfers	$ 511,181	$ (645,405)	-226.3%	$ (1,156,586)
Transfer In/(Out) Operating Reserve	$ 2,132,019	$ 1,464,377	-31.3%	$ (667,642)
Transfer Out to Capital Fund	$ (2,643,200)	$ (818,972)	-69.0%	$ 1,824,228
Net Operating Surplus/(Deficit)	$ -	$ -	0.0%	$ -
Use of Reserves				
Beginning Reserve Balance	$ 85,369,000	$ 81,781,981	-4.2%	$ (3,587,019)
Transfer In/(Out) Operating Reserve	511,181	(645,405)	-226.3%	(1,156,586)
Transfer In/(Out) Capital Reserve	(2,643,200)	(818,972)	-69.0%	1,824,228
Net Transfers In/(Out) Reserves	(2,132,019)	(1,464,377)	-31.3%	667,642
Committed to Legal Reserve	(1,455,000)	(1,552,000)	6.7%	(97,000)
Ending Reserve Balance	81,781,981	78,765,604	-3.7%	(3,016,377)
Operating Revenue				
Federal Grants				
Congestion Mitigation and Air Quality (CMAQ)	$ 13,626,107	$ 10,481,995	-23.1%	$ (3,144,112)
Congestion Mitigation and Air Quality (CMAQ) - New	5,450,000	-	-100.0%	(5,450,000)
Federal Highway Administration Planning (FHWA PL)	-	10,411,817	N/A	10,411,817
Federal Highway Administration Planning (FHWA PL) (Carryover)	12,548,725	3,773,054	-69.9%	(8,775,671)
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law	-	266,970	N/A	266,970
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law (Carryover)	270,268	-	-100.0%	(270,268)

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	597,833	-	-100.0%	(597,833)
Federal Highway Administration State Planning and Research (FHWA SPR Part I) (FY 2024-25)	460,131	365,980	-20.5%	(94,151)
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) - Complete Streets Bipartisan Infrastructure Law	-	229,574	N/A	229,574
Federal Transit Administration (FTA) 5303	-	4,960,216	N/A	4,960,216
Federal Transit Administration (FTA) 5303 - Carryover	5,429,721	1,950,740	-64.1%	(3,478,981)
Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	350,000	0.0%	-
Federal Transit Administration (FTA) 5307	15,000,000	9,000,000	-40.0%	(6,000,000)
Federal Transit Administration (FTA) 5312	330,000	-	-100.0%	(330,000)
HUD Pro Housing Grant	5,000,000	5,000,000	0.0%	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	81,453,689	74,218,220	-8.9%	(7,235,469)
Surface Transportation Block Grant (STBG) (Local Match Required)	19,318,074	16,464,902	-14.8%	(2,853,172)
Surface Transportation Block Grant (STBG) - New	10,440,000	24,183,000	131.6%	13,743,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	1,544,979	1,544,979	0.0%	-
Safe Streets for All Grant (SS4A) (Local Match Required)	10,000,000	10,000,000	0.0%	-
U.S. National Science Foundation	257,000	300,000	16.7%	43,000
	$ 182,076,527	**$ 173,501,444**	-4.7%	**$ (8,575,083)**

State Grants and Funding

California Housing Community Development (HCD) (REAP 2.0)	$ 37,457,557	$ 28,314,157	-24.4%	$ (9,143,400)
California Public Utilities Commission (CPUC)	-	252,077	N/A	252,077
Low Carbon Transit Operations Program (LCTOP) Means Based	168,836	-	-100.0%	(168,836)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	-	2,125,600	N/A	2,125,600
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (Carryover)	3,201,233	2,350,369	-26.6%	(850,864)
SB 125 Formula-Based Transit and Intercity Rail Capital Program	506,045	498,942	-1.4%	(7,103)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	694,531	743,607	7.1%	49,076
Coastal Conservancy	247,430	70,000	-71.7%	(177,430)
State Transit Assistance (STA)	22,340,188	20,201,498	-9.6%	(2,138,690)
2% Transit Transfer	475,000	813,418	71.2%	338,418
2% Transit Transfer - New	425,000	-	-100.0%	(425,000)
5% Transit Transfer	123,127	329,392	167.5%	206,265
5% Transit Transfer - New	293,000	-	-100.0%	(293,000)
Transit and Intercity Rail Capital Program	651,893	-	-100.0%	(651,893)
	$ 66,583,840	**$ 55,699,060**	**-16.3%**	**$ (10,884,780)**

Local Funding

SFMTA Local Funding	$ 700,000	$ -	-100.0%	$ (700,000)
Bay Area Air Quality Management District (BAAQMD)	451,087	-	-100.0%	(451,087)
Exchange Fund	24,596,740	43,041,672	75.0%	18,444,932
State Transit Assistance (STA) Exchange Fund	8,712,458	17,893,688	105.4%	9,181,230
Pavement Management Program (PMP Sales)	2,000,000	2,000,000	0.0%	-

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Sponsorship Fund	17,273	17,273	0.0%	-
High Occupancy Vehicle (HOV) Lane Fines	461,922	366,262	-20.7%	(95,660)
Transportation Fund for Clean Air (TFCA)	550,000	400,000	-27.3%	(150,000)
Pavement Technical Assistance Program Local Share	730,669	625,000	-14.5%	(105,669)
AC Transit - Cities/Local Funds	160,000	-	-100.0%	(160,000)
Alameda County Transportation Commission (ACTC)	469,610	600,000	27.8%	130,390
Santa Clara Valley Transportation Authority	-	200,000	-100.0%	200,000
San Francisco County Transportation Authority	-	131,783	-100.0%	131,783
San Francisco County Transportation Authority Prop L	125,000	91,495	-26.8%	(33,505)
Chan Zuckerberg Initiative	6,000,000	-	-100.0%	(6,000,000)
Subtotal	**$ 44,974,759**	**$ 65,367,173**	**45.3%**	**$ 20,392,414**
Transfers In				
Association of Bay Area Governments (ABAG)	$ 204,029	$ -	-100.0%	$ (204,029)
Bay Area Infrastructure Financing Authority (BAIFA)	132,390	313,550	136.8%	181,160
Bay Area Toll Authority (BATA) Regional Measure 2	2,288,818	1,549,000	-32.3%	(739,818)
Bay Area Toll Authority (BATA) Regional Measure 3	1,000,000	1,000,000	0.0%	-
Bay Area Toll Authority (BATA) Reimbursement	2,141,760	2,370,798	10.7%	229,038
BATA Rehabilitation Program	200,000	-	-100.0%	(200,000)
Transfer In for Investment Management Expenses	1,912,630	1,168,600	-38.9%	(744,030)
Subtotal	**$ 7,879,627**	**$ 6,401,948**	-18.8%	**$ (1,477,679)**
Reimbursements for Administrative Overhead				
Association of Bay Area Governments (ABAG)	$ 3,277,635	$ 4,216,747	28.7%	$ 939,112
BATA 1% Administrative Draw	11,317,897	11,879,783	5.0%	561,886
Additional BATA 1% Administrative Draw	11,317,897	11,879,783	5.0%	561,886
Bay Area Forward	138,865	-	-100.0%	(138,865)
Bay Area Infrastructure Financing Authority (BAIFA)	2,796,911	1,801,956	-35.6%	(994,955)
Bay Area Housing Finance Authority (BAHFA)	629,250	975,545	55.0%	346,295
Bay Area Headquarters Authority (BAHA)	1,097,052	837,592	-23.7%	(259,460)
MTC Capital ERP Project	1,410,837	816,957	-42.1%	(593,880)
Clipper	2,569,305	2,964,327	15.4%	395,022
Service Authority for Freeways and Expressways (SAFE) Reimbursement	933,341	863,217	-7.5%	(70,124)
Subtotal	**$ 35,488,990**	**$ 36,235,908**	**2.1%**	**$ 746,918**
Other Revenues				
Interest	$ 2,685,780	$ 2,694,550	0.3%	$ 8,770
Subtotal	**$ 2,685,780**	**$ 2,694,550**	**0.3%**	**$ 8,770**

	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change % Increase/(Decrease)	Change $ Increase/(Decrease)
Operating Expense				
Program Staff Salaries	$ 25,445,806	$ 25,331,805	-0.4%	$ (114,001)
Program Staff Benefits	11,196,156	11,642,190	4.0%	446,034
Program Temporary Staff Salaries (Non-Benefited Positions)	300,000	142,228	-52.6%	(157,772)
Administrative Overhead Salaries	17,105,168	17,639,723	3.1%	534,555
Administrative Overhead Benefits	7,540,984	7,811,868	3.6%	270,884
Administrative Overhead Temporary Staff (Non-Benefited Positions)	336,393	232,960	-30.7%	(103,433)
I. Salaries and Benefits	**$ 61,924,507**	**$ 62,800,774**	1.4%	$ 876,267
II. Travel and Training	**$ 1,840,129**	**$ 1,720,565**	-6.5%	$ (119,564)
III. Printing, Reproduction, and Graphics	**$ 174,500**	**$ 179,000**	2.6%	$ 4,500
IV. Computer Services	**$ 9,609,941**	**$ 11,997,524**	24.8%	$ 2,387,583
V. Commissioner Expense	**$ 150,000**	**$ 150,000**	0.0%	$ -
VI. Advisory Committees	**$ 30,000**	**$ 30,000**	0.0%	$ -
VII. General Operations	**$ 5,945,273**	**$ 5,348,283**	-10.0%	$ (596,990)
Subtotal of Operating Expenses Before Contractual Service	**$ 79,674,350**	**$ 82,226,146**	3.2%	$ 2,551,796
IX. Contractual Services	**$ 270,286,945**	**$ 275,688,050**	2.0%	$ 5,401,105
Total Operating Expense	**$ 349,961,295**	**$ 357,914,195**	2.3%	$ 7,952,900
Transfer In/(Out)				
Transfer In/(Out) Bay Area Housing Finance Authority (BAHFA)	**$ (6,000,000)**	**$ -**	-100.0%	$ 6,000,000
Total Transfers In/(Out)	**$ (6,000,000)**	**$ -**	-100.0%	$ 6,000,000

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants											
74A1615	**1109**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	$ -	$ -	$ -	$ -	$ 10,411,817	$ 9,786,817	$ 625,000	$ -	06/30/2029
74A1614	**1109 CO26**	Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	10,411,817	6,393,739	245,024	3,773,054	-	3,748,054	25,000	-	06/30/2028
74A1615	**1116**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	-	-	266,970	-	266,970	-	-	06/30/2029
74A1614	**1116 CO26**	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	37,396	-	229,574	-	229,574	-	-	06/30/2029
74A1614	**1307**	FHWA State Planning and Research (Part I) (FY 2024-25) (Carryover)	500,000	134,020	-	365,980	-	-	365,980	-	06/30/2027
6084-208	**1832**	Vanpool Program	20,485,591	10,486,811	1,964,601	8,034,179	-	-	3,998,500	4,035,679	06/30/2030
6084-232	**1839**	Planning Assistance - Planning System Travel Demand	33,844,000	13,045,057	4,334,041	16,464,902	-	-	16,464,902	-	06/30/2029
6084-263	**1855**	Bay Bridge Forward 2020/Freeway Perf: I-80 Corridor	3,000,000	2,203,642	546,358	250,000	-	-	250,000	-	06/30/2027
6084-275	**1861**	Bikeshare Program - Capital	700,000	394,059	126,503	179,438	-	-	179,438	-	06/30/2027
6084-277	**1862**	Regional Mapping Data Service Development - Capital	1,800,000	804,153	75,847	920,000	-	-	920,000	-	06/30/2027
6084-278	**1863**	Regional Mapping and Wayfinding Project	3,991,538	2,754,469	237,069	1,000,000	-	-	1,000,000	-	06/30/2029
6084-285	**1867**	Regional Planning Activities	49,500,000	20,740,659	12,767,804	15,991,537	-	13,741,180	2,250,358	-	06/30/2027
6084-288	**1868**	Regional Streets and Roads Program	11,000,000	6,497,413	115,172	4,387,414	-	-	3,100,000	1,287,414	06/30/2029
6084-284	**1869**	Regional Planning Activities and Programming	57,903,000	34,820,614	15,082,386	8,000,000	-	-	8,000,000	-	06/30/2028
6084-292	**1873**	Implement Bay Area Commuter Benefits Program	6,900,000	4,068,957	508,248	2,322,795	-	-	2,322,795	-	06/30/2028
6084-295	**1874**	Bay Trail Strategic Planning	2,500,000	699,352	808,642	992,006	-	102,722	404,321	484,962	06/30/2028
6084-294	**1875**	Implement a Collective Approach to Freeway Operation and Management	1,000,000	158,552	235,458	605,990	-	-	260,000	345,990	06/30/2028
6084-300	**1877**	Provide Mobility Hubs and Parking Management Planning And Technical Assistance	11,636,000	2,622,372	280,531	8,733,097	-	-	8,733,097	-	06/30/2030
6084-302	**1878**	Transportation Electrification Planning Program	15,000,000	-	-	15,000,000	-	-	15,000,000	-	06/30/2029
6084-303	**1879**	Implement a Collective Approach to Freeway Operation and Management	2,000,000	111,752	535,063	1,353,185	-	-	1,353,185	-	06/30/2029
6084-307	**1880**	511 Traveler Information Program	14,000,000	3,637,284	3,255,110	7,107,606	-	-	5,639,422	1,468,184	06/30/2029
6084-305	**1881**	Traffic Incident Management	2,000,000	605,490	515,810	878,700	-	-	878,700	-	06/30/2029
6084-304	**1882**	Implement a Collective Approach to Freeway Operation and Management	2,000,000	46,572	1,003,428	950,000	-	-	950,000	-	06/30/2029
6084-311	**1884**	Spare the Air Youth Program	3,300,000	18,000	-	3,282,000	-	-	3,282,000	-	06/30/2029
6084-315	**1886**	Planning and Design Assessments of Various Multi-Modal	1,950,000	252,827	-	1,697,173		-	1,697,173	-	06/30/2030
6084-317	**1887**	Planning and Design Assessments of Various Multi-Modal	4,000,000	-	250,000	3,750,000		-	2,004,324	1,745,676	06/30/2030
6084-319	**1888**	Regional Planning - Priority Development Area	9,445,000	-	812,000	8,633,000		-	8,633,000	-	06/30/2030
		Total Federal Highway Administration (FHWA) Grants	**$ 269,400,886**	**$ 110,533,188**	**$ 43,699,096**	**$ 115,168,602**	**$ 10,411,817**	**$ 27,875,316**	**$ 88,337,194**	**$ 9,367,905**	
Federal Transit Administration (FTA) Grants											
74A1615	**1602**	Federal Transit Administration (FTA) 5303 (FY 2026-27)	$ -	$ -	$ -	$ -	$ 4,960,216	$ 1,330,635	$ 3,629,581	$ -	06/30/2028
74A1614	**1602 CO26**	Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	5,056,356	2,297,071	808,545	1,950,740	-	1,950,740	-	-	06/30/2027
74A1614	**1696**	Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	-	-	350,000	-	-	350,000	-	06/30/2027
CA-2025-028-00	**1643**	Federal Transit Administration (FTA) 5307	20,989,232	-	11,989,232	9,000,000	-	-	9,000,000	-	06/30/2027
		Total Federal Transit Administration (FTA) Grants	**$ 26,395,588**	**$ 2,297,071**	**$ 12,797,777**	**$ 11,300,740**	**$ 4,960,216**	**$ 3,281,375**	**$ 12,979,581**	**$ -**	
Federal Grants											
U.S. Department of Housing and Urban Development	**1740**	HUD Pro Housing Grant	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	$ -	$ 5,000,000	$ -	09/30/2029
U.S. National Science Foundation	**NSF**	U.S. National Science Foundation	-	-	-	-	300,000	-	300,000	-	N/A
Strengthening Mobility and Revolutionizing Transportation	**SMART**	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	-	-	-	-	1,544,979	-	1,544,979	-	N/A
			$ 5,000,000	**$ -**	**$ -**	**$ 5,000,000**	**$ 1,844,979**	**$ -**	**$ 6,844,979**	**$ -**	
Total Federal Grants		**Total Federal Grants**	**$ 300,796,474**	**$ 112,830,260**	**$ 56,496,873**	**$ 131,469,341**	**$ 17,217,012**	**$ 31,156,691**	**$ 108,161,754**	**$ 9,367,905**	
State Grants											
SB1 FY27	**SB1 FY27**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	$ -	$ -	$ -	$ -	$ 2,125,600	$ 296,886	$ 1,828,714	$ -	06/30/2028
74A1615	**2226**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26)	2,121,100	571	-	2,120,529	-	941,484	1,179,045	-	06/30/2028
74A1614	**2224**	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25)	2,121,100	1,891,259	-	229,841	-	14,849	214,992	-	06/30/2027
PPM24-6084-296	**2185**	State Transportation Improvement Program (PPM)	803,000	645,232	110,321	47,447	-	-	47,447	-	06/30/2026
PPM25-6084-301	**2186**	State Transportation Improvement Program (PPM)	832,000	-	135,841	696,159	-	546,159	150,000	-	06/30/2027
SB 125 26013001 OP	**7042**	SB 125 Formula-Based Transit and Intercity Rail Capital Program	506,045	7,103	-	498,942	-	498,942	-	-	06/30/2026
Department of Housing and Community Development	**2312**	Regional Early Action Plan (REAP) 2.0	96,792,568	52,058,724	16,419,687	28,314,157	-	2,516,333	25,797,824	-	12/31/2026
19-147 Coastal Conservancy	**2812**	Coastal Conservancy	900,000	376,955	50,556	472,489	-	-	70,000	402,489	06/30/2029
STA Capital #24457123 Cap	**3393**	STA 24457123 Capital	1,785,860	-	-	1,785,860	-	-	1,785,860	-	N/A
Allocation # TBD	**STA3**	State Transit Assistance (STA) FY2022-23	-	-	-	-	96,897	-	96,897	-	N/A
Allocation # TBD	**STA4**	State Transit Assistance (STA) FY 2023-24	-	-	-	-	389,275	-	389,275	-	N/A
Allocation # TBD	**STA5**	State Transit Assistance (STA) FY2024-25	-	-	-	-	2,118,717	791,717	1,327,000	-	N/A
Allocation # TBD	**STA FY26**	State Transit Assistance (STA) FY2025-26	-	-	-	-	2,757,000	-	2,757,000	-	N/A
Allocation # TBD	**STA FY27**	State Transit Assistance (STA) FY2026-27	-	-	-	-	13,053,749	-	13,053,749	-	N/A
2% Transit Transfer	**2438**	2% Transit Transfer - 25009001	750,000	73,344	115,238	561,418	-	86,418	475,000	-	06/30/2028
2% Transit Transfer	**2440**	2% Transit Transfer - 26009001	450,000	-	35,000	415,000	-	-	252,000	163,000	06/30/2029
5% Transit Transfer	**2441**	5% Transit Transfer - 26010001	470,714	5,500	64,103	401,111	-	-	155,500	245,611	06/30/2029
5% Transit Transfer	**2439**	5% Transit Transfer	293,946	120,054	-	173,892	-	138,556	35,336	-	06/30/2028
California Public Utilities Commission (CPUC)	**TNC01**	Transportation Network Company (TNC) Access for All Program	-	-	-	-	250,620	252,077	-	-	N/A
		Total State Grants and Funding	**$ 107,826,333**	**$ 55,178,742**	**$ 16,930,746**	**$ 35,716,845**	**$ 20,791,858**	**$ 6,083,421**	**$ 49,615,639**	**$ 811,100**	

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Local Grants and Funding											
Alameda County Transportation Commission (ACTC)	**3231**	Alameda County Transportation Commission (ACTC)	$ 600,000	$ -	$ -	$ 600,000	$ -	$ -	$ 600,000	$ -	12/31/2026
High Occupancy Vehicle (HOV)	**3902**	High Occupancy Vehicle (HOV)	366,262			366,262	-	366,262	-	-	N/A
Allocation # TBD	**EXCH**	Exchange Fund	-		-	-	25,839,684	-	25,839,684	-	N/A
Allocation No. 19398913	**3907**	Exchange Fund - 19398913	1,046,000	107,505	-	938,495	-	-	938,495	-	06/30/2029
Allocation No. 18398905	**3910**	Exchange Fund - 18398905	6,949,000	5,117,827	-	1,831,173	-	-	1,831,173	-	06/30/2028
Allocation No. 24398920	**3916**	Exchange Fund - 24398920	2,250,000	683,930	83,057	1,483,013	-	-	1,483,013	-	06/30/2028
Allocation No. 24398921	**3917**	Exchange Fund - 24398921	1,500,000	329,192	-	1,170,808	-	252,074	160,234	758,500	06/30/2028
Allocation No. 24398919	**3921**	Exchange Fund -	3,000,000	30,000	140,000	2,830,000	-	-	2,830,000	-	06/30/2029
Allocation No. 24398931	**3933**	Exchange Fund	10,400,000	2,275,684	4,174,316	3,950,000	-	-	3,282,000	668,000	06/30/2028
Allocation No. 25398930	**3939**	Exchange Fund	1,250,000	790,000	-	460,000	-	-	460,000	-	06/30/2029
Allocation No. 25398932	**3936**	Exchange Fund	3,225,000	-	-	3,225,000	-	-	3,225,000	-	06/30/2029
Allocation No. 25398933	**3937**	Exchange Fund	2,740,000	-	-	2,740,000	-	-	2,740,000	-	09/30/2029
STA Exchange Fund	**STAE**	STA Revenue Based Plan Exchange (American Rescue Plan Exchange)	-	-	-	-	17,893,688	-	17,893,688	-	N/A
Pavement Management	**4902**	Pavement Technical Assistance Program Local Share	730,669	91,500	14,169	625,000	-	-	625,000	-	06/30/2028
Pavement Management	**4903**	Pavement Management Program (PMP Sales)	2,000,000	-	-	2,000,000	-	-	2,000,000	-	06/30/2028
Cities/Local Funds	**SFCTAPL**	San Francisco County Transportation Authority Prop L	-	-	-	-	125,000	-	91,495	33,505	N/A
Cities/Local Funds	**TFCA CCAG**	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	**TFCA Daly City**	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	**SPON**	Sponsorship Fund	-	-	-	-	17,273	-	17,273	-	N/A
SFMTA Local Funding	**SFCTA**	San Francisco County Transportation Authority	-	-	-	-	131,783	-	131,783	-	N/A
VTA Local Funding	**VTA**	Santa Clara Valley Transportation Authority	-	-	-	-	200,000	-	200,000	-	N/A
		Total Local Grants and Funding	**$ 36,056,931**	**$ 9,425,639**	**$ 4,411,542**	**$ 22,219,750**	**$ 44,607,428**	**$ 618,335**	**$ 64,748,838**	**$ 1,460,005**	
		Total All Grants and Funding	**$ 444,679,738**	**$ 177,434,640**	**$ 77,839,160**	**$ 189,405,937**	**$ 82,616,298**	**$ 37,858,448**	**$ 222,526,231**	**$ 11,639,010**	
***New Federal Grants**											
newS	**XXXX**	Surface Transportation Block Grant (STBG) - New	$ -	$ -	$ -	$ -	$ 24,183,000	$ -	24,183,000	$ -	N/A
SS4A	**XXXX**	Safe Streets for All Grant (SS4A) (Local Match Required)	-	-	-	-	10,000,000	-	10,000,000	-	N/A
			$ -	**$ -**	**$ -**	**$ -**	**$ 34,183,000**	**$ -**	**$ 34,183,000**	**$ -**	

*Note: The above Federal grants are programmed in the long range transportation plan for the MTC and we will be applying for them in FY 2026-27.

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
1112	**Implement Public Information Program and Tribal Government Coordination**			
	Awards Program/Public & Stakeholder Events	$ 150,000	$ 200,000	$ 50,000
	Awards Program/Public & Stakeholder Events Carryover	150,000	-	(150,000)
	Bike to Wherever/Work Program (promotion, non-federal expenses)	30,000	45,000	15,000
	CBO Engagement	-	125,000	125,000
	Commission events	75,000	85,000	10,000
	Design and Promotion	100,000	-	(100,000)
	Design and Promotion Carryover	75,000	-	(75,000)
	Digital Promotion & Analysis	-	95,000	95,000
	Digital Promotion & Analysis Carryover	80,000	-	(80,000)
	Fellowships	37,000	108,000	71,000
	Knee Deep Times	-	85,000	85,000
	Legal Notices (agencywide)	-	176,000	176,000
	MetroTalks	-	30,000	30,000
	On call Video Services	110,000	40,000	(70,000)
	On-call Communications Support (agencywide)	50,000	200,000	150,000
	On-call Meeting and Engagement Support (agencywide)	150,000	200,000	50,000
	On-call Meeting and Engagement Support (agencywide) Carryover	100,000	-	(100,000)
	Photography services for MTC/BATA (agencywide)	140,000	170,000	30,000
	Polling (agencywide)	175,000	200,000	25,000
	Regional Marketing Campaign	200,000	200,000	-
	Revenue Measure Polling	175,000	-	(175,000)
	RNM Communications	-	300,000	300,000
	Social Media Consultants	118,000	85,000	(33,000)
	Transit Month	100,000	100,000	-
	Translations (agencywide)	25,000	55,000	30,000
	Translations (agencywide) Carryover	35,000	4,000	(31,000)
	Transportation Polling	-	175,000	175,000
	Legal Notices (agencywide) Carryover	235,963	-	(235,963)
	Web Accessibility Training Consultant	75,000	50,000	(25,000)
	Web Accessibility Training Consultant Carryover	25,000	-	(25,000)
	Youth Programs	15,000	15,000	-
	Youth Programs Carryover	20,000	-	(20,000)
	TOTAL	**$ 2,445,963**	**$ 2,743,000**	**$ 297,037**
1121	**Regional Transportation Plan/Sustainable Communities**			
	CALCOG Support	$ 50,000	$ 50,000	$ -
*	*Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)*	*250,000*	-	*(250,000)*
	Climate Off-Model Calculators	59,914	50,000	(9,914)
	Climate Off-Model Calculators (ICF carryover)	25,169	23,412	(1,757)
	Environmental Impact Report - Legal Support	300,000	-	-
	Environmental Impact Report - Legal Support Carryover	50,000	-	150,000
	Environmental Impact Report - Technical Support	150,000	-	(150,000)
	Environmental Impact Report - Technical Support Carryover	363,000	135,000	(228,000)
	Equity Priority Communities Re-Envisioning	735,000	1,063,259	328,259
	PBA50+ Website Upgrades/Maintenance Carryover	225,000	-	(225,000)
	Plan Bay Area 2060 CBO Engagement	300,000	280,000	(20,000)
	Plan Bay Area 2060 Digital Promotion	60,000	50,000	(10,000)
	Plan Bay Area 2060 Public & Stakeholder Engagement	180,000	180,000	-
	Plan Bay Area 2060 Visioning Support	600,000	-	(600,000)
	Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY26/27)	-	100,000	100,000
	Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY25/26) Carryover	50,000	8,750	(41,250)
	Plan Bay Area 2060 Climate Strategies Update and CARB Technical Methodology Support	-	50,000	50,000
	Plan Bay Area 2060 Needs and Revenue Development	-	200,000	200,000
	Plan Bay Area 2060 Perspective Paper - Advancing Economic Vitality	-	200,000	200,000
	Plan Bay Area 2060 Perspective Paper - Regional Growth Framework Refresh	-	200,000	200,000
	Plan Bay Area 2060 Regional Growth Forecast Methodology	-	350,000	350,000
	Plan Bay Area 2060 Engagement Gamification	-	50,000	50,000
	Plan Bay Area 2060 Polling	-	150,000	150,000
	Plan Bay Area Website Ongoing Maintenance	50,000	55,000	5,000
	Plan Bay Area VitalSigns Metrics Webpage Development	-	50,000	50,000
	Plan Bay Area Development	1,451,820	1,251,820	(200,000)
	RHNA/Housing Coordination Plan Technical Support	-	200,000	200,000
	TOTAL	**$ 4,899,903**	**$ 4,697,241**	**$ (202,662)**
1122	**Analyze Regional Data Using GIS and Planning Models**			
	Analytical Center of Excellence Training and Capacity Building	$ -	$ 150,000	$ 150,000
	CivicSpark Fellow	-	50,000	50,000
	Continuous Travel Behavior Survey	239,930	-	(239,930)
	Land Use Model Development & Application	175,000	-	(175,000)
	Pathways to Enable Open-Source Ecosystems (POSE)	200,000	-	(200,000)
	Regional Transit Passenger Survey	960,000	-	(960,000)
	Regional Data Platform	-	125,000	125,000
	Data Services Bench	250,000	250,000	-
	Data Services Bench Carryover	132,581	-	(132,581)
	Data Strategy Consultant Services	50,000	200,000	150,000
	Travel Model 2 Conversion (TM2.2, TM2.3)	450,000	-	(450,000)
	Travel Model Core Development (ActivitySim)	35,000	-	(35,000)
	TOTAL	**$ 2,492,511**	**$ 775,000**	**$ (1,717,511)**
1123	**Analyze Regional Data Using GIS and Planning Models**			

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
	Continuous Travel Behavior Survey	$ -	$ 1,031,783	$ 1,031,783
	Land Use Model Core Development (UrbanSim)	-	35,000	35,000
	Land Use Model Development & Application	-	175,000	175,000
	Modeling Contract Contingency	-	461,581	461,581
	Pathways to Enable Open-Source Ecosystems (POSE)	-	250,000	250,000
	Regional Transit Passenger Survey	-	543,000	543,000
	Travel Model Core Development (ActivitySim)	-	35,000	35,000
	Travel Model Development (TM1+, TM2+)	-	425,000	425,000
	TOTAL	**$ -**	**$ 2,956,364**	**$ 2,956,364**
1125	**Active Transportation Planning**			
	Active Transportation TA/Active Transportation Plan Implementation	$ 2,740,000	$ 2,740,000	$ -
	Active Transportation Workshops	1,000,000	-	*(1,000,000)*
*	*Active Transportation Vision Zero Project*	-	*400,000*	400,000
*	*BART to Bay Trail Connector El Cerrito*	*40,000*	-	(40,000)
*	*De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bicycle Projects*	*40,000*	-	(40,000)
*	*Doolittle Drive Bay Trail Gap Closure*	*40,000*	-	(40,000)
*	*Evelyn Avenue Bikeway, Franklin to Bernardo*	*40,000*	-	(40,000)
*	*Lakeville Corridor Multi-Modal Improvements Study*	*40,000*	-	(40,000)
*	*Mare Island Causeway complete street*	*40,000*	-	(40,000)
*	*Midcoast Multimodal Parallel Trail Gap Closure*	*40,000*	-	(40,000)
*	*Monument Boulevard Active Transportation Corridor*	*60,000*	-	(60,000)
*	*Napa Valley Vine Trail Gap Closure North to South Napa County*	*40,000*	-	(40,000)
*	*San Bruno Avenue Complete Streets Project*	*40,000*	-	(40,000)
*	*South El Cerrito Safe Routes to School*	*40,000*	-	(40,000)
*	*Union City Blvd. Bay Trail connection (Horner St.) / Alameda Creek Trail to Dry Creek Regional Park*	*40,000*	-	(40,000)
*	*Wilder/Downtown Class 1 Multi-use Path Development Project*	*40,000*	-	(40,000)
	TOTAL	**$ 4,280,000**	**$ 3,140,000**	**$ (1,140,000)**
1127	**Regional Trails**			
	Bay Trail Cartographic Services	$ 20,000	$ 20,000	$ -
	Bay Trail Change Management	100,000	47,336	*(52,664)*
	Bay Trail Equity Strategy Phase III	350,000	350,000	-
	Bay Trail Field Survey	-	200,000	*200,000*
	Bay Trail Needs Assessment, Ops & Maintenance Plan	500,000	404,321	*(95,679)*
	Bay Trail Sea Level Rise Adaptation Study	-	75,000	*75,000*
*	*Bay Trail TA Doolittle Gap Closure*	-	*250,000*	*250,000*
*	*Bay Trail Technical Assistance*	*250,000*	-	*(250,000)*
	BATC Engagement and Coordination to Support and Advance the Bay Trail	200,000	138,020	*(61,980)*
	Marshlands Rd Bay Trail	1,500,000	-	*(1,500,000)*
	Marshlands Rd Bay Trail PA/ED & PS&E	1,000,000	1,000,000	-
	Merchandise, Outreach & Advertising	10,000	10,000	-
	Multimodal Trail Access Studies	170,000	-	(170,000)
	Quick Build	25,000	17,000	*(8,000)*
	Quick Build (Zander Westbrook)Bay Trail Sea Level Rise Adaptation Study	75,000	-	*(75,000)*
	Regional Trails GIS maintenance	406,322	23,000	*(383,322)*
	Regional Trails Data Evaluation (5% FY 24-25)	16,805	-	*(16,805)*
	Regional Trails Interactive Map	-	150,000	150,000
	Ridge Trail/Save the Bay Collaboration	93,000	-	(93,000)
	Save the Bay/Rails to Trails Collaboration	-	100,000	100,000
	SFO Gap Corridor Project	200,000	200,000	-
	Trail Oriented Design and Development Best Practices	200,000	67,000	(133,000)
	Water Trail Signage	247,430	70,000	(177,430)
	TOTAL	**$ 5,363,557**	**$ 3,121,677**	**$ (2,241,880)**
1128	**Resilience and Hazards Planning**			
	CivicSpark Fellow	$ 40,000	$ 50,000	$ 10,000
	CivicSpark Fellow (FY25/26) Carryover	-	8,750	8,750
	Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)	-	226,000	226,000
	Resilient Housing (Wildfire & Seismic) TA	-	75,000	75,000
	TOTAL	**$ 40,000**	**$ 359,750**	**$ 319,750**
1132	**Advocate Legislative Programs**			
	Leg. Advocates - Sacramento	$ -	$ 197,803	$ 197,803
	Leg. Advocates - Sacramento Carryover	148,500	14,311	(134,189)
	Leg. Advocates - Washington	-	350,000	350,000
	Leg. Advocates - Washington Carryover	350,000	81,300	(268,700)
	TOTAL	**$ 498,500**	**$ 643,414**	**$ 144,914**
1150	**Executive Office**			
	Policy and Programs	$ 200,000	$ 200,000	$ -
	Clerk Administrative and Agencywide Projects	250,000	-	(250,000)
	Disabilities Advocacy Work	-	25,000	25,000
	Disabilities Listening Session	25,000	-	(25,000)
	Executive Dir Initiatives	200,000	250,000	50,000
	Means-Based/EA+R	100,000	-	(100,000)
	Strategic Operational Initiatives-COO	250,000	250,000	-
	Strategic Review/Agency Initiatives	100,000	100,000	-
	TOTAL	**$ 1,125,000**	**$ 825,000**	**$ (300,000)**

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
1151	**Legal Management**			
	Legal Services	$ 756,000	$ 800,000	$ 44,000
	Litigation Reserves	1,455,000	-	(1,455,000)
	Special Consulting Services	-	300,000	300,000
	TOTAL	**$ 2,211,000**	**$ 1,100,000**	**$ (1,111,000)**
1152	**Financial Reporting and Operational Accounting**			
	Actuarial Service - OPEB	$ 75,000	$ 40,000	$ (35,000)
	ACFR reporting technical support	2,500	2,500	-
	1099 filing	2,500	2,500	-
	Bench Audits	40,000	42,000	2,000
	Financial audit	340,000	350,500	10,500
	Indirect Cost Plan	25,000	25,000	-
	Standard Operating Procedures Manual	75,000	75,000	-
	TOTAL	**$ 560,000**	**$ 537,500**	**$ (22,500)**
1153	**Procurement, Risk and Property Management**			
	ADA Assistance	$ 150,000	$ 200,000	$ 50,000
	Consultant Assistance PRPM Policy and Programs	320,000	-	(320,000)
	Equity Review and Analysis (MTC DBE, SBE, and potential other programs)	200,000	200,000	-
	Ergonomic Review and Assistance	150,000	200,000	50,000
	Finalize Update to BCP	50,000	50,000	-
	PCard System Assistance and Training	75,000	-	(75,000)
	Risk Management Consultant Assistance	250,000	300,000	50,000
	Risk and Procurement Consulting	175,000	-	(175,000)
	Training Materials (Procurement, DBE, Title VI, Compliance)	275,000	-	(275,000)
	TOTAL	**$ 1,645,000**	**$ 950,000**	**$ (695,000)**
1158	**Human Resources**			
	Administrative Services Agency Initiatives	$ 25,000	$ 25,000	$ -
	Agency Onboarding & Team Building Activities	30,000	30,000	-
	Background Check Services	45,000	45,000	-
	Benefits Brokerage	24,000	24,000	-
	Benefits Program Fees/Services (Misc)	10,000	10,000	-
	Class/Comp Plan	66,000	65,000	(1,000)
	Coaching - Executive	50,000	78,000	28,000
	Coaching - Leadership Development	350,000	310,000	(40,000)
	Cornerstone Administration	10,000	10,000	-
	Cultural/Equity Events	40,000	40,000	-
	Employee Recognition & Appreciation SWAG	50,000	50,000	-
	Executive Recruitment Services	50,000	100,000	50,000
	Handbook and Policy Protocols, Procedures, Workflows	20,000	20,000	-
	High School Intern Program	3,000	83,000	80,000
	HR Events - Open Enrollment	23,000	30,000	7,000
	Labor Negotiations Consultation	-	75,000	75,000
	MTI Leadership Academy	110,000	110,000	-
	Recruitment Outreach	90,000	90,000	-
	Skill Assessments	-	10,000	10,000
	Workforce Development Support	15,000	15,000	-
	TOTAL	**$ 1,011,000**	**$ 1,220,000**	**$ 209,000**
1160	**Budgets and Financial Planning and Analysis**			
	Temporary Agency Services	$ 100,000	$ 100,000	$ -
	Financial Planning & Analysis	150,000	500,000	350,000
	Sales tax Services	15,000	15,000	-
	TOTAL	**$ 265,000**	**$ 615,000**	**$ 350,000**
1161	**Information Technology Services**			
	Agency Training	$ 100,000	$ -	$ (100,000)
	Central Square Support	20,000	20,000	-
	Consolidation of File Storage	-	125,000	125,000
	DATA Security Improvements, Cloud Data Security	-	30,000	30,000
	Enterprise App Support - Ongoing	150,000	165,000	15,000
	ERP Agency Training	-	70,000	70,000
	ERP Program Consultant - Operations	-	1,028,000	1,028,000
	Helpdesk Support Technician	110,000	125,000	15,000
	Managed Services for Information Security Program Management - CISOShare	60,000	60,000	-
	Network Assistance	50,000	50,000	-
	Network Drive Relocation	50,000	50,000	-
	On-Call Communications Development Support	-	175,000	175,000
	Salesforce: Agency CRM Enhancement	100,000	-	(100,000)
	Salesforce: Agency CRM O&M	325,000	-	(325,000)
	Salesforce: Operations Support, Security & Governance	750,000	-	(750,000)
	Salesforce TSS Project Manager	-	71,500	71,500
	Salesforce: Jacobs: Transition & Program Support	-	280,000	280,000
	Salesforce Slalom: Element I: Project Management, Governance and Security Support	-	420,000	420,000
	Salesforce: Slalom: Element II: Enhancements & Operations	-	220,000	220,000
	Security Program Consulting and Advisory	20,000	20,000	-
	Shared Infrastructure Platform Support	100,000	100,000	-
	SharePoint Site Updates	40,000	40,000	-
	Software Implementation Support & Emerging Projects	-	250,000	250,000

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
	Training Coordination and Delivery	-	100,000	100,000
	Technical Assistance Portal Enhancements	25,000	25,000	-
	Technical Business Analyst	-	125,000	125,000
	TSS Business Process Improvement	70,000	-	(70,000)
	TSS ITSM Administrator	60,000	-	(60,000)
	TSS Shared Infrastructure Platform Evaluation and Development	15,000	-	(15,000)
	User Experience, Communications, and Change Strategy Standardization Support	-	250,000	250,000
	User Experience, Communications, and Change Strategy Standardization Support - Carryover	-	205,000	205,000
	Web Accessibility 508 On-Going O&M	100,000	100,000	-
	Web Security Project	150,000	157,500	7,500
	Web/DB Application Development/Integration	50,000	50,000	-
	Website Operations Maintenance Enhancement and Hosting	802,774	850,000	47,226
	TOTAL	**$ 3,147,774**	**$ 5,162,000**	**$ 2,014,226**
1162	**Agency Websites**			
	Website Operations Maintenance and Enhancement	$ 100,000	$ 100,000	$ -
	Salesforce: 3rd party licenses	66,500	-	(66,500)
	DATA Security Improvements, Cloud Data Security	30,000	10,000	(20,000)
	Infoblox Domain Monitoring Security Services	30,000	-	(30,000)
	Managed Services for Information Security Program Management - CISOShare	60,000	60,000	-
	Security Program Consulting and Advisory	20,000	20,000	-
	TOTAL	**$ 306,500**	**$ 190,000**	**$ (116,500)**
1167	**Innovation Lab**			
	Innovation Lab Professional and Technical Consulting Services	$ 425,000	$ -	$ (425,000)
	SharePoint/Power Platform Support	25,000	25,000	-
	Innovation R&D	25,000	25,000	-
	User Experience, Communications, and Change Strategy Standardization Support	150,000	-	(150,000)
	TOTAL	**$ 625,000**	**$ 50,000**	**$ (575,000)**
1212	**Performance Measuring and Monitoring**			
	Vital Signs	$ -	$ 300,000	$ 300,000
	Vital Signs Carryover	314,685	30,000	(284,685)
	TOTAL	**$ 314,685**	**$ 330,000**	**$ 15,315**
1222	**Regional Car Pool Program/Van Poll and Commuter Benefits Program**			
	Bay Area Vanpool Program	$ 3,750,000	$ 3,950,000	$ 200,000
	Commuter Benefits Program (SB 1128)	1,500,000	1,037,648	(462,352)
	Commuter Benefits Program (SB 1128) - Carryover	2,227,900	1,155,147	(1,072,753)
	NTD Compliance Audit	22,000	23,500	1,500
	Salesforce: Slalom: Element II: Enhancements & Operations (Commuter Benefits Portal [CBP])	-	100,000	100,000
	Vanpool Audits	20,000	25,000	5,000
	TOTAL	**$ 7,519,900**	**$ 6,291,295**	**$ (1,228,605)**
1223	**Support Transportation System Management Program**			
	Regional Comm Infrastructure Improvements	$ 400,000	$ -	$ (400,000)
	Regional Comm Infrastructure Improvements - Carryover	500,000	260,000	(240,000)
	TOTAL	**$ 900,000**	**$ 260,000**	**$ (640,000)**
1224	**Implement Regional Traveler Information Services**			
	511 Alerting	$ 100,000	$ 90,000	$ (10,000)
	511 Innovation Lab	180,000	200,000	20,000
	511 IVR, Ops IT Services, and eTIDs	-	1,300,000	1,300,000
	511 IVR, Ops IT Services, and eTIDs - Carryover	1,570,000	180,000	(1,390,000)
	511 TIC Operations	1,750,000	1,619,422	(130,578)
	511 TIC Operations - Carryover	37,494	150,000	112,506
	511 Transit Data Manager (TDM)	203,000	125,000	(78,000)
	511 Web Services	850,000	900,000	50,000
	511 Web Services - Carryover	113,271	400,000	286,729
	AT&T FirstNet 511	-	10,000	10,000
	AWS hosting for 511 software	500,000	490,000	(10,000)
	Contract Management Services	310,000	310,000	-
	Regional Paratransit Trip Booking (RPTB)	730,000	-	(730,000)
	Technical Advisor Services	545,000	275,000	(270,000)
	Technical Advisor Services - Carryover	89,388	290,000	200,612
	TOTAL	**$ 6,978,153**	**$ 6,339,422**	**$ (638,731)**
1233	**Transportation Asset Management (TAM) Program**			
	AI Data Collection	$ 1,000,000	$ -	$ (1,000,000)
	Bay Area Vision Zero Data System (BayViz)	940,000	760,000	(180,000)
	BayViz Non-Pavement Asset Data Collection	1,000,000	1,000,000	-
	Enhancing Support for Safety in the Bay Area	12,000,000	12,000,000	-
*	*PTAP Projects*	2,989,543	3,053,313	63,770
	Quality Assurance Program for PTAP	70,000	120,000	50,000
	Regional Safety Data System Support & Expansion	80,000	100,000	20,000
	Regional Zero Emission Fleet Strategy	310,223	310,223	-
	StreetSaver Development	2,241,126	2,071,687	(169,439)
	StreetSaver Development/AI Implementation	500,000	500,000	-
	StreetSaver Development/AI Implementation - Carryover	103,885	-	(103,885)
	StreetSaver Training	700,000	600,000	(100,000)

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
	Workshops/peer - exchanges/outreach campaign	1,000,000	953,185	(46,815)
	TOTAL	**$ 22,934,777**	**$ 21,468,408**	**$ (1,466,369)**
1235	**Implement Incident Management Program**			
*	*I-880 ICM North Segment*	*$ 200,000*	*$ -*	*$ (200,000)*
	I-880 ICM North Segment Integration - Carryover	50,000	-	(50,000)
	I-880 ICM Project Construction and System Integration	50,000	-	(50,000)
	Traffic Incident Management	45,704	45,700	(4)
	Traffic Incident Management - Carryover	1,690,070	833,000	(857,070)
	TOTAL	**$ 2,035,774**	**$ 878,700**	**$ (1,157,074)**
1237	**Freeway Performance Programs - Bay Bridge Forward**			
	Bay Area Traffic Data Collection Service	$ 500,000	$ 454,324	$ (45,676)
	Bay Bridge Forward Transportation Demand Management Strategies	-	750,000	750,000
	Design Alternatives Assessments/Corridor Studies	970,372	1,000,000	29,628
	I-80 Bus on Shoulder Feasibility	395,000	250,000	(145,000)
	INRIX Traffic Data	200,000	550,000	350,000
	Occupancy Detection/Verification- New	200,000	-	(200,000)
	RSR Forward TDM	938,495	938,495	-
	SR-37 RIA	597,833	-	(597,833)
	TOTAL	**$ 3,801,700**	**$ 3,942,819**	**$ 141,119**
1238	**Technology-Based Operations & Mobility**			
	Adaptive Bikeshare Pilot	$ 200,000	$ 108,184	$ (91,816)
	Advanced Technologies Strategic Plan	-	500,000	500,000
	Bay Wheels Contract Extension	-	2,410,000	2,410,000
	Bay Wheels Procurement Strategy	500,000	500,000	-
*	*Bikeshare Capital Grant Program*	826,000	134,300	(691,700)
	Bikeshare Engagement Plan	200,000	100,000	(100,000)
	Bikeshare Implementation	315,500	15,500	(300,000)
	Bikeshare Outreach Plan	200,000	-	(200,000)
	Bikeshare Strategic Advice - Carryover	120,017	11,614	(108,403)
	Bikeshare Station Electrification	560,000	-	(560,000)
	CAV Program	500,000	-	(500,000)
	Daly City Bay Wheels Expansion	1,650,000	860,000	(790,000)
	Launch Incentives	200,000	200,000	-
	Marketing Plan	167,273	167,273	-
	Regional Data Platform	100,000	-	(100,000)
	Shared Use Mobility	280,000	-	(280,000)
*	*Station Siting Support*	*200,000*	*89,524*	*(110,476)*
*	*Station Siting Support - Carryover*	*25,000*	-	*(25,000)*
	TOTAL	**$ 6,043,790**	**$ 5,096,395**	**$ (947,395)**
1239	**Regional Mobility Technology Program**			
	Regional ITS Architecture	$ 1,000,000	$ -	$ (1,000,000)
	Regional ITS Architecture - Carryover	951,567	950,000	(1,567)
	Regional Mapping Data Services Platform	1,260,000	1,260,000	-
	Regional Mapping Data Services - Carryover	1,164,262	-	(1,164,262)
	Unified Benefits Portal - Carryover	-	300,000	300,000
	Salesforce: Regional Mobility Account	1,240,000	-	(1,240,000)
	TOTAL	**$ 5,615,829**	**$ 2,510,000**	**$ (3,105,829)**
1310	**Equity, Access and Mobility Planning and Programs**			
	Annual Paratransit Eligibility Training	*$ 60,000*	$ 60,000	*$ -*
*	Coordinated Plan Implementation - Paratransit Reform Meeting Facilitation	*25,000*	*25,000*	-
	Community Power Building and Engagement	2,000,000	-	(2,000,000)
*	*Community Action Resource and Empowerment (CARE)*	-	*12,400,000*	*12,400,000*
*	*Community Action Resource and Empowerment (CARE) - Carryover*	*3,000,000*	*4,130,000*	*1,130,000*
*	*CARE CBTP TA*	-	*12,000,000*	*12,000,000*
	Regional Paratransit Trip Booking (RPTB)	-	205,000	205,000
	One Seat Ride Pilot Program	1,050,000	-	(1,050,000)
	Transit Transformation Access and Mobility Work Plan - Carryover	400,000	324,275	(75,725)
	TOTAL	**$ 6,535,000**	**$ 29,144,275**	**$ 22,609,275**
1311	**Means Based Fare Program**			
	Clipper START Program Administration	$ 2,355,000	$ -	$ (2,355,000)
*	*Clipper START Program Implementation*	-	*2,135,000*	*2,135,000*
*	*Clipper START Program Implementation - Carryover*	-	*1,522,065*	*1,522,065*
*	*Clipper START Studies, Evaluations, and Analyses - Carryover*	*650,000*	*148,184*	*(501,816)*
*	*Fare integration/Clipper START Subsidies*	*4,095,530*	-	*(4,095,530)*
*	*Clipper START/Fare Programs Subsidies*	*8,000,000*	*7,000,000*	*(1,000,000)*
	Salesforce TSS Project Manager	-	19,500	19,500
	Salesforce: Jacobs: Transition & Program Support	-	20,000	20,000
	Salesforce Slalom: Element I: Project Management, Governance and Security Support	-	30,000	30,000
	Salesforce: Slalom: Element II: Enhancements & Operations	-	40,000	40,000
	Salesforce: Slalom: Element II: Enhancements & Operations (Clipper Start)	-	200,000	200,000
	TOTAL	**$ 15,100,530**	**$ 11,114,749**	**$ (3,985,781)**
1312	**Support Title VI and Environmental Justice**			
	Title VI Triennial Report and LAP review assistance	$ 300,000	$ 300,000	$ -

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
	TOTAL	**$ 300,000**	**$ 300,000**	**$ -**
1413	**Climate Initiatives**			
	* *Antioch Park n Ride Plan*	*$ 190,000.00*	*$ -*	*$ (190,000)*
	* *Bike to Wherever/Work Day Program*	*-*	*1,800,000*	*1,800,000*
	* *Bike to Wherever/Work Day Program Carryover*	*470,432*	*-*	*(470,432)*
	* *Citywide San Mateo Parking Requirement Update*	*181,300*	*181,300*	*-*
	* *Downtown Lafayette Parking Management Program*	*123,200*	*-*	*(123,200)*
	* *Downtown Walnut Creek Curbside Management Plan*	*110,500*	*-*	*(110,500)*
	* *Downtown/Waterfront Vallejo Parking Management Program Evaluation and Action Plan*	*41,400*	*-*	*(41,400)*
	* *Local Fleet Electrification Planning*	*10,000,000*	*10,000,000*	*-*
	* *Marin County Mobility Hub Plan*	*190,000*	*-*	*(190,000)*
	* *Menlo Park Citywide Strategic Parking Plan*	*65,700*	*65,700*	*-*
	* *Mobility Hubs*	*4,130,000*	*-*	*(4,130,000)*
	* *Mobility Hubs/Parking Technical Assistance*	*522,738*	*356,127*	*(166,611)*
	* *Park Napa Plan*	*99,600*	*-*	*(99,600)*
	* *Parking Program*	*3,700,000*	*-*	*(3,700,000)*
	* *Parking Program - Oakland*	*300,000*	*300,000*	*-*
	* *Petaluma Downtown Area Parking Management Plan*	*28,300*	*-*	*(28,300)*
	* *Planning Study to Implement Parking Technology Solutions in Concord Downtown*	*14,700*	*-*	*(14,700)*
	Regional TDM	-	250,000	250,000
	* *Santa Rosa Downtown Parking, Curb Management and Access Plan*	*151,400*	*-*	*(151,400)*
	Santa Rosa Santa Rosa North SMART TOC Parking	-	149,970	149,970
	* *Sausalito Downtown Parking Study*	*14,100*	*-*	*(14,100)*
	* *Southeastern SF Mobility Hub Plan*	*389,000*	*-*	*(389,000)*
	Spare the Air Youth Program Carryover	3,450,000	*1,482,000*	(1,968,000)
	TOC Parking and Station Access	-	7,680,000	7,680,000
	* *Transportation Electrification Planning/Program Strategy*	*5,000,000*	*5,000,000*	-
	TOTAL	**$ 29,172,370**	**$ 27,265,097**	**$ (1,907,273)**
1511	**Financial Analysis of Reporting and Planning**			
	Short Range Transit Plans	$ 600,000	$ 1,300,000	$ 700,000
	Transit Optimization Assessment	500,000	-	(500,000)
	Transit Review Contingency	750,000	-	(750,000)
	TOTAL	**$ 1,850,000**	**$ 1,300,000**	**$ (550,000)**
1512	**Implement Federal Transportation Legislation**			
	* *CTA Planning & Programming Activities*	*$ 9,050,000*	*$ 17,948,000*	*$ 8,898,000*
	OBAG Regional Program Assessment	-	150,000	150,000
	TCP Policy Capstone Project	8,000	-	(8,000)
	TIP Software Development	450,000	262,315	(187,685)
	TOTAL	**$ 9,508,000**	**$ 18,360,315**	**$ 8,852,315**
1514	**Regional Assistance Programs and Project Reviews**			
	Performance Audits - New	$ 104,316	$ 120,802	$ 16,486
	STA Regional Program Transit Projects Contingency	500,000	500,000	-
	TDA/STA Portal	340,000	340,000	-
	TOTAL	**$ 944,316**	**$ 960,802**	**$ 16,486**
1515	**State Programming, Monitoring and STIP Development**			
	* *ATP Technical Assistance Program*	*$ 65,400*	*$ 47,447*	*$ (17,953)*
	Regional Advance Mitigation Program (RAMP) Planning and Coordination	50,000	-	(50,000)
	TOTAL	**$ 115,400**	**$ 47,447**	**$ (67,953)**
1522	**San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study**			
	* *San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study*	*$ 1,389,162*	*$ -*	*$ (1,389,162)*
	TOTAL	**$ 1,389,162**	**$ -**	**$ (1,389,162)**
1611	**Regional Growth Framework Planning and Implementation**			
	Growth Framework Implementation - PDA/TOC Grants	$ 7,300,336	$ 6,775,633	$ (524,703)
	* *Growth Framework Implementation - PDA/TOC Grants*	*20,308,232*	*17,287,763*	(3,020,469)
	Growth Framework Implementation - PPA Grants	902,453	665,849	(236,604)
	* *Growth Framework Implementation - PPA Grants*	*872,764*	*817,164*	*(55,600)*
	* *Housing Policy Grants*	*5,000,000*	*5,000,000*	-
	MPact	-	15,000	15,000
	* *Priority Conservation Area Grants*	*13,013,216*	*13,873,407*	*860,191*
	Priority Sites Technical Assistance	2,411,000	1,908,500	(502,500)
	* *Priority Sites Technical Assistance*	*729,614*	*501,857*	*(227,757)*
	Railvolution (renamed to MPact)	15,000	-	(15,000)
	Regional Housing Technical Assistance (RHTA)	2,700,000	500,000	(2,200,000)
	* *TOC Housing Policy Grants*	-	*2,200,000*	*2,200,000*
	TOC Policy Implementation	1,835,545	1,565,113	(270,432)
	TOTAL	**$ 55,088,160**	**$ 51,110,286**	**$ (3,977,874)**
1612	**Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning**			
	Knee Deep Times	$ 85,000	$ -	$ (85,000)
	BARC Website	30,000	-	(30,000)
	BARC Shared Workplan Initiatives	240,000	-	(240,000)
	TOTAL	**$ 355,000**	**$ -**	**$ (355,000)**

Work Element	Description/Purpose	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)
1615	**Connecting Housing and Transportation (REAP funded only)**			
*	*Housing Technical Assistance*	$ 2,725,000	$ -	$ (2,725,000)
	REAP 2 Public Engagement Carryover	100,000	-	(100,000)
	Regional ODDS	300,000	33,209	(266,791)
	RHTA	85,000	23,634	(61,366)
	RHTA Implementation	1,236,282	442,559	(793,723)
	RHTA Legal Services	153,771	10,000	(143,771)
	ODDS and SB9 Updates	100,000	-	(100,000)
	Universal Design	200,000	200,000	-
	TOTAL	**$ 4,900,053**	**$ 709,401**	**$ (4,190,652)**
1621	**Network Management - Planning for Implementation**			
	BayPass Program Administration	$ 300,000	$ -	$ (300,000)
	Clipper BayPass Program Administration	-	96,897	96,897
	Clipper BayPass Pricing and Program Management - Carryover	250,000	65,000	(185,000)
	Electronic Transit Information Displays (eTID)	-	750,000	750,000
*	*Fare Program Subsidies: Interagency Transfer Pilot*	22,000,000	22,000,000	-
	Fare Programs Administration and Implementation	-	1,000,000	1,000,000
	Hub Signage Program – Transit Information Display Maintenance - Carryover	308,000	329,000	21,000
*	*IDEA TSP: Countywide TSP NOW Program - Carryover*	700,000	611,405	(88,595)
*	*IDEA TSP: Danville/Hartz/San Ramon - Carryover*	250,000	238,852	(11,148)
*	*IDEA TSP: El Camino Real Corridor-Wide Planning*	2,000,000	-	(2,000,000)
*	*IDEA TSP: Marin County Signal Modernization Plan - Carryover*	500,000	462,265	(37,735)
*	*IDEA TSP: TSP Evaluation & Signal Retiming - Carryover*	300,000	184,651	(115,349)
*	*IDEA TSP: TSP on Four Corridors - Carryover*	200,000	200,000	-
	Network Management Implementation	644,258	351,000	(293,258)
	Regional Mapping & Wayfinding Project	3,151,446	863,988	(2,287,458)
	Regional Mapping Data Services - Carryover	-	920,000	920,000
	Regional Mapping & Wayfinding Project - Carryover	-	2,121,872	2,121,872
	Mapping and Wayfinding: Accessibility Consultant - Carryover	70,000	57,000	(13,000)
	Mapping and Wayfinding: Sign Fabrication Pilots General Contractor	15,000,000	-	(15,000,000)
	Regional Transit Rider Survey - In Field	1,000,000	-	(1,000,000)
	Regional Transit Assessment - Carryover	952,354	892,985	(59,369)
	Regional Transit Assessment: Swiftly Speed Map Data Module	297,646	-	(297,646)
	Regional Transit Survey - Development	95,000	-	(95,000)
	RMWP PDB Pilot Construction	-	9,000,000	9,000,000
	RNM Communications	300,000	-	(300,000)
	RNM Implementation Support and Analysis - Carryover	250,000	50,000	(200,000)
	RNM Performance Report - Carryover	500,000	100,000	(400,000)
	SF Ferry Terminal Flap Sign Maintenance - Carryover	21,000	21,000	-
	Sign Fabrication Prototypes	80,000	-	(80,000)
	TAP/RNM Implementation	-	2,285,000	2,285,000
	TOTAL	**$ 49,169,703**	**$ 42,600,915**	**$ (6,568,788)**
1623	**SFCTA Southbound US101/I-280 Managed Lane Program Study**			
	SF Freeway Network Management Study	$ 585,131	$ 457,475	$ (127,656)
	TOTAL	**$ 585,131**	**$ 457,475**	**$ (127,656)**
1626	**Paratransit One-Seat Ride Pilot Evaluation**			
	Bay Area Paratransit One-Seat Ride Pilot Evaluation	$ 350,000	$ 350,000	$ -
	TOTAL	**$ 350,000**	**$ 350,000**	**$ -**
1627	**BusAID Master Funding Agreement Supplements**			
	BusAID: Alvarado-Niles Rd Part-Time Transit Lane Pilot - Carryover	$ 1,507,688	$ 1,447,475	$ (60,213)
	BusAID: Cloud-Based Transit Signal Priority - Carryover	972,113	972,113	-
	BusAID: K-Ingleside Rapid Project Ocean Ave Quick Build - Carryover	2,800,000	2,350,812	(449,188)
	BusAID: Monument Corridor Transit Speed Improvements - Carryover	385,885	385,885	-
	BusAID: Park St Transit Signal Priority & Signal Optimization - Carryover	1,094,418	1,094,418	-
*	BusAID Round 2	-	8,200,000	8,200,000
	TOTAL	**$ 6,760,104**	**$ 14,450,703**	**$ 7,690,599**
1998	**Treasury Pool**			
	Temporary Staffing	$ -	$ 190,000	$ 190,000
	TOTAL	**$ -**	**$ 190,000**	**$ 190,000**
9982	**Treasury Pool**			
	Investment Services	$ 1,102,700	$ 1,123,600	$ 20,900
	TOTAL	**$ 1,102,700**	**$ 1,123,600**	**$ 20,900**
	Total Consultant Contracts	**$ 270,286,945**	**$ 275,688,050**	**$ 5,401,105**

* *Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC, or technical assistance implemented by MTC for the direct benefit of other agencies.*

Capital Projects	FY 2025-26 Life-to-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-to-Date (LTD)
Revenue:			
Transfer from Operating Reserve	$ 23,340,162	$ 818,972	$ 24,159,134
Transfer from Bay Area Toll Authority	8,820,300	511,500	9,331,800
Transfer from Bay Area Infrastructure Financing Authority	1,346,500	82,500	1,429,000
Interest Income	-	476,028	476,028
Total Revenue	**$ 33,506,962**	**$ 1,889,000**	**$ 35,395,962**
Expenses:			
EOL Replacement for existing M4 Blades to M6	$ 208,000	$ -	$ 208,000
Security Upgrades	200,000	-	200,000
Agenda Management Solution	-	120,000	120,000
SCCM and MAC Management Project	80,000	-	80,000
Veeam Backup Server	30,000	-	30,000
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement	200,000	-	200,000
Hardware Support -OOW / Recovery	30,000	-	30,000
Hardware Deployment Pgm	220,000	-	220,000
Hardware Replacement (GIS)	48,000	-	48,000
Hardware - Monitors	75,000	-	75,000
File Migration Project	175,000	-	175,000
Intune Enhancements	-	80,000	80,000
Managed Services for Information Security Program Management - CISOShare	-	39,000	39,000
VMware Alternative Solution	80,000	-	80,000
Enterprise Resource Planning Software Replacement	29,966,962	1,650,000	31,616,962
Committee Packet Automation System	2,500,000	-	2,500,000
Total Expenses	**$ 33,812,962**	**$ 1,889,000**	**$ 35,701,962**

Clipper 1 Operating:	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Revenue:				
Regional Measure 2 (RM2)	$ 2,735,927	$ 3,071,520	$ 335,593	12.3%
State of Good Repair (SGR)	214,122	63,209	(150,913)	-70.5%
State Transit Assistance (STA)	6,664,062	51,139	(6,612,923)	-99.2%
Float Account Interest	6,808,140	4,233,998	(2,574,142)	-37.8%
Transit Operators	6,120,533	311,945	(5,808,588)	-94.9%
Total Revenue	**$ 22,542,784**	**$ 7,731,811**	**$ (14,810,973)**	**-65.7%**
Expense:				
Staff cost	$ 746,731	$ 386,132	$ (360,599)	-48.3%
General Operations	348,945	-	(348,945)	-100.0%
Clipper Operations	23,478,000	3,136,748	(20,341,252)	-86.6%
Total Expense	**$ 24,573,676**	**$ 3,522,880**	**$ (21,050,796)**	**-85.7%**

Clipper 2 Operating:	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Revenue:				
Regional Measure 2 (RM2)	$ 1,510,608	$ 1,415,000	$ (95,608)	-6.3%
State of Good Repair (SGR)	11,142,879	8,876,990	(2,265,889)	-20.3%
State Transit Assistance (STA)	-	7,267,192	7,267,192	0.0%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	249,840	81,047	(168,793)	-67.6%
Transit Operators	16,086,579	30,071,230	13,984,651	86.9%
Total Revenue	**$ 45,399,906**	**$ 60,421,458**	**$ 15,021,552**	**33.1%**
Expense:				
Staff cost	$ 3,002,993	$ 4,677,637	$ 1,674,644	55.8%
General Operations	77,000	510,000	433,000	562.3%
Clipper 2 Operations	42,158,326	55,710,133	13,551,807	32.1%
Total Expense	**$ 45,238,319**	**$ 60,897,770**	**$ 15,659,451**	**34.6%**

Clipper Total Operating:	FY 2025-26 Amendment No. 1	FY 2026-27 Proposed	Change $ Increase/(Decrease)	Change % Increase/(Decrease)
Revenue:				
Regional Measure 2 (RM2)	$ 4,246,535	$ 4,486,520	$ 239,985	5.7%
State of Good Repair (SGR)	11,357,001	8,940,199	(2,416,802)	-21.3%
State Transit Assistance (STA)	6,664,062	7,318,331	654,269	9.8%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	7,057,980	4,315,044	(2,742,936)	-38.9%
Transit Operators	22,207,112	30,383,175	8,176,063	36.8%
Total Revenue	**$ 67,942,690**	**$ 68,153,269**	**$ 210,579**	**0.3%**
Expense:				
Staff cost	$ 3,749,724	$ 5,063,769	$ 1,314,045	35.0%
General Operations	425,945	510,000	84,055	19.7%
Clipper Operations	65,636,326	58,846,882	(6,789,444)	-10.3%
Total Expense	**$ 69,811,995**	**$ 64,420,651**	**$ (5,391,344)**	**-7.7%**

Clipper 1 Capital:	**FY 2025-26 Amendment No. 1**	**FY 2026-27 Proposed**	**FY 2026-27 Life-To-Date (LTD)**	**Change % Increase/(Decrease)**
Revenue:				
Congestion Mitigation and Air Quality (CMAQ)	$ 65,048,448	$ -	$ 65,048,448	0.0%
Clipper Cards	30,772,142	-	30,772,142	0.0%
Low Carbon Transit Operations (LCTOP)	8,400,571	-	8,400,571	0.0%
American Recovery and Reinvestment Act (ARRA)	11,167,891	-	11,167,891	0.0%
Federal Transit Administration (FTA)	14,125,139	-	14,125,139	0.0%
Surface Transportation Block Grant (STBG)	31,790,753	-	31,790,753	0.0%
State Transit Assistance (STA)	21,946,540	-	21,946,540	0.0%
Proposition 1B	1,115,383	-	1,115,383	0.0%
General Fund	890,216	-	890,216	0.0%
San Francisco Municipal Transportation Agency (SFMTA)	8,005,421	-	8,005,421	0.0%
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,975,000	-	2,975,000	0.0%
Bay Are Rapid Transit (BART)	725,000	-	725,000	0.0%
Exchange Fund	7,573,878	-	7,573,878	0.0%
Bay Area Toll Authority (BATA)	26,520,751	-	26,520,751	0.0%
Transit Operators	11,905,880	-	11,905,880	0.0%
Water Emergency Transportation Authority (WETA)	603,707	-	603,707	0.0%
Interest from Bank	520,500	533,933	1,054,433	102.6%
Inactive Cards	417,560	-	417,560	0.0%
Total Revenue	**$ 244,504,780**	**$ 533,933**	**$ 245,038,713**	**0.2%**
Expense:				
Staff Costs	$ 17,282,420	$ -	$ 17,282,420	0.0%
Equipment	49,726,873	-	49,726,873	0.0%
Consultants	177,000,826	-	177,000,826	0.0%
Total Expense	**$ 244,010,119**	**$ -**	**$ 244,010,119**	**0.0%**

Clipper 2 Capital:	**FY 2025-26 Amendment No. 1**	**FY 2026-27 Proposed**	**FY 2026-27 Proposed Life-To-Date (LTD)**	**Change % Increase/(Decrease)**
Revenue:				
Surface Transportation Block Grant (STBG)	$ 11,527,616	$ 850,000	$ 12,377,616	7.4%
Federal Transit Administration (FTA)	176,438,364	-	176,438,364	0.0%
Prop 1B/LCTOP	96,857	-	96,857	0.0%
Congestion Mitigation and Air Quality (CMAQ)	1,621,068	-	1,621,068	0.0%
BATA	22,859,802	-	22,859,802	0.0%
State of Good Repair (SGR)	80,768,627	11,311,916	92,080,543	14.0%
State Transit Assistance (STA)	16,054,992	2,140,000	18,194,992	13.3%
Clipper Cards	18,100,000	-	18,100,000	0.0%
Low Carbon Transit Operations (LCTOP)	452,961	-	452,961	0.0%
Inactive Cards	635,000	2,300,000	2,935,000	362.2%
Quickstrike Fund	900,000	-	900,000	0.0%
Miscellaneous	250,000	-	250,000	0.0%
Interest from Bank	555,200	2,014,000	2,569,200	362.8%
Transit Operators	351,387	152,732	504,119	43.5%
Total Revenue	**$ 330,611,874**	**$ 18,768,649**	**$ 349,380,523**	**5.7%**
Expense:				
Staff Costs	$ 27,303,690	$ 3,812,124	$ 31,115,814	14.0%
Equipment	19,291,903	8,664,000	27,955,903	44.9%
Consultants	283,510,652	6,540,000	290,050,652	2.3%
Total Expense	**$ 330,106,245**	**$ 19,016,124**	**$ 349,122,369**	**5.8%**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-To-Date (LTD)
Bay Area Infrastructure Projects			
Bay Bridge Forward 2016 (2656)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 1,251,111	$ -	$ 1,251,111
Service Authority for Freeways and Expressways (SAFE)	4,231,144	-	4,231,144
Congestion Mitigation and Air Quality (CMAQ)	1,000,000	-	1,000,000
Exchange Fund	3,900,000	-	3,900,000
Bay Area Toll Authority (BATA) Rehabilitation	600,000	-	600,000
Bay Area Toll Authority (BATA) Regional Measure 2	14,929,375	-	14,929,375
Total Revenue	**$ 25,911,630**	**$ -**	**$ 25,911,630**
Expense:			
Staff Costs	$ 1,269,654	$ -	$ 1,269,654
Consultants	24,641,976	-	24,641,976
Total Expense	**$ 25,911,630**	**$ -**	**$ 25,911,630**
Bay Bridge Forward 2020 (2657)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 7,500,000	$ 810,797	$ 8,310,797
Surface Transportation Block Grant (STBG) - New	749,675	8,900,000	9,649,675
Regional Measure 2 (RM2) Capital	4,825,455	-	4,825,455
Congestion Mitigation and Air Quality (CMAQ)	16,095,000	4,000,000	20,095,000
Congestion Mitigation and Air Quality (CMAQ) - New	-	17,350,000	17,350,000
Bay Area Toll Authority (BATA) Rehabilitation	5,000,000	-	5,000,000
Alameda County Transportation Commission (ACTC)	6,500,000	-	6,500,000
Total Revenue	**$ 40,670,130**	**$ 31,060,797**	**$ 71,730,927**
Expense:			
Staff Costs	$ 124,675	$ -	$ 124,675
Consultants	40,545,455	31,060,797	71,606,252
Total Expense	**$ 40,670,130**	**$ 31,060,797**	**$ 71,730,927**
Richmond San Rafael Forward (2658)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 55,812	$ -	$ 55,812
Active Transportation Program (Cycle 5)	4,302,000	-	4,302,000
Total Revenue	**$ 4,357,812**	**$ -**	**$ 4,357,812**
Expense:			
Staff Costs	$ 55,812	$ -	$ 55,812
Consultants	4,302,000	-	4,302,000
Total Expense	**$ 4,357,812**	**$ -**	**$ 4,357,812**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-To-Date (LTD)
Dumbarton Forward (2662)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 4,350,361	$ -	$ 4,350,361
Regional Measure 2 (RM2) Capital	5,026,834	-	5,026,834
Total Revenue	**$ 9,377,195**	**$ -**	**$ 9,377,195**
Expense:			
Staff Costs	$ 100,361	$ -	$ 100,361
Consultants	9,276,834	-	9,276,834
Total Expense	**$ 9,377,195**	**$ -**	**$ 9,377,195**
SR 29 Napa Valley Forward (2663)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 4,661,800	$ -	$ 4,661,800
Total Revenue	**$ 4,661,800**	**$ -**	**$ 4,661,800**
Expense:			
Staff Costs	$ 161,800	$ -	$ 161,800
Consultants	4,500,000	-	4,500,000
Total Expense	**$ 4,661,800**	**$ -**	**$ 4,661,800**
Freeway Performance Initiatives			
Freeway Performance Initiative I-680 (2659)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 14,000,000	$ -	$ 14,000,000
Total Revenue	**$ 14,000,000**	**$ -**	**$ 14,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	14,000,000	-	14,000,000
Total Expense	**$ 14,000,000**	**$ -**	**$ 14,000,000**
Freeway Performance Initiative I-880 (2660)			
Revenue:			
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	$ 3,061,440	$ -	$ 3,061,440
Congestion Mitigation and Air Quality (CMAQ)	2,240,000	-	2,240,000
Total Revenue	**$ 5,301,440**	**$ -**	**$ 5,301,440**
Expense:			
Staff Costs	$ 61,440	$ -	$ 61,440
Consultants	5,240,000	-	5,240,000
Total Expense	**$ 5,301,440**	**$ -**	**$ 5,301,440**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-To-Date (LTD)
Freeway Performance Initiative US - 101 (2661)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ)	$ 3,000,000	$ -	$ 3,000,000
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	61,440	-	61,440
Total Revenue	**$ 3,061,440**	**$ -**	**$ 3,061,440**
Expense:			
Staff Costs	$ 61,440	$ -	$ 61,440
Consultants	3,000,000	-	3,000,000
Total Expense	**$ 3,061,440**	**$ -**	**$ 3,061,440**
Adaptive Ramp Metering Projects			
SR 237 Adaptive Ramp Metering (2665)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
SR 4 Adaptive Ramp Metering (2666)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
I-680 Adaptive Ramp Metering (2667)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 2,000,000	$ -	$ 2,000,000
Total Revenue	**$ 2,000,000**	**$ -**	**$ 2,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	2,000,000	-	2,000,000
	$ 2,000,000	**$ -**	**$ 2,000,000**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-To-Date (LTD)
Bay Area Forward - Marin-Sonoma US 101 Adaptive Ramp Metering (2669)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
Bay Area Forward - Solano I-80 Adaptive Ramp Metering (2670)			
Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	$ 1,000,000	$ -	$ 1,000,000
Total Revenue	**$ 1,000,000**	**$ -**	**$ 1,000,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	1,000,000	-	1,000,000
	$ 1,000,000	**$ -**	**$ 1,000,000**
Major Projects			
Bay Area Forward - West Oakland Link Project (2668)			
Revenue:			
Active Transportation Program (Cycle 6)	$ 17,600,000	$ -	$ 17,600,000
Alameda County Transportation Commission (ACTC Measure BB)	3,000,000	-	3,000,000
Cities/Local Funds	1,800,000	-	1,800,000
Congestion Mitigation and Air Quality (CMAQ) - New	6,100,000	-	6,100,000
Bay Area Toll Authority (BATA) Regional Measure 3	7,500,000	-	7,500,000
State Transportation Improvement Program	4,356,000	-	4,356,000
Surface Transportation Block Grant (STBG) - New	10,000,000	-	10,000,000
Toll Fund	7,006,000	7,400,000	14,406,000
Transportation Fund for Clean Air (TFCA)	344,000	-	344,000
Alameda County Transportation Commission (ACTC CIP) - New	7,500,000	7,500,000	15,000,000
Total Revenue	**$ 65,206,000**	**$ 14,900,000**	**$ 80,106,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	65,206,000	14,900,000	80,106,000
	$ 65,206,000	**$ 14,900,000**	**$ 80,106,000**

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Proposed	FY 2026-27 Life-To-Date (LTD)
SR 37 Sears Point to Mare Island Improvement Project (2664)			
Revenue:			
Senate Bill (SB) 170 Caltrans	$ 4,000,000	$ -	$ 4,000,000
Bay Area Toll Authority (BATA) Regional Measure 3	50,000,000	-	50,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant	20,000,000	-	20,000,000
Sonoma County Transportation Authority	-	3,500,000	3,500,000
Total Revenue	**$ 74,000,000**	**$ 3,500,000**	**$ 77,500,000**
Expense:			
Staff Costs	$ -	$ -	$ -
Consultants	74,000,000	3,500,000	77,500,000
	$ 74,000,000	**$ 3,500,000**	**$ 77,500,000**
Total Revenue Bay Infrastructure Projects	**$ 252,547,447**	**$ 49,460,797**	**$ 302,008,244**
Total Expense Bay Infrastructure Projects	**$ 252,547,447**	**$ 49,460,797**	**$ 302,008,244**

Resolution 3989

MTC Exchange Program

Revenues	Resolution	Approved	Received to Date	Repayment Pending
Account Interest Carryover - SCL STP Exchange	N/A	$ 1,156,052	$ 1,156,052	$ -
Account Interest To-Date (7/30/2011 to 2/29/2024) - MTC Exchange	N/A	13,171,548	13,171,548	-
SCTA - SON US 101 Steele Lane HOV	3731	1,500,000	1,500,000	-
TAM - MRN US 101 HOV Gap Closure	3842	13,253,049	13,253,049	-
SFMTA - SFPark Parking Pricing	3963	22,799,802	22,799,802	-
CCTA - CC I-80 San Pablo Dam Road I/C	4264	1,100,000	1,100,000	-
SCTA - SON US 101 MSN Phase B	4305	12,000,000	12,000,000	-
CCTA - I-680 NB HOV/Express Lane	4357	4,000,000	4,000,000	-
TAM - MRN US 101 MSN HOV Lane	4468	75,651,097	55,396,076	20,255,021
STA - SOL I-80 Managed Lanes	4469	63,464,510	29,534,771	33,929,739
STA - SOL I-80 Managed Lanes	4479	1,845,000	-	1,845,000
BAIFA - SOL I-80 Managed Lanes	4480	1,845,000	-	1,845,000
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	500,000	500,000	-
CCJPA - SR84 Ardenwood	4202	100,000	-	100,000
MTC - Clipper C2 Capital	4505	30,000,000	-	30,000,000
MTC Exchange Revenue - Total		**$ 242,386,058**	**$ 154,411,298**	**$ 87,974,759**

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life-To-Date	FY 2026-27 Budget
Housing Investments					
BAHFA: Senior Rental Assistance Pilot Program	4578	$ 5,000,000	$ 5,000,000	$ -	$ 4,100,000
Affordable Housing Jumpstart Program	4260	10,000,000	10,000,000	-	-
Bay Area Preservation Pilot	4311	10,000,000	10,000,000	-	-
BAHFA: Mixed-Income Loan Fund	4505	10,000,000	-	10,000,000	10,000,000
Regional Housing Technical Assistance	4505	3,465,000	-	3,465,000	3,225,000
Priority Conservation Area (PCA) Grant Program (OBAG 2)					
PCA Grant Program	4202	6,897,381	5,156,844	1,740,538	1,991,407
Priority Conservation Area (PCA) Grant Program (OBAG 3)					
PCA Grant Implementation	4505	1,600,000	286,180	1,313,820	252,074
PCA Grant Program	4505	6,450,000	2,070,827	4,379,173	3,282,000
Priority Production Area (PPA) Grant Program					
PPA Grant Program	4505	2,250,000	489,411	1,760,589	2,483,013
Bike Share Investments					
Bike Share Capital and Outreach - SMART Corridor	3925	826,000	245,225	580,776	134,300
Bike Share Capital and Outreach - Richmond	3925	1,024,000	1,024,000	-	-
Bay Wheels Bikeshare E-bike Expansion	4505	15,940,000	15,500,000	440,000	-
Bay Wheels Bikeshare Expansion - Daly City	4505	1,250,000	-	1,250,000	460,000
Bikeshare Station Electrification	4505	-	-	-	-
Adaptive Bikeshare Pilot	4505	200,000	62,388	137,612	108,184
Bikeshare Station Siting, Marketing, and Membership Incentives	4505	500,000	33,000	467,000	387,200
Bay Wheels Contract Extension	4505	2,410,000	-	2,410,000	2,410,000
Active Transportation Technical Assistance Program					
Active Transportation Technical Assistance Program	4505	3,700,000	937,378	2,762,622	2,740,000
Bay Trail Technical Assistance Program	4505	250,000	-	250,000	250,000
Other Multimodal Investments					
Stewart's Point Intertribal EV Implementation	3925	376,000	376,000	-	-
BBF Commuter Parking Initiative	4035	3,875,000	2,886,434	988,566	-
Fruitvale Quick Build	4035	25,000	25,000	-	-
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	589,000	342,073	246,927	-
IDEA - Walnut Creek: Various Locations	4202	621,000	416,986	204,014	-
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	144,000	143,538	462	-
Richmond-San Rafael Bridge Bicycle Access	4202	500,000	484,668	15,332	-
Richmond-San Rafael Bridge Forward	4202	1,046,000	184,745	861,255	938,495
Napa Valley Transportation Demand Strategies	4202	1,100,000	378,633	721,367	-
CARE Power-Building and Engagement	4505	3,000,000	-	3,000,000	2,830,000
Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	2,000,000	603,884	1,396,116	500,000
Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	2,000,000	-	2,000,000	2,000,000
Bay Area Vision Zero Data System	4505	260,000	160,000	100,000	100,000
Bay Trail Planning	4505	350,000	-	350,000	350,000
CEAC: Statewide Local Streets and Roads (LSR) Needs Assessment	4505	315,000	-	315,000	-
CARE CBTP Technical Assistance and Implementation	4505	12,000,000	-	12,000,000	12,000,000
CARE Participatory Budgeting and Project Implementation	4505	7,600,000	-	7,600,000	7,600,000
MTC Exchange Expenditures - Total		**$ 117,563,381**	**$ 56,807,215**	**$ 60,756,166**	**$ 58,141,672**

Balances	$ 124,822,677	$ 97,604,083	$ 27,218,593

Note: These two exchange agreements were made possible by advancing approximately $140 million of federal One Bay Area Grant (OBAG) funding, or nearly one year's worth of our regional share of federal apportionment of STP/CMAQ funding. Repayment of these two agreements with non-federal funds will be used to backfill OBAG program capacity and does not represent additional OBAG program capacity.

STA Revenue-Based Exchange Program (Transit Transformation)

Revenues	Resolution	Approved	Received to Date		FY 2026-27 Budget
Bay Area Rapid Transit District FY 22-23	4519, 4571	$ 15,028,819	$ 15,028,819		
Bay Area Rapid Transit District FY 23-24	4519, 4571	15,028,819	15,028,819		
Golden Gate Bridge, Highway, and Transportation District FY 22-23	4519, 4571	4,341,929	4,341,929		
Peninsula Corridor Joint Powers Board FY 22-23	4519, 4571	1,919,769	1,919,901		
San Francisco Municipal Transportation Authority FY 22-23	4519, 4571	11,534,333	11,534,333		
Water Emergency Transportation Authority FY 22-23	4519, 4571	1,248,305	1,248,305		
Account Interest To-Date	N/A	1,700,300	4,625,993		1,504,562
STA Revenue Exchange - Total		**$ 50,802,273**	**$ 53,728,098**		**$ 1,504,562**

MTC Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Transit Priority					
Regional Transit Assessment	4529	$ 1,100,000	$ 207,015	$ 892,985	$ 892,985
Transit Priority Policy Supportive Content	4529	25,000	8,875	16,125	-
SFMTA BusAID Project: K-Ingleside Rapid Project Ocean Avenue Quick-Build	4529	2,800,000	449,188	2,350,812	2,350,812
AC Transit BusAID Project: Park Street Transit Signal Priority & Signal Optimization	4529	1,094,418	-	1,094,418	1,094,418
Union City Transit BusAID Project: Alvarado-Niles Road Part-Time Transit Lane Pilot	4529	1,507,688	60,213	1,447,475	1,447,475
County Connection BusAID Project: Monument Corridor Transit Speed Improvements	4529	385,885	-	385,885	385,885
City of San Jose BusAID Project: Cloud-Based TSP at 174 Intersections along VTA's Frequent Network	4529	972,113	-	972,113	972,113
BusAID Round 2	TBD	8,200,000	-	8,200,000	8,200,000
Bay Bridge Forward I-580 Westbound HOV Lane Extension TDM	TBD	750,000	-	750,000	750,000
Transit Planning					
TAP/RNM Implementation	TBD	1,800,000	-	1,800,000	1,800,000
MTC Expenditures - Total		**$ 18,635,104**	**$ 725,291**	**$ 17,909,813**	**$ 17,893,688**

External Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Staff Support					
AC Transit	4529	$ 2,226,738	$ 1,116,032	$ 1,110,706	310,000
BART	4529	2,344,960	925,121	1,419,839	577,000
External Expenditures - Total		**$ 4,571,698**	**$ 2,041,153**	**$ 2,530,545**	**$ 887,000**
MTC + External Expenditures - Total		**$ 23,206,802**	**$ 2,766,444**	**$ 20,440,358**	**$ 18,780,688**
Balances		**$ 30,521,296**	**$ 50,961,654**		

Note: In June 2022, the Commission adopted the $85 million Blue Ribbon Transit Transformation Action Plan Program of Projects, MTC Resolution No. 4519. Of the total program amount, approximately $49.1 million will be contributed by five operators through a transfer of their State Transit Assistance (STA) Revenue-based funds to MTC in FYs 2022-23 and 2023-24. Once MTC receives these funds, they will be deposited in this STA Exchange fund. These funds will be programmed through MTC Resolution No. 4519 and be allocated through MTC Resolution No. 4529.

METROPOLITAN TRANSPORTATION COMMISSION







Proposed FY 2026-27 Operating and Capital Budget

Derek Hansel
Chief Financial Officer

June 24, 2026

FY 2026-27 Budget Assumptions

Revenue

- Transportation Development Act (TDA) budget projections up by 3.5% in comparison to FY 2025-26
- Interest yield 3.6%
- Modest decrease in federal grant funding
- Decrease in state funding is primarily due to Regional Early Action Planning 2.0 grant spend down

Expense

- 431 Full Time Equivalent positions
  - One new position
  - 3.8% cost-of-living adjustment

Continuing and New Operating Concerns

MTC budget is developed in the face of challenges and uncertainty including:

- Moderate to high inflation over past five years
- Interest rate uncertainty
- Funding uncertainty
  - Federal Action Response Team
  - Scenario Planning
- Global trade tensions due to tariffs, inflationary pressures, and materials and labor supply constraints could impact future sales tax growth and availability of state funding

Summary of Changes from May Draft

- **COLA increase 3.2% → 3.8% per MOU**
- **General Fund revenue increase 2.4% → 3.5%**
- **Interest yield increase 3.3% → 3.6%**
- **Contractual services updates**

	FY 2026-27 May Draft ($ Millions)	FY 2026-27 Proposed ($ Millions)	Change ($ Millions)
Operating Budget			
Total Operating Revenue	$355.5	$357.3	+$1.8
Total Operating Expense	$356.9	$357.9	+$1.0
Operating Surplus/(Deficit)	**($1.4)**	**($0.6)**	**+$0.8**
Capital Budget			
MTC Capital Budget (FY 2026-27)	$1.6	$1.9	+$0.3
Clipper Operating			
Total Clipper Operating Expense	$64.0	$64.4	+$0.4

MTC FY 2026-27 Operating Budget

Operating Revenue Sources

- Federal Grants:
  FHWA, FTA, Safe Streets

Operating Expense

- Salary & Benefits - COLA 3.8% (per CPI); 8% vacancy; 46% benefit rate

Reserves

- $0.6 million deficit driven by ICAP carryforward (-$5.5 million)
- Policy requires $38 million operating reserve. The projected year-end total reserve is $78.8 million

Revenue	FY 2025-26 Amendment No. 1 ($ thousands)	FY 2026-27 Proposed ($ thousands)	Change % Increase/(Decrease)
Federal Grants	$182,077	$173,501	(5%)
State Grants	66,584	55,699	(16%)
Local	44,975	65,367	45%
Transfers	7,880	6,402	(19%)
General Fund	16,782	17,369	3%
Other	38,174	38,930	2%
Total Revenue	**$356,472**	**$357,269**	**0%**
Expense	**FY 2025-26 Amendment No. 1 ($ thousands)**	**FY 2026-27 Proposed ($ thousands)**	**Change % Increase/(Decrease)**
Salary & Benefits	$61,924	$62,801	1%
Computer Services	9,610	11,998	25%
General Operations	5,945	5,348	(10%)
Contract Services	270,287	275,688	2%
Other	2,195	2,080	(5%)
Total Expense	**$349,961**	**$357,914**	**2%**
Operating Surplus/(Deficit)	**$6,511**	**($645)**	**(110%)**

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Metropolitan Transportation Commission

Legislation Text

File #: 26-0776, **Version:** 1

Subject:
Joint Legislative Audit Committee Final Report

Staff will present the findings and recommendations of the Joint Legislative Audit Committee's (JLAC) audit of East Bay transit operators and the Metropolitan Transportation Commission (MTC).

Presenter:
Theresa Romell

Recommended Action:
Information

Metropolitan Transportation Commission

June 24, 2026 **Agenda Item 14b - 26-0776**

Joint Legislative Audit Committee Final Report

Subject:

Staff will present the findings and recommendations of the Joint Legislative Audit Committee's (JLAC) audit of East Bay transit operators and the Metropolitan Transportation Commission (MTC).

Background:

In response to a request by Senator Wahab (California State Senate District 10), the JLAC initiated an audit of East Bay transit operators—including AC Transit, Union City Transit, County Connection (CCCTA), WestCAT (WCCTA), Tri-Delta Transit (ECCTA), and Wheels (LAVTA)—and MTC.

The summarized scope and objectives of the audit included:

- **Evaluate governance, autonomy, and coordination:** Assess how independently each transit agency operates, the barriers to inter-agency collaboration, and the effectiveness of regional coordination efforts
- **Assess rider experience and service integration:** Review multi-agency routes to determine ease of transfers, clarity of rider information, accessibility of schedules, payment systems, and opportunities to eliminate duplicative services.
- **Analyze ridership trends and performance:** Compare pre- and post-pandemic ridership levels, evaluate strategies used to attract riders, and assess whether ridership has recovered
- **Examine financial health and consolidation potential:** Review agencies' financial conditions, funding sources, and sustainability, and evaluate the feasibility, benefits, and challenges of consolidating transit services within each county.

The audit process began in the Summer of 2025 and concluded with a final report that was released on May 28th, 2026. Auditors spent the intervening time reviewing thousands of pages of documents that were provided by MTC and transit operators, interviewing staff at the subject agencies, and doing field work to assess the rider experience as a supplement to their analyses.

Stated findings of the audit include:

- **Ridership recovery remains slow:** Most agencies have recovered only 59–83% of pre-pandemic ridership, despite initiatives like free youth fares and targeted free routes.
- **Coordination across agencies is strong:** Agencies regularly collaborate with minimal barriers; only minor issues were identified. There are not significant duplicative services.
- **MTC coordination is active but some efforts have experienced delay:** MTC effectively convenes agencies and leads regional efforts, but implementation of some recent initiatives (e.g., Transit Transformation Action Plan) have fallen behind original timelines.
- **Rider experience is generally functional:** Real-world testing found no major transfer challenges, though signage clarity and information quality at some stops could improve.
- **Financial outlook is challenging:** Most agencies risk depleting reserves by FY 2026–27 due to rising costs and limited fare revenue; fare increases alone are insufficient.
- **Zero-emission transition increases costs:** Required fleet electrification significantly raises capital and operating expenses; agencies may seek exemptions.
- **Consolidation offers limited benefit:** There are significant barriers to consolidation like higher labor costs, loss of dedicated funding, and legal and operational complications. Further, the auditors found that combined agencies would still face negative financial positions and limited resources.

The Final Report also detailed four recommendations – one for the state legislature, and three for MTC. The recommendation for the state legislature was to either extend the deadlines set by the California Air Resources Board for transit operators to transition to zero-emission bus purchases or to make more funding available for operators to comply with the mandate. For MTC, a summary of the audit's recommendations and MTC's responses are in the table below. The Final Report, including MTC's response to its recommendations, is attached to this item.

Summary of JLAC's MTC Recommendations and Response:

#	Recommendation	MTC Response
1	Related to the Transit Transformation Action Plan (TTAP), MTC should immediately establish realistic and attainable time frames for each item by setting major milestones and subtasks; identify potential risks and mitigation strategies for delays	TTAP was a voluntary action taken to improve public transportation coming out of the pandemic and the established action timelines were purposefully ambitious. MTC is implementing the action plan in coordination with the region's 27 transit operators and has formalized the Regional Network Management structure to support TTAP implementation. MTC agrees with the goal of enhanced transparency on project delivery timelines.
2	To guide decision making and measure TTAP progress, MTC should build upon the adopted performance metrics to include achievable outcomes and define linkages between metrics and outcomes when it updates the action plan.	MTC agrees. The mission of Regional Network Management is to drive improvements in customer experience for Bay Area transit. We will use the adopted performance metrics to measure and track outcomes.
3	MTC should further identify funding sources, such as federal, state or locally-generated revenue, that could be obtained and directed to transit agencies at risk of reducing services, MTC should also work with transit agencies to identify operational cost savings where possible.	Since the pandemic, MTC has advocated for over $5 billion in new revenue to assist with financial challenges. Last year, MTC successfully advocated for the passage of SB 63 which authorizes a 14-year regional transit measure to be placed on the November 2026 ballot to provide new transit operations funding. MTC will continue to advocate that the State of California increase financial support for public transit.

Next Steps:

JLAC requires audit subjects to provide updates on efforts to implement audit recommendations at 60-day, six month, and one-year intervals. Staff will submit its report on recommendation implementation on or before July 27th, through the JLAC's secure website.

Issues:

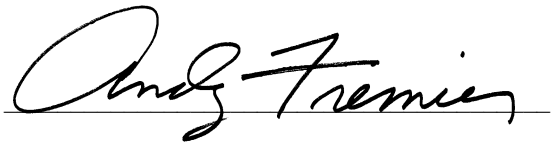
None identified.

Recommendations:

Information

Attachments:

- Attachment A: JLAC Final Report
- Attachment B: Presentation



Andrew B. Fremier

East Bay Transit Agencies

They Collaborate Consistently but Face Declining Reserves, Slow Ridership Recovery, and Barriers to Consolidation

May 2026

REPORT 2025-120



CALIFORNIA STATE AUDITOR
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Grant Parks *State Auditor*

Mike Tilden *Chief Deputy*

May 28, 2026
2025-120

The Governor of California
President pro Tempore of the Senate
Speaker of the Assembly
State Capitol
Sacramento, California 95814

Dear Governor and Legislative Leaders:

As directed by the Joint Legislative Audit Committee, my office conducted an audit of six East Bay transit agencies providing bus service in Alameda and Contra Costa counties and the Metropolitan Transportation Commission (MTC). Our assessment focused on the agencies' coordination with each other, their financial conditions, and the potential benefits and challenges of combining these transit agencies. The following report details the audit's findings and conclusions. In general, we determined that the agencies are coordinating with each other and that transferring between transit systems is generally straightforward and accessible; however, the East Bay transit agencies are at risk of having to reduce service in the near future because of structural budget deficits, and combining these agencies is alone unlikely to solve these financial difficulties.

We found that the transit agencies regularly coordinate, including directly with each other and as part of regional initiatives, and there are few barriers to their collaboration. To arrive at this conclusion, we rode 25 percent of East Bay transit agencies' bus routes that cross service areas, and we did not identify significant obstacles for transit riders, such as difficulty transferring between the agencies. However, MTC has taken longer than it initially projected to complete many of its regional initiatives to improve the transit rider experience in the Bay Area. In fact, my office reviewed nine of these initiatives, and MTC has not completed any of them within its preliminary time frames.

We also determined that five of the six selected transit agencies may exhaust their reserves within the next one to five years and may need to reduce service if they do not secure additional funding. The East Bay transit agencies also anticipate challenges in meeting the State's requirements to purchase zero-emission buses because of the vehicles' high cost.

My office attempted to identify benefits of combining the selected transit agencies but found that various combinations did not resolve the financial challenges of the individual agencies, in part because the combined entities would still have negative unrestricted net positions. Various legal impediments would also complicate such combinations, including federal protections for private contractors. Finally, we determined that standardizing wages and benefits after combining agencies could increase overall labor costs because AC Transit has significantly higher labor costs than the other agencies.

Respectfully submitted,

GRANT PARKS
California State Auditor

Selected Abbreviations Used in This Report

AC Transit	Alameda-Contra Costa Transit District
ARPA	American Rescue Plan Act
BART	Bay Area Rapid Transit
CARB	California Air Resources Board
CARES	Coronavirus Aid, Relief, and Economic Security Act
County Connection	Central Contra Costa Transit Authority
FTA	Federal Transit Administration
JPA	Joint powers agency
LAVTA	Livermore Amador Valley Transit Authority
MTC	Metropolitan Transportation Commission
OPEB	Other postemployment benefits
STA	State Transit Assistance
TDA	Transportation Development Act
Tri Delta Transit	Eastern Contra Costa Transit Authority
WestCAT	Western Contra Costa Transit Authority

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Summary of Key Findings and Recommendations

Our audit reviewed six bus service agencies in the San Francisco Bay Area's East Bay (East Bay transit agencies). These agencies were Alameda-Contra Costa Transit District (AC Transit), Central Contra Costa Transit Authority (County Connection), Livermore Amador Valley Transit Authority (LAVTA, also commonly known as Wheels), Eastern Contra Costa Transit Authority (Tri Delta Transit), Union City Transit, and Western Contra Costa Transit Authority (WestCAT). Our audit also included the Metropolitan Transportation Commission (MTC), which is responsible for regional transportation planning throughout the San Francisco Bay Area. During our review of these transit agencies and MTC, we identified the following key findings:

- The East Bay transit agencies have implemented several initiatives to encourage ridership, but ridership levels for most agencies have only recovered between 59 and 83 percent of their pre-pandemic ridership as of fiscal year 2024–25. As an example of such initiatives, some agencies implemented free ride programs for youth aged 18 and under or made some routes that serve low-income communities free. Most East Bay transit agencies have recently surveyed their riders and those who do not use their services to understand how the agencies can better serve their communities and attract additional riders. The responses to those surveys indicate that riders want more frequent service and greater route coverage. The slow post-pandemic transit ridership recovery we identified is consistent with trends elsewhere in the Bay Area, California, and nationally.

- The East Bay transit agencies regularly coordinate with one another as needed when adjusting routes or schedules and when working on regional initiatives. We found only one minor barrier to their collaboration in the form of agencies using different bus stop identification numbers for the same bus stop, which at times can complicate schedule coordination. The governing documents for the East Bay transit agencies do not constrain their autonomy to plan routes or invest in projects, but state law and MTC regulations do provide some restrictions. For example, as a condition of receiving certain funds, MTC requires transit agencies to participate in various regional initiatives to improve the rider experience, such as fare coordination working groups and mapping and wayfinding projects. Moreover, we determined that MTC has actively facilitated coordination and collaboration with transit agencies in the region, but we identified that it could improve its effectiveness in implementing timely actions. For example, MTC is working to implement a Transit Transformation Action Plan to improve the rider experience through reduced fares and improved signage using new regional standards. However, MTC has taken longer to implement this plan than initially projected and has not updated the public with revised implementation timelines.

- To test the ease or difficulty riders may experience when riding routes that cross the service areas of multiple transit agencies, we took 12 reasonable trips that daily riders in the applicable service areas might take during commute hours. This selection represents approximately 25 percent of the East Bay transit agencies' routes that cross into each other's service areas. We did not identify significant obstacles for transit riders or problems with transferring between agencies. For

example, 13 of the 24 bus stops we visited included posted bus schedules, and all 24 displayed customer service phone numbers, website addresses, or QR codes available to link riders to schedule and transfer information. We did find that some agencies could improve the quality of information at some bus stops, such as increasing the readability of some signs. Moreover, we did not identify any redundant or duplicative services among agencies with overlapping service areas.

- Apart from Tri Delta Transit, the selected East Bay transit agencies have adequate financial reserves in the short term; however, all but Union City Transit are at risk of depleting those reserves without new funding—some as soon as fiscal year 2026–27. Rising operating costs and limited fare revenue may force these five agencies to consider service reductions if they cannot secure new funding. We determined that fare increases alone cannot address the deficits that transit agencies project. In contrast, Union City Transit, which is part of the city's public works department and therefore experiences minimal overhead, appears financially stable and is unlikely to reduce service in the medium or long term because of its limited reliance on reserves. Further, the agencies anticipate challenges meeting a state zero-emission vehicle purchasing requirement because the vehicles can be double the cost of diesel vehicles. They are considering seeking one-year exemptions from the requirement from the California Air Resources Board (CARB), but they have indicated that longer exemptions may be necessary. Finally, although MTC's roles and responsibilities for coordinating funding for the region vary depending on the funding source, it disbursed a total of more than $1 billion to the selected transit agencies over the past three fiscal years for operating and capital expenses.

- We combined the financial statements of the East Bay transit agencies in Alameda County and those in Contra Costa County to assist in determining the likely financial condition of a single, unified bus agency in each of these two counties. The financial information we aggregated indicates that combining these agencies may not provide significant financial benefits because the underlying agencies themselves have negative financial conditions. Specifically, we found that the transit agencies and the hypothetical county-based agencies have negative unrestricted net positions, an important indicator of financial health that serves as a measure of the financial resources available to the agency. As a result, the combined agencies would have limited resources for future operations or expansion of services. Similarly, a single hypothetical transit agency combining all six transit agencies we reviewed also does not appear more financially advantageous. The decision around merging agencies also involves other highly uncertain factors, such as potential increases in operating costs and how the Legislature might choose to dissolve existing agencies if it were to do so. Specifically, because AC Transit directly employs its union-represented staff and the other agencies contract out most of their operations, the resulting combined agencies would likely have higher labor costs than five of the individual agencies currently pay. Further, we also identified significant legal and practical impediments that could limit the feasibility of combining the existing East Bay transit agencies into two new transit agencies in Alameda and Contra Costa counties. For example, over $30 million in voter-approved funding for AC Transit could disappear if AC Transit were dissolved and split into two separate county

transit agencies. Additionally, a split of AC Transit could result in inconvenience and commute delays for certain disadvantaged communities in Contra Costa County, such as El Cerrito and Richmond, who would lose direct bus service to job centers such as Oakland in Alameda County.

To address these findings, we have made recommendations to the Legislature and MTC. We recommend that the Legislature consider amending state law to extend the deadline that agencies currently have to make all new bus purchases zero-emission buses or allocate new funds to the transit agencies for these purchases. Additionally, we recommend that MTC identify any additional funding sources, such as federal, state, or locally-generated revenue, that could be obtained and directed to transit agencies at risk of reducing services. We further recommend that MTC establish realistic and attainable time frames for each of its transit action plan items by setting major milestones and identifying risks and mitigation strategies for delays caused by interdependent activities.

Agency Comments

MTC agreed to implement our recommendations. Because we did not make recommendations to the East Bay transit agencies, we did not expect a response from them.

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Introduction

Background

The six current bus service agencies in the East Bay developed over many decades to serve distinct geographic areas. In 1956, voters approved the establishment of AC Transit, providing public transportation services to many of the western portions of Alameda and Contra Costa counties. Although AC Transit later expanded to other areas in the region, it did not provide comprehensive bus services for the entirety of the two counties. Consequently, in the 1970s and 1980s, new transit agencies formed to provide public transportation services in other areas of the East Bay to meet local needs. The text box provides a brief chronology of when each agency was formed.

Year Founded

1956 – AC Transit

1974 – Union City Transit

1976 – Tri Delta Transit

1977 – WestCAT

1980 – County Connection

1985 – LAVTA

Source: JPA agreements and agency websites.

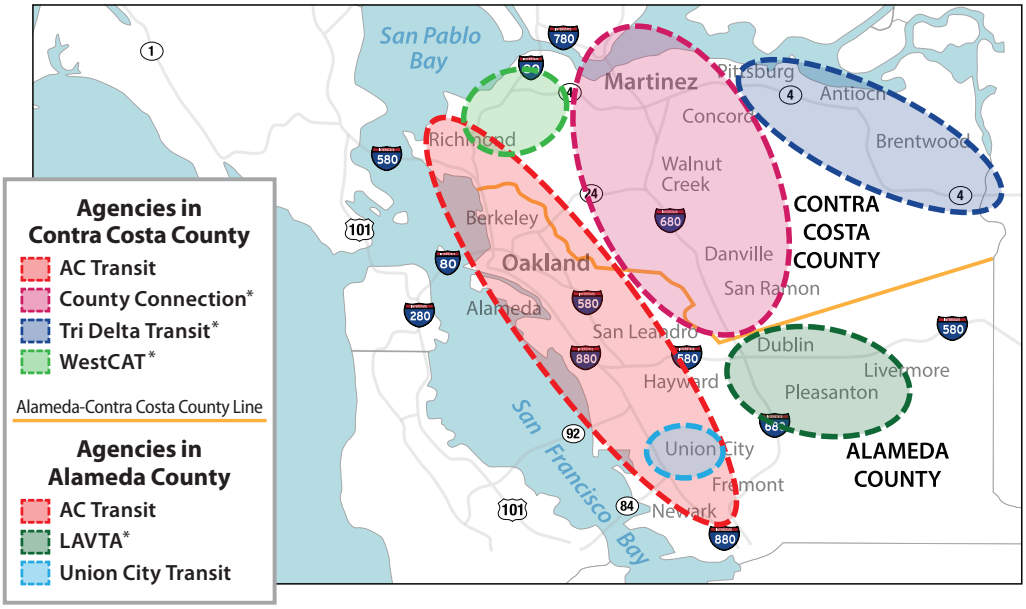
The Legislature directed our office to assess MTC and these six transit agencies, whose approximate service areas we display in Figure 1. Although each of the six transit agencies provide similar bus and transportation services, they differ in the geography they serve and their governing structures. For example, AC Transit is a transit district pursuant to state law governed by an elected board of directors, and Union City Transit is a city-run bus service. The remaining four agencies we reviewed—County Connection, LAVTA, Tri Delta Transit, and WestCAT—are joint powers agencies (JPAs), which are formed by an agreement between public entities—like cities or counties—to jointly exercise any power common to those entities.

MTC was created in 1971 by state law to provide comprehensive regional transportation planning for the San Francisco Bay Area. It plays a key role in coordinating and overseeing state and federal transit funding for all Bay Area transportation agencies. MTC receives federal funds and then reallocates those funds to transit agencies, and it allocates state funds to transit agencies that are in accordance with MTC's transit agency coordination plan. From fiscal years 2022–23 through 2024–25, MTC disbursed more than $1 billion to the selected East Bay transit agencies, which represents nearly half of the over $2 billion in revenue that the agencies received during the same period. State law requires MTC to facilitate coordination of fares and schedules between transit agencies in the region, and MTC has the power to apportion or withhold funds from agencies that do not follow specified coordination requirements.

Lawmakers and advocates have cited a variety of concerns about the rider experience and the future of transit in the East Bay, such as difficult and time-consuming transfers across service areas and the financial strain agencies face. For example, some agencies have reduced bus service or are seeking additional funding to maintain their services. Advocates have claimed that the large number of transit agencies in the region is less beneficial to riders than if there were just one agency managing transit throughout the Bay Area. These concerns have led some to

consider whether merging transit agencies in the region would produce fiscal benefits and improved rider experiences. The Joint Legislative Audit Committee (Audit Committee) asked our office to assess the transit agencies' capacity to effectively coordinate with one another, MTC's oversight, the agencies' financial conditions, and the projected financial conditions and benefits of combining existing transit agencies in the East Bay into just two agencies, with one serving Alameda County and the other serving Contra Costa County.

Figure 1
East Bay Transit Agencies' Service Areas



Source: Google Maps and auditor review of agencies' system maps.

Note: The service area boundaries shown here are rough approximations. Some transit agencies have direct or express routes that connect service areas.

* These agencies are joint powers agencies whose member entities are the cities and counties in the shaded areas.

Ridership Recovery of Transit Agencies

Key Points

- The East Bay transit agencies have implemented several initiatives to encourage ridership, but as of fiscal year 2024–25, most agencies had not reached their pre-pandemic ridership levels.
- Most East Bay transit agencies have recently surveyed their riders and nonrider residents in their service areas. Those responses indicate that, although riders are generally satisfied with the agencies' services, riders and nonriders alike want higher frequency routes. The objectives mentioned below refer to the audit objectives detailed in Appendix C, Table C.

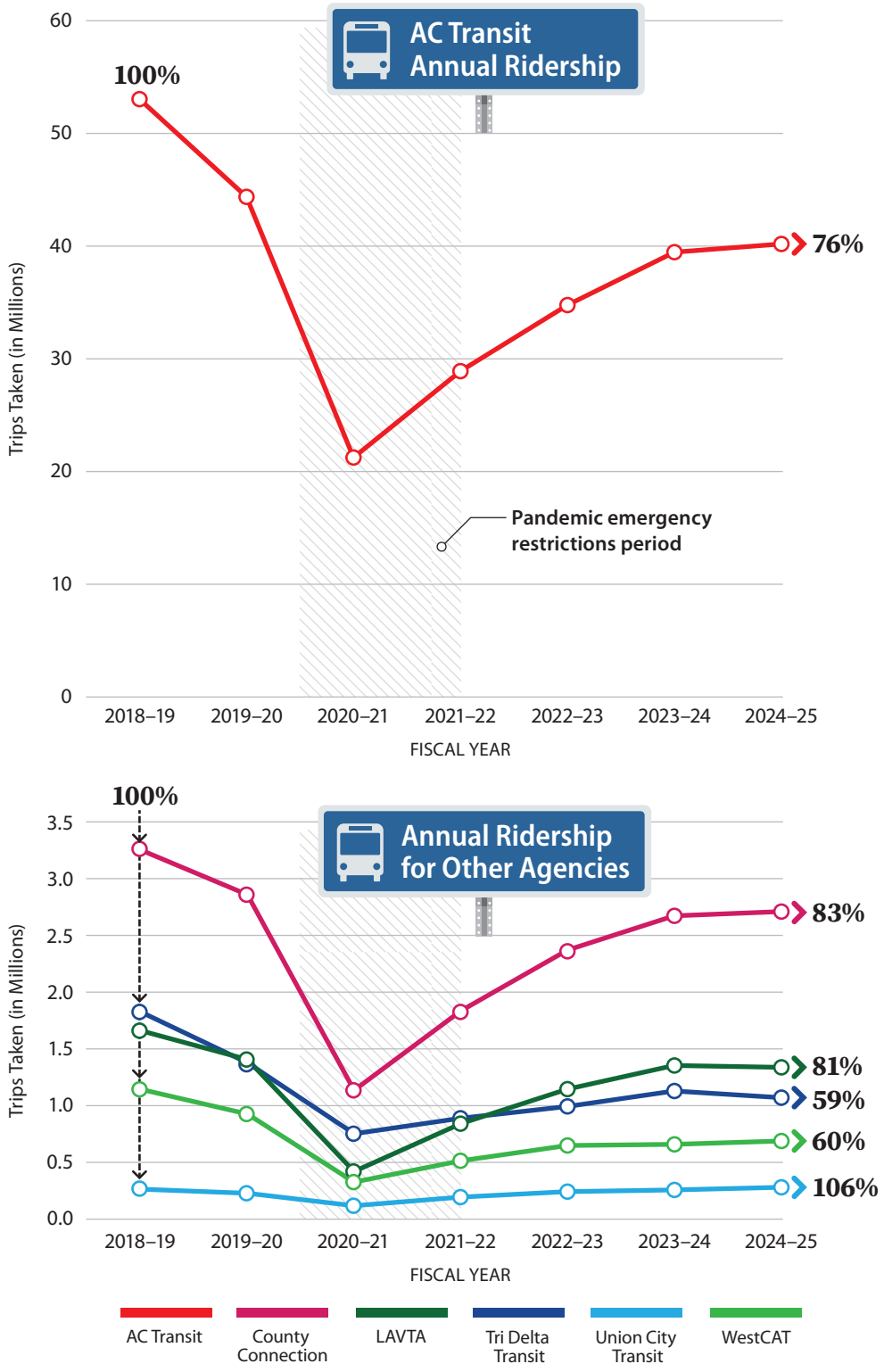
Objective 4:

How Has Ridership Changed Since the Pandemic and How Have Agencies Responded?

Pre- and Post-Pandemic Ridership

Ridership for the six East Bay transit agencies declined steeply during the pandemic, and, as Figure 2 shows, five of those six agencies have not fully recovered since the pandemic emergency restrictions ended. Only Union City Transit has exceeded its pre-pandemic ridership levels. In contrast, fiscal year 2024–25 ridership for the five other agencies ranged from 59 to 83 percent of their pre-pandemic levels. This decline in ridership compared to the period before the pandemic is not unique to the agencies we reviewed; rather, it is consistent with trends elsewhere in the Bay Area, California, and nationally. For example, in a May 2025 report, MTC estimated that Bay Area transit ridership has recovered to approximately two-thirds of pre-pandemic levels, and a recent Federal Transit Administration (FTA) report found that nationally total transit ridership was approximately 78 percent of 2019 levels in 2024. We reviewed four studies that investigated why transit ridership has been declining generally. They reported that, in the years prior to the pandemic, transit ridership declined in part because of increases in car ownership and ride hailing apps, such as Uber and Lyft. In more recent years, the prevalence of remote work has further contributed to reduced demand for public transit.

Figure 2
Five of Six Transit Agencies' Ridership Levels Have Not Yet Recovered From Impacts of the Pandemic



Source: University of California COVID timeline and audit and ridership reports from AC Transit, County Connection, LAVTA, Tri Delta Transit, Union City Transit, and WestCAT.

Note: Ridership is measured in the total boardings across all routes and service days in a given fiscal year. Percentages represent ridership level as share of fiscal year 2018–19 ridership.

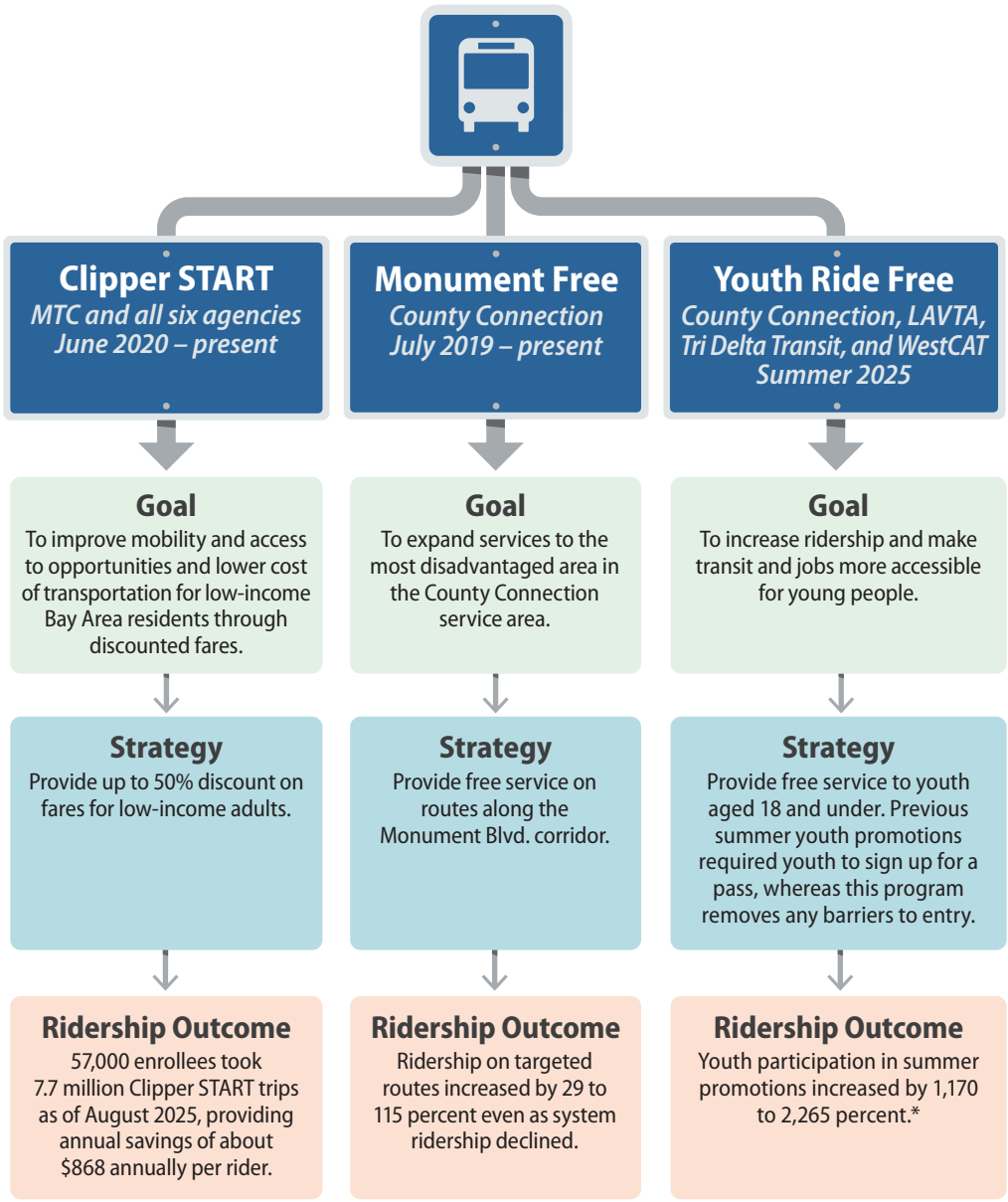
Ridership Initiatives

To encourage residents to take public transit, transit agencies sometimes conduct ridership initiatives, free fare promotions, and marketing campaigns to highlight the value of their services. These initiatives have not all necessarily increased ridership but have generally benefited riders, including by providing free fares to specific or general populations. We reviewed a range of ridership initiatives that the transit agencies conducted from 2018 through 2025. We found that they implemented some initiatives in the two years before the pandemic, but most of the initiatives we analyzed occurred after the pandemic. Figure 3 describes a few examples of notable ridership initiatives and their outcomes. The three initiatives displayed in the figure required varying degrees of spending from the agencies themselves, sometimes offset by external funding from MTC or other entities. For example, with funding from the State's Low Carbon Transit Operations Program, County Connection launched its Monument Free Program, which eliminated fares on three routes that predominantly serve low-income communities. Since the implementation of this initiative in 2019, ridership along these three routes has increased by between 29 and 115 percent, even as systemwide ridership declined by 20 percent. In summer 2025, County Connection, LAVTA, Tri Delta Transit, and WestCAT all participated in the Youth Ride Free summer program, offering free fares for riders age 18 and younger. The program aimed not just to increase transit use for that summer but to encourage lifelong public transit use. All four agencies identified an increase in youth ridership as a result of the program. Because our review of ridership data did not extend past fiscal year 2024–25, we cannot determine the impact of the program on youth ridership at these agencies in the time since the promotion ended.

Although these initiatives may have had limited impacts on specific ridership groups, we could not determine a direct relationship between the initiatives an agency pursued and the overall rate of ridership recovery. For example, we identified seven notable ridership initiatives that Tri Delta Transit pursued, including a partnership campaign with the Transit mobile app, participation in the previously mentioned Youth Ride Free promotion, and major service adjustments following a comprehensive operations analysis. Despite these efforts, Tri Delta Transit's ridership recovery has not kept pace with most of the other bus transit agencies in the East Bay. In contrast, we identified only three ridership initiatives at Union City Transit, and these initiatives tended to be much smaller in scale, such as the elimination of paper transfers for customers exiting the Union City Bay Area Rapid Transit (BART) station in 2021. Nevertheless, Union City has experienced the strongest ridership recovery of the six agencies under review. Management at Union City Transit attributes the agency's ridership recovery not to any particular policy choice but to two possible factors, with one being the number of student riders in its service area who use its services. As Table 1 shows, 36 percent of Union City Transit's riders were students in fiscal year 2024–25. However, LAVTA's overall ridership recovery was not as complete, despite even higher youth ridership. Union City's transit manager stated that another contributing factor could be that Union City Transit never reduced its overall service hours by redirecting service during the pandemic and was able to maintain higher frequencies on key routes. In contrast, the transit manager stated that he believed other agencies did reduce service hours and have not been able to restore them to increase their frequencies again, possibly contributing to

riders' reluctance to use or go back to public transit. Union City Transit has also experienced a unique growth in its weekday ridership that has increased at equal pace to its weekend ridership since the pandemic. For all other agencies, weekday ridership growth has lagged behind that of weekend ridership.

Figure 3
Ridership Initiatives Have Provided Benefits to Transit Users



Source: Agency documents.

* This range does not include LAVTA because its prior summer youth promotion was not as comparable.

Table 1
LAVTA and Union City Transit Experience Considerably Higher Youth Ridership Than County Connection

AGENCY	ADULT	RTC*	SENIOR CITIZEN	YOUTH (STUDENT)
County Connection	69%	7%	13%	12%
LAVTA	49%	3%	8%	40%
Union City Transit	51%	3%	10%	36%

Source: Fiscal year 2024–25 Clipper ridership reports from County Connection, LAVTA, and Union City Transit.
Note: AC Transit, WestCAT, and Tri Delta Transit do not have information available about age groups.
* RTC (Regional Transit Connection), now known as *Clipper Access*, is for riders with certain disabilities.

Rider Satisfaction Surveys

All six agencies have either recently conducted a customer satisfaction survey to understand how to improve the passenger experience, or currently have a survey underway, as shown in the text box. As Table 2 demonstrates, most survey respondents indicated satisfaction with the respective agency's services. For example, LAVTA's 2025 survey, carried out in September and October of that year, found that riders were generally satisfied with the transit agency's services, and over 70 percent of riders rated timeliness, cleanliness, and the helpfulness of bus drivers as 4 or 5 on a 5-point scale. County Connection's 2023 survey reported general rider satisfaction with its services, particularly the cleanliness of the buses, driver courtesy, and connections with other transit agencies. In WestCAT's 2024 survey, a majority of respondents indicated that more frequent service and improved real-time arrival information at major bus stops was important or very important, but like LAVTA and County Connection riders, they also indicated overall satisfaction with WestCAT's services, particularly the courtesy and helpfulness of drivers. Finally, although Union City Transit had not conducted a customer satisfaction survey in recent years, its manager noted that it began a survey in March 2026 that aims to reach both riders and nonriders. MTC's recent survey of Union City Transit passengers found that a majority of respondents rated their experience as *good* or *excellent*.

Timing of Rider and/or Nonrider Surveys

AC Transit: 2023
County Connection: 2023, 2025
Tri Delta Transit: 2024
WestCAT: 2024, 2025
LAVTA: 2025
Union City Transit: 2026

Source: Agency survey documents.

Table 2
According to Recent Customer Surveys, Most Riders Are Satisfied With Existing Services

AGENCY	DATES SURVEY CONDUCTED	MODE OF SURVEY AND NUMBER OF RESPONDENTS	KEY FINDINGS
AC Transit	April – May 2023	Bus stop in-person surveys 1,101 respondents	• 64% satisfied with overall experience • 51% satisfied with bus stop signage • 48% satisfied with reliability
County Connection	October – November 2023	Onboard survey 872 respondents	• 73% rated connections with other transit agencies as good or excellent • 57% rated on-time operation/reliability as good or excellent • 26% desired more frequent service
LAVTA	September – October 2025	Onboard survey 286 respondents	• 88% satisfied with LAVTA's service • 83% satisfied with ease of use of route/service information • 75% satisfied with on-time operation
Tri Delta Transit	June – July 2024	Online Community Survey 205 respondents	• 59% rated ease of navigating the transit system as good or excellent • 58% rated agency communications with riders as good or excellent • 61% rated service reliability as good or excellent • 51% of riders indicated more frequent service as service improvement priority
WestCAT	December 2024	Onboard Survey 640 respondents	• 65% rated overall satisfaction with WestCAT's services as very good or excellent • 59% rated the directness of routes as very good or excellent • 61% preferred more frequent service over extending geographic coverage with lower frequency

Source: Agency survey reports.

Four of the six agencies—AC Transit, County Connection, Tri Delta Transit, and WestCAT—have also recently attempted to survey nonriders in their service area to gain a better understanding of what might encourage residents to increase their use of public transit. Some examples of factors that nonriders said would encourage them to use the agencies' services are listed in the text box. From January to March 2025, WestCAT conducted an online survey of nonriders who live or work in the WestCAT service area. The survey asked what improvements would make them consider using WestCAT. Most respondents indicated that more frequent service and

real-time arrival information would make them more likely to use WestCAT's services. *Faster service* and *service closer to where riders want to go* were also popular responses. About 30 percent of respondents indicated that better connections to other transit systems would be an attractive improvement. These current nonrider-respondents indicated that they would be more likely to use WestCAT if it offered improved coordination or integration with other transit providers, such as BART and AC Transit. The survey noted that these comments reflect a strong desire for WestCAT to function more effectively as part of an integrated regional transit network.

Factors That Nonriders Indicate Would Encourage Them to Use East Bay Transit Services

- More frequent service
- Real-time information
- Services closer to residence
- Shorter wait times and delays
- Increased weekend and evening service
- Faster service

Source: Agency survey documents.

Tri Delta Transit, AC Transit, and County Connection recently conducted surveys that reached both riders and nonriders. As part of the Realign project, which launched a new bus network across its system, AC Transit conducted a survey from April through June 2023 that included both riders and nonriders. The survey found that riders and nonriders alike value high frequency, short wait times, and reliable on-time performance. In June and July 2024, Tri Delta Transit conducted an online community survey that included nonriders and found similar priorities for improving transit to attract them to use its system. Most respondents indicated general satisfaction with existing services, particularly the agency's communication with riders. However, many also indicated that they would like Tri Delta Transit to offer more frequent service, increased weekend and evening service, better-timed transfers with BART, and more direct service closer to where they want to travel. In October and November 2025, County Connection also conducted an online survey of riders and nonriders. When asked to rank the importance of several potential actions to make riding the bus more appealing, survey respondents indicated that efforts to reduce travel time for passengers by decreasing the amount of time it takes to get from one stop to another and reducing delays were the most important actions. In written responses, many respondents additionally cited more frequent service as a factor that would encourage them to ride transit more often. However, as we discuss in the Objective 8 section of this report, the agencies are generally not in a position to expand service because most may need to cut existing services in the future unless they secure additional funding. Moreover, a 2020 study determined that the Bay Area lost more than five percent of its annual riders in 2017 and 2018 despite service increases. As a result, even if agencies were financially positioned to respond to nonriders' desire for increased service, doing so would not necessarily lead to increased ridership.

LAVTA confirmed that it plans to complete a market study by October 2026 that will include nonriders and that it has taken steps to hire a contractor to complete this study. Union City stated that the transit planning process it recently started will allow it to obtain this public transit feedback. As of March 2026, Union City Transit has a survey underway to obtain information on rider and nonrider preferences for future service adjustments.

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Coordination Among Transit Agencies

Key Points

- The governing documents for the East Bay transit agencies do not constrain their autonomy to plan routes or invest in projects, but state law and MTC rules do provide some coordination requirements. Additionally, the East Bay transit agencies collaborate with each other regularly, and we identified only one example of a barrier to coordination between the agencies.
- We rode 25 percent of East Bay transit agencies' bus routes that cross service areas, and we did not identify significant obstacles for transit riders transferring between service areas, although agencies could improve the quality of information at some bus stops. We also did not identify any duplicative routes among agencies with overlapping service areas.
- MTC actively coordinated with transit agencies on transit action plan items related to improving the rider experience, although actions took longer to implement than MTC initially projected. We further found that all selected agencies are compliant with regional accountability measures MTC has established that focus on coordination and improving the customer experience.

Objective 2:

Does Transit Agency Autonomy Limit Collaboration?

Transit Agency Policies and Coordination Requirements

Our review of agency policies did not find that they impose limitations on the agencies' autonomy to plan routes or invest in transit projects. The agencies' governing documents—including joint powers agreements, board policies, or by-laws—do not impose clear requirements that would restrict their autonomy when planning routes or investing in projects. For example, Tri Delta Transit and WestCAT note in their joint powers agreements that they will cooperate with other agencies to provide a connected regional transit service, but this language is broad and does not establish specific requirements. AC Transit uses similar language in its board policies. Union City Transit has an internal policy that allows it to take advantage of cooperative agreements or joint procurements, but its transit manager noted that this is not a requirement. LAVTA's bylaws explicitly state that its board will determine when LAVTA will coordinate with other agencies, reinforcing the agency's autonomy to plan routes and invest in transit projects. Therefore, we determined that the agencies' governing documents do not impose requirements that limit their autonomy to plan routes or invest in projects.

Legal Requirements to Coordinate With Other Transit Agencies

Examples of MTC Coordination Requirements for Transit Agencies

Have a revenue sharing agreement with every connecting agency, which can include free or discounted transfers.

Waive fees for permits they would otherwise charge to MTC, other agencies, or contractors to implement and maintain transit coordination projects.

Provide accurate, complete, and timely route, schedule, and fare data for dissemination to third parties, such as Google Maps.

Source: MTC resolution.

MTC and state law require coordination between the transit agencies that impose some limits on transit agency autonomy to invest in transit. State law requires MTC to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and authorizes it to withhold funds from agencies that do not participate in a regional transit coordinating council. According to state law, the regional transit coordinating council is an entity that MTC must have established to better coordinate routes, schedules, fares, and transfers among the San Francisco Bay Area transit agencies. MTC passed a resolution that allows it to withhold, restrict, or reprogram funds and allocations to a transit agency to the extent allowed by statute, rule, regulation, or MTC policy if it determines that the agency has not made reasonable efforts to implement coordination requirements that the text box describes.[1] Agencies that do not meet these requirements could lose their funding, which effectively limits their autonomy to invest in some transit projects.

Transit Agency Collaboration

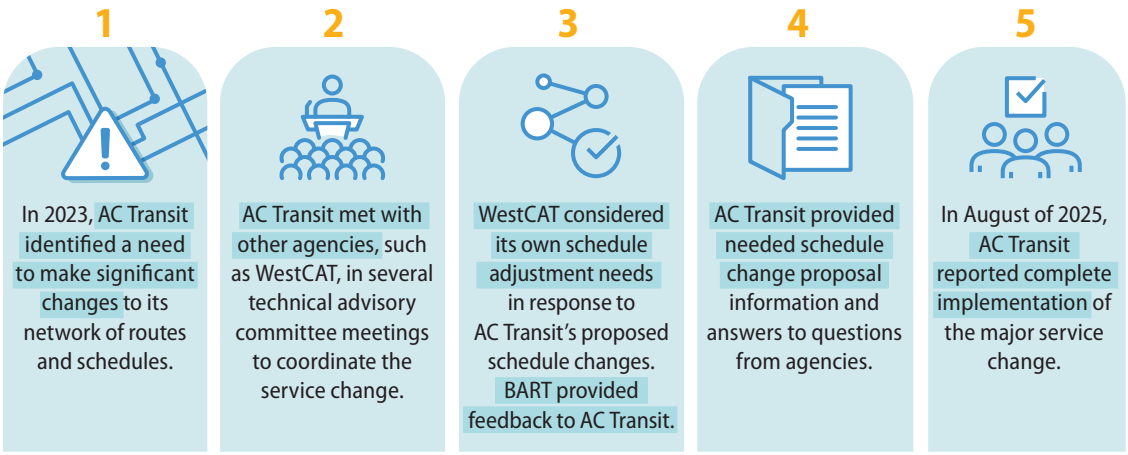
The East Bay transit agencies follow a structured process to implement service changes, including synchronizing schedules across the Bay Area. In recent years, BART reported that many transit agencies across the Bay Area have modified their processes so that they implement schedule changes at the same time twice each year—once in January and again in August. According to BART, the number of agencies that have aligned their schedule changes with BART increased from four to 20 of 27 transit agencies in the Bay Area from 2022 through 2025. BART noted that agencies meet several months in advance of the schedule changes to share planned changes and identify opportunities to improve transfers. BART attributed this improved engagement to Bay Area transit general managers meeting on a weekly basis to make transit more rider-focused and efficient.

Agencies also coordinate individually as needed when other agencies are considering service changes that may affect their routes or riders. As Figure 4 shows, AC Transit coordinated with WestCAT while planning its own service changes. Specifically, WestCAT asked AC Transit whether it planned to change the frequency of routes serving Contra Costa College, to ensure convenient connections between WestCAT's and AC Transit's routes. In response, AC Transit noted that some routes would have 30 minute frequencies while others would only have slight schedule changes. It also provided its proposed schedules to WestCAT, which facilitated planning further

[1] MTC stated that it has written letters to transit agencies related to coordination compliance, but agencies ultimately complied with MTC's requirements, and it determined no sanctions were needed.

schedule changes. In another instance, Union City Transit staff asked a question about changes to route frequencies, to which AC Transit staff provided an answer to facilitate coordination with Union City Transit.

Figure 4
AC Transit Coordinated With Other Agencies During Its Most Recent Service Change



Source: AC Transit meeting minutes, communications with other agencies, and interview confirmation.

By reviewing related meeting minutes, we determined that the East Bay transit agencies also participate in regular regional meetings to facilitate collaboration. Table 3 shows five examples of regional meetings in which the East Bay transit agencies gather with each other and with other regional agencies to coordinate on transit matters in the Bay Area. For example, AC Transit's general manager and six other executives from Bay Area transit agencies meet monthly as part of the Regional Network Management Council to focus on customer initiatives. The other five agencies—County Connection, LAVTA, Tri Delta Transit, Union City Transit, and WestCAT—convene weekly as part of Small Operator General Manager meetings to share updates, such as on Regional Network Management activities, and discuss projects aimed at improving the rider experience.

Notwithstanding having identified strong evidence of ongoing communication among transit agencies, we still searched for any barriers that might prevent the East Bay transit agencies from coordinating transit projects or that could affect their daily operations. Coordination can become necessary when an agency plans to adjust a route that interacts with another agency's network and that agency wants to provide good connections with those networks. We found only one example of a barrier to coordination: Union City Transit's transit manager noted that agencies have different bus stop identification numbers, which can present challenges when coordinating schedules because if two transit agencies use different numbering systems, one agency's reference to a bus stop number may cause confusion about which bus stop the agency is actually discussing. However, MTC is currently working on a solution to address this issue through a wayfinding and mapping standards project, which we discuss in relation to Objective 6. Most of the East Bay transit agencies stated that they have not found there to be significant barriers to their collaboration.

Table 3
Each of the East Bay Transit Agencies Regularly Participates in Meetings to Coordinate on Regional Transit Matters

GROUP	PURPOSE OF GROUP	PARTICIPANTS	FREQUENCY	START DATE
Small Operator General Manager meeting	Share updates and discuss regional matters affecting small transit agencies, including projects aimed at improving the customer experience	County Connection, LAVTA, Tri Delta Transit, Union City Transit, WestCAT, and 12 other members	Weekly	May 2020
Alameda County Technical Advisory Committee	Provide technical expertise, analysis, and recommendations related to transportation planning, programming, and funding	AC Transit, LAVTA, Union City Transit, nine other agencies, and representatives from the County and each city in the County	Monthly	March 2012
Contra Costa Technical Coordinating Committee	Provide advice on technical matters that may come before the Contra Costa Transportation Authority and act as a primary technical liaison between the Authority and other regional committees	AC Transit, County Connection, Tri Delta Transit, WestCAT, and BART	Monthly	March 1993 or earlier
Regional Network Management Council	Work on customer-focused initiatives and provide guidance on regional transit policies and actions	AC Transit, seven other Bay Area transit agencies, such as MTC, BART, and Caltrain, and three general managers representing all other Bay Area transit agencies	Monthly	November 2023
Contra Costa Bus Transit Coordinating Committee	Oversee and make recommendations for the programing and expenditures of local funds, as well as provide a forum to consider countywide bus issues	AC Transit, County Connection, Tri Delta Transit, WestCAT, and BART	Quarterly	February 2011

Source: Meeting and bylaw documentation from transit agencies.

Two reasons that few barriers to collaboration exist may be partly because half of the agencies do not have significant overlap of their service areas and because the agencies make a concerted effort to eliminate any barriers. For example, we found that only 15 percent or less of County Connection's, LAVTA's, and Tri Delta Transit's routes require coordination. In contrast, about 33 percent of AC Transit's routes, 58 percent of WestCAT's, and all of Union City Transit's routes require coordination with other agencies. To complete our analysis, we visually identified a selection of routes that cross service areas and routes that share stops with other East Bay transit agencies, both of which indicate a need for coordination. However, as we describe above, we observed effective coordination among these agencies through regional transit agency meetings and other ad-hoc schedule coordination, and we also describe the risk of duplicative services under Objective 3. Regarding efforts to eliminate barriers, Union City Transit's transit manager stated that before the pandemic, BART would only announce to certain transit agencies, not all transit agencies, when it was making service changes and that it often provided little advance notice. Since the pandemic, BART's service change announcements have been made earlier and have included more transit agencies, allowing for better alignment of schedules across the region. Additionally, MTC's Transit Transformation Action Plan (transit action plan) includes various efforts to increase coordination in the region, which we explain in greater detail related to Objective 6.

Objective 3:

Can Riders Easily Navigate Interagency Transit Connections?

Review of Bus Stops and Accessibility

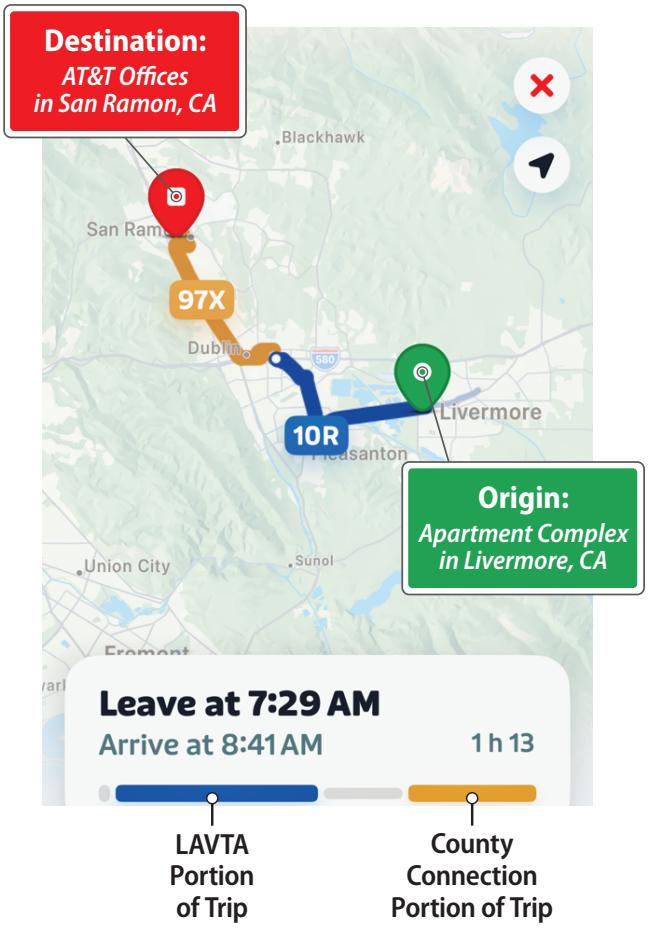
To assess the quality and ease with which riders can transfer between agency service areas, we rode a significant portion of the relevant bus routes ourselves. In total, we boarded 23 buses and several BART trains across 12 trips to identify potential problems the public may experience when making trips that require transfer from one agency's service area to another. We selected our routes by determining reasonable trips that daily riders in the applicable service areas might take, such as from an apartment complex to a corporate office or from a residential neighborhood to a California State University campus. Some of the trips involved transfers from one agency to another, including to a BART train, whereas a few only involved transfers within the agencies' own respective service areas. Figure 5 displays an example of a trip we took that crossed service areas and required a transfer between agencies. We tested trips from Wednesday through Friday between 7:30 a.m. and 5 p.m. To ensure that the selected trips reflected varied rider experiences at different times of day, six of our trips began in the morning, and the remaining six trips began in the afternoon. Across these 12 trips, we rode approximately 25 percent of the East Bay transit agencies' routes that cross into other transit agency service areas.

Most bus stops had information available that would help a transferring rider. For example, as Figure 6 demonstrates, all 24 bus stops we reviewed posted customer service phone numbers, website addresses, or QR codes, which link riders to schedule and transfer information, and 13 displayed bus schedules. As Figure 7 shows, some agencies also display real-time arrival information at certain stops. This figure also shows how some agencies provide system maps, which can include local transit connections. As Figure 8 shows, additional information about bus services is readily available online and easily accessible through a smartphone using third-party apps like Google Maps or Transit, which provide fairly accurate real-time information. These various resources allowed us to complete our transfers with minimal issues.

Ease of payment further allowed for a straightforward transfer process. All six agencies use the Clipper system to facilitate payment for bus services, along with accepting cash, and we observed that most riders use the Clipper app to pay for bus trips.[2] This application automatically applies fare discounts like free or reduced-cost transfers. Neither we nor any of the passengers we observed experienced problems paying the fare because of technical issues related to the cash fare box or Clipper readers.

[2] The Clipper system is a reloadable fare payment system for public transportation across the San Francisco Bay Area. It works on all major bus, rail, and ferry services, such as BART, Muni, Caltrain, and AC Transit, and can be used as a physical card or via a mobile app.

Figure 5
Example of Auditor Trip Across Multiple Transit Agencies

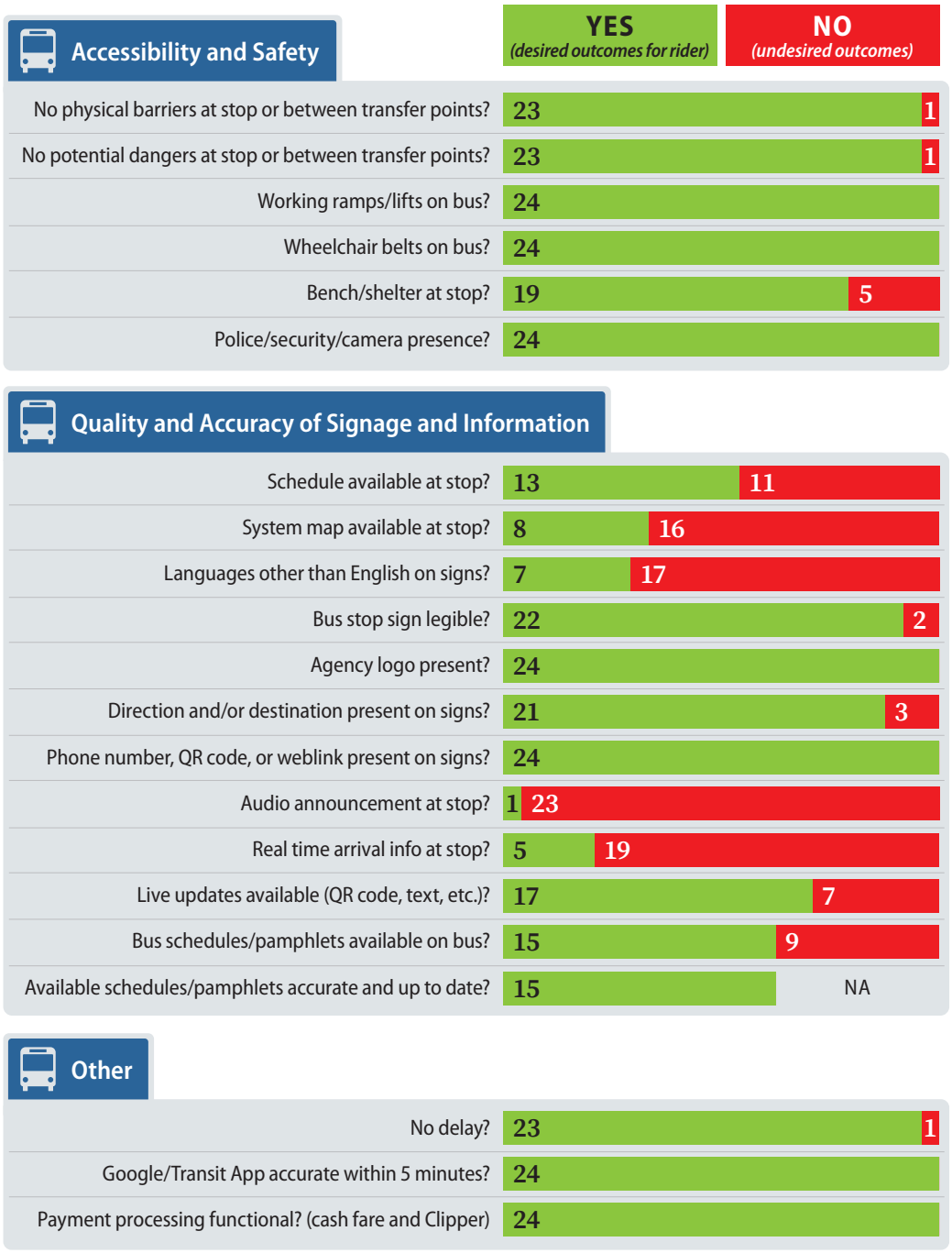


Source: Transit App screenshot of auditor trip.

We found that transferring was accessible and easy to navigate. We reviewed several measures of accessibility for individuals with disabilities, such as the legibility of signage and whether there were physical barriers at bus stops and if buses had functioning ramps or lifts. We found that 22 of the 24 bus stops had legible signage, one bus stop had a physical barrier, and all ramps and lifts were operational. We also reviewed whether information was available in languages other than English and found that seven bus stops had translated materials. Six of these bus stops belong to AC Transit, and the seventh belongs to Union City Transit. Federal and state law provide that where a substantial portion of a population served by a public agency is non-English speaking, the agency must take reasonable steps to provide information about its services in the languages of non-English speakers in the agency's service area. However, under state law, agencies have discretion about what a substantial portion is, and neither federal nor state law provide guidance about what "reasonable steps" might include. All six of the agencies provide translations of their websites in a variety of languages, which are accessible through the URLs or QR codes on many

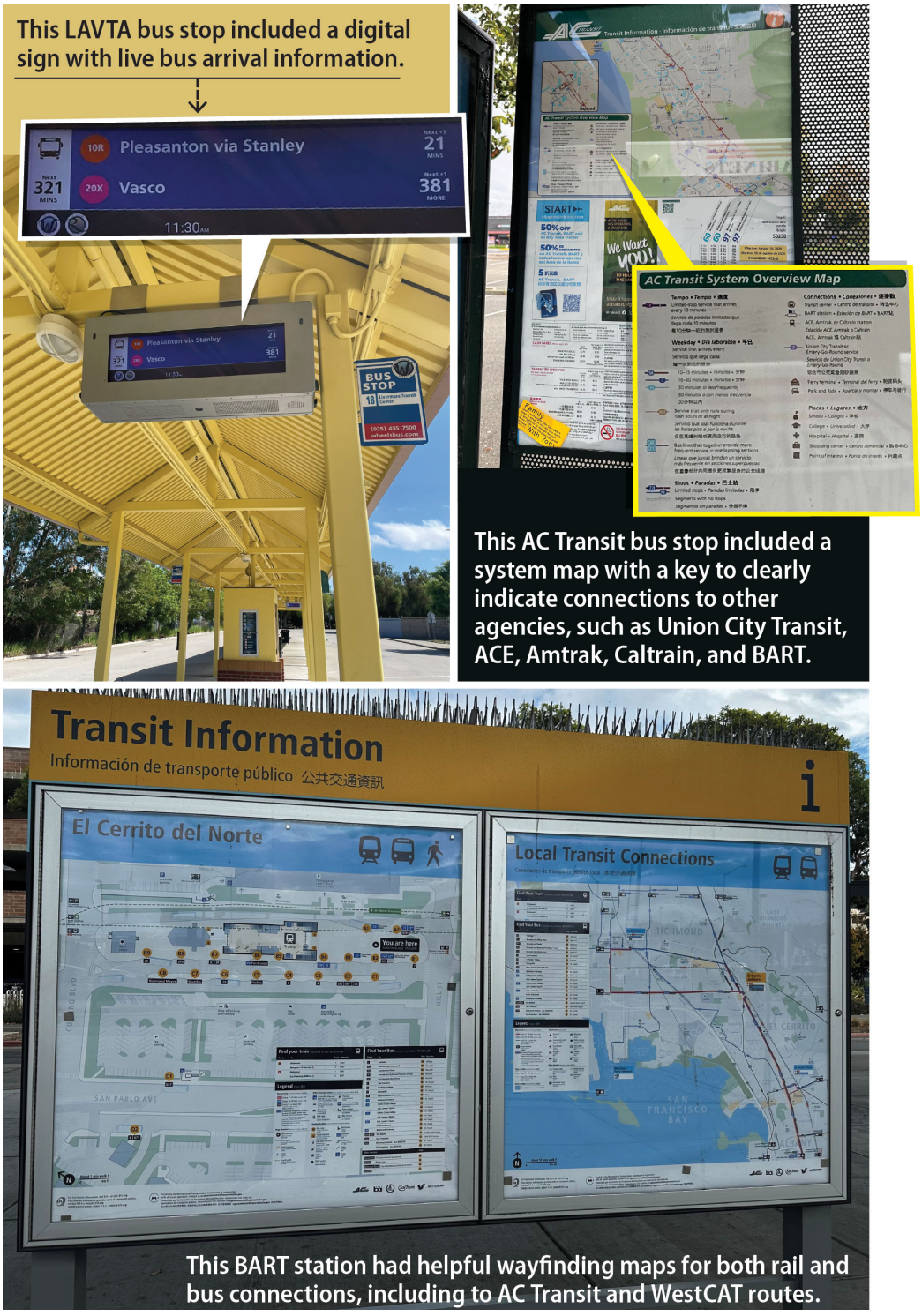
bus stop signs. Because of the ease of payment, information available about transferring between agencies, and accessible bus stops, we did not encounter significant obstacles during our trips.

Figure 6
Most of the 24 Bus Stops We Visited Had Some Information and Resources for Riders and Were Generally Accessible



Source: Auditor observations, documentation collected from transit agencies on buses, and Google Maps/Transit App.
NA = Not applicable.

Figure 7
Some Bus Stops Had Signage That Provided Arrival or Wayfinding Information to Assist Riders With Transfers



Source: Auditor site visit photographs.

Figure 8
Google Maps and Transit Apps Facilitate Ease of Transfer



Source: Auditor-generated screenshots of Google Maps and Transit mobile apps.

Signage Quality at Bus Stops

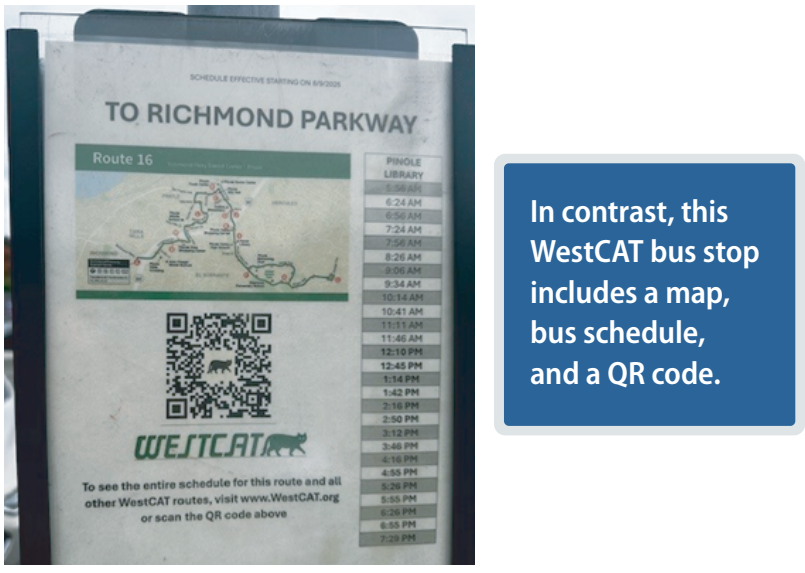
Although most bus stops had information available, many lacked bus schedules, making it more challenging for riders who may lack access to a smartphone. At 13 of the 24 bus stops we reviewed, the transit agency provided bus schedules. For the remaining 11, that information was only available through a phone number, website link, or QR code. Although the Consumer Affairs website estimates that 98 percent of Americans have a cell phone, and that more than 90 percent of Americans own a smartphone, some riders may prefer or need schedules and maps at bus stops.

On one of the 12 trips, we could not complete our trip on time because a bus was canceled. For this trip, the second segment was on an AC Transit bus, but it did not arrive as scheduled. In this instance, we were able to obtain information about the canceled bus by using Google Maps on our smart phones. To continue with our trip, according to that application, we would have needed to wait for the next bus, which would have arrived 20 minutes later. A rider without a smartphone would not have learned this information as easily. When asked about the incident, AC Transit's manager of business analytics told us that the bus was canceled because a driver had called to say that they would not be working that day, and there were not enough standby drivers scheduled that day to cover the shift. The manager noted that AC Transit riders can receive service alerts through mobile apps or call 511 or the customer service number listed on bus stops. AC Transit additionally provides real-time service updates on canceled trips on its website. Once a bus is canceled, riders can decide whether to wait for the next bus or make alternative travel arrangements to reach their destination. Of the remaining 23 buses that we boarded, there were no delays and arrival times posted to Google Maps and Transit were accurate within five minutes.

Although most of the agencies provided basic and reliable information at bus stops, we concluded that WestCAT could improve the quality of its signage at some stops. As Figure 9 demonstrates, signage conditions varied widely. Specifically, at two of the five WestCAT bus stops we visited, available information, such as an agency phone number, was very difficult for riders to see. Additionally, three of the five WestCAT bus stops we visited lacked information on the direction or destination of the bus route serving that stop, a problem we did not observe at any other agencies' bus stops. When we asked WestCAT why the agency had not addressed problems with its signage in the past, its general manager noted that in the time since his appointment in 2022, WestCAT had planned to roll out updated signage once new regional guidelines became available. The general manager further speculated that in earlier years prior to his appointment, a lack of available financial resources may have held up progress on improving signage. MTC is developing standards for improved bus signage as part of MTC's Regional Mapping and Wayfinding Project, which we discuss further under Objective 6. Although MTC had not yet issued the final standards at the time of our review through April 2026, WestCAT has received draft guidelines from MTC, and its general manager confirmed that it is currently working with County Connection, Tri Delta Transit, and MTC to implement updated signage at shared stops in Martinez as part of the Regional Wayfinding and Mapping Project. WestCAT also plans to update all current bus stop signage in conjunction with service changes slated for early 2027. Nonetheless, until the new signage is installed across all bus stops, new riders unfamiliar with WestCAT may struggle to understand how and when they can reach their destinations.

Figure 9
WestCAT Bus Stops Had Both Illegible and Good Signage





Source: Auditor site visit photographs.

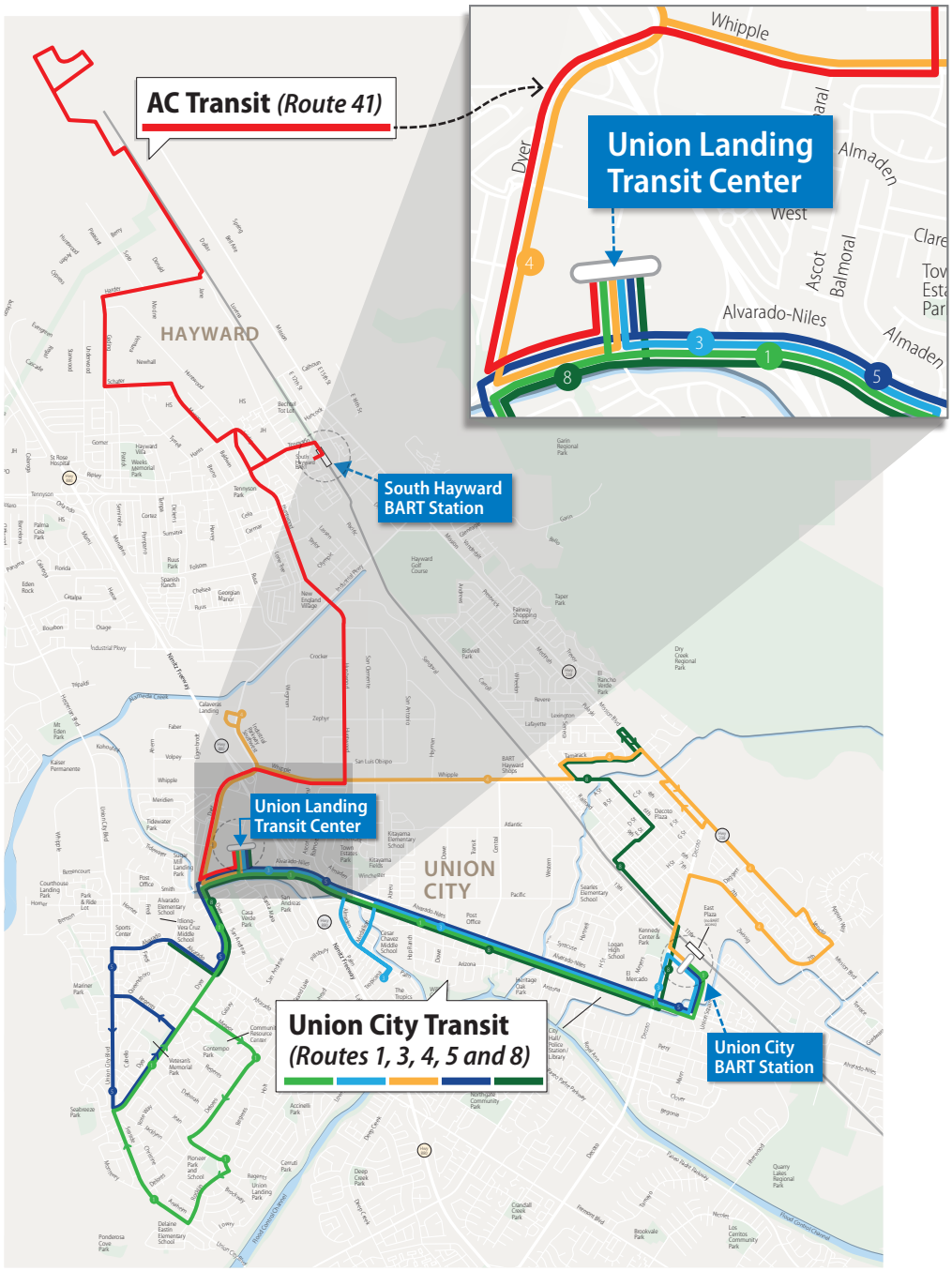
Overlapping Service Areas

We reviewed bus system maps for the six agencies and identified that only AC Transit, Union City Transit, and WestCAT are at risk of duplicating services because their service areas overlap. The other East Bay transit agencies we reviewed either operate primarily in their service area or provide feeder service directly to rail stations such as BART and Amtrak. Using the system maps of the three relevant agencies, we judgmentally selected three bus stops shared by AC Transit and Union City Transit and three bus stops shared by AC Transit and WestCAT. We then identified all bus routes that use the selected stops and compared the geographic coverage of the routes, such as shared origin or destination stops or other overlap along routes, to determine if there was any duplicative service.

Although AC Transit and Union City Transit routes have some overlap, these routes ultimately serve different populations and locations and are not duplicative. As Figure 10a shows, Union City Transit operates around Union City. AC Transit, in contrast, serves populations that leave or enter Union City, transporting riders to and from surrounding areas such as Fremont's Ohlone College and BART stations in Hayward and San Leandro. We concluded that AC Transit's and Union City Transit's routes are not duplicative, although they share some stops, such as a transit center and a BART station.

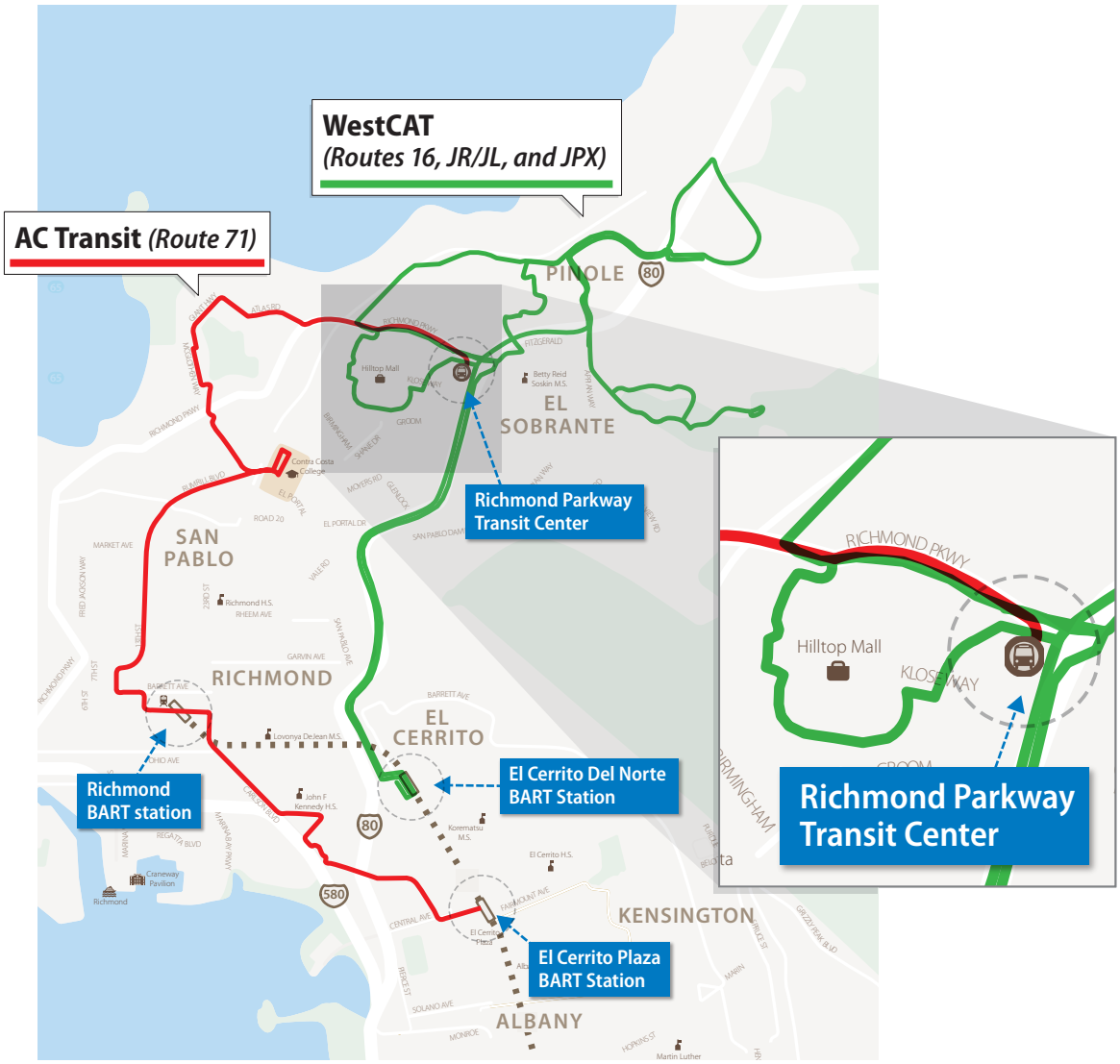
Similarly, although AC Transit and WestCAT share some stops, we did not identify duplicative services among the selected routes. As Figure 1 shows, WestCAT's service area extends eastward to cities that are outside of the AC Transit service area, such as Hercules. Likewise, AC Transit extends its services into areas that are not served by WestCAT, including Berkeley and Oakland. AC Transit and WestCAT both provide bus services to some of the same locations, such as the Richmond Parkway Transit Center shown in Figure 10b, which provides a connection point for riders who live in one part of the county and commute to another part of the county. We determined that the overlap of routes near connecting transit centers is both logical and minimal. We found that the AC Transit and WestCAT routes that share trip segments eventually branch off and use different streets and highways, allowing them to serve different neighborhoods and populations.

Figure 10a
AC Transit Bus Route Does Not Duplicate Union City Transit Service Because It Extends to Another City



Source: AC Transit and Union City Transit maps.

Figure 10b
AC Transit and WestCAT Use the Same Transit Center and Mall Without Duplicating Service



Source: AC Transit and WestCAT maps.

Objective 6:

Does MTC Facilitate Effective Collaboration in the Bay Area?

To determine whether MTC's efforts to collaborate and coordinate with selected agencies were effective, we reviewed two efforts that MTC leads: implementation of action items in MTC's 2021 transit action plan, and oversight of Senate Bill (SB) 125 funding.[3] We looked for evidence that MTC implemented the initiatives, had proof that outcomes benefited riders and improved transit, solicited and incorporated feedback from transit agencies, and maintained compliance with SB 125.

Implementation of Transit Action Plan

MTC stated in the transit action plan that it established a Blue Ribbon Transit Recovery Task Force in April 2020 to set a course for public transit's recovery and long-term improvement. MTC reported that ridership had declined by 67 percent across the Bay Area as of June 2021. MTC stated that the task force assisted in distributing federal Coronavirus Aid, Relief, and Economic Security (CARES) Act relief funds and sought to improve the Bay Area transit network by developing a transit action plan. The task force acknowledged that challenges existed prior to the pandemic, such as rider safety concerns and declining ridership despite increases in transit service. The transit action plan focused on desired outcomes such as simpler, consistent, and equitable fare and payment options that attract more riders and integrated mapping and real-time schedule information that makes navigating transit easier for both new and existing riders. It then identified near-term actions targeted for completion in one to three years that would constitute substantial progress toward these outcomes.

We determined that MTC actively facilitated coordination and collaboration with transit agencies as it worked to achieve progress on its transit action plan items, but it could improve its effectiveness in implementing timely actions. We selected nine of 27 actions from MTC's transit action plan that focus on improving the rider experience, which we display in Table 4.

To evaluate MTC's coordination with transit agencies, we developed a set of criteria focused on the rider experience and tangible outcomes. The text box lists some of the criteria we used to evaluate MTC's coordination in achieving the action items. We then reviewed evidence to determine the completion date of each selected action item. We found that MTC funded projects, sought stakeholder input, and solicited feedback throughout implementation. Transit agencies actively provided feedback through meetings and working groups. MTC reviewed feedback

Criteria for Our Evaluation of MTC's Coordination

What was the outcome on wayfinding for passengers?

Were fare coordination and integration recommendations passenger-focused?

Have consistent wayfinding standards actually been adopted and implemented?

How did the strategies benefit customers?

Were all selected transit agencies participating in each action item, and what feedback did they provide?

Source: Auditor-developed criteria.

[3] SB 125 provided $1.1 billion in one-time multiyear bridge funding to Bay Area transit agencies for operating support or capital projects.

from agencies and, in some cases, the public through surveys. This demonstrates that MTC actively facilitates coordination with transit agencies and collaborates with them to implement transit initiatives.

Table 4
MTC Has Completed About Half of the Nine Initiatives to Improve the Rider Experience That We Reviewed

ACTION	TARGET DATE	COMPLETION STATUS	TIME LATE	WORK COMPLETED	DETAILS	OUTCOME
Act on Fare Coordination and Integration Recommendations. Recommendations included: 1) Implement institution- and employer-based transit passes, 2) reduced-cost transfers, and 3) a unified regional fare structure.	Late 2021	● ● ●	4+ years	*November 2023:* Funded employer-based passes. *October 2024:* Piloted reduced cost and free transfer passes. *Present:* Studying common regional fare structure.	MTC acted on two of three recommendations by implementing pilot projects for free transfer passes and employer-based passes.	Employer-based passes increased employee transit trips by 35% and generated $1.1 million in additional revenue.
Fund and finalize mapping and wayfinding standards for application across all operator service areas.	Mid 2023	● ● ●	2+ years	Ongoing: *2022–23:* Contract procurement. *2024–25:* Prototype designs. Incorporated feedback from prototypes. *Present:* Released regional network identity design guide. Plans to incorporate feedback from pilot projects.	MTC states it is incorporating feedback from installed prototypes at Del Norte and Santa Rosa into its wayfinding standards.	MTC's consultant reported that surveyed riders' average wayfinding difficulty decreased in Del Norte and Santa Rosa.
Fund and complete 1-3 consistently branded North and East Bay mapping and wayfinding pilot projects and adopt a timeline for subsequent regionwide deployment across all service areas.	Late 2024	● ● ●	More than 1 year	Ongoing: *2022–23:* Contract procurement and stakeholder engagement. *2024–25:* Stakeholder engagement, prototype installation, and surveys. *Present:* Plans to install pilots.	MTC's current timeline will extend implementation of additional pilots beyond 2026, including full buildout prototypes at Del Norte and Santa Rosa, with full delivery anticipated in 2027–28.	
Fund and develop a mapping and wayfinding digital platform to enable the standardization and routine updating of digital and paper maps across all transit services.	Late 2023	● ● ●	2+ years	Ongoing: *2022–23:* Contract procurement. *2024–25:* System design. *Present:* Pending finalization of standards.	The digital platform is dependent on MTC's timeline for installing mapping and wayfinding pilot sites.	

ACTION	TARGET DATE	COMPLETION STATUS	TIME LATE	WORK COMPLETED	DETAILS	OUTCOME
Fund the design and delivery of prioritized near-term transit corridor projects.	Mid 2022	✓	3+ years	*2023–24:* Funded two initiatives to design prioritized near-term transit corridor projects. Incorporated transit agency feedback into project criteria. Awarded first round of projects. *2025–Present:* Project design and projected completion.	MTC awarded projects in 2024, with estimated completion in 2026.	Projects include improvements to corridors with overlap between multiple operators.
Adopt a Bay Area Connected Network Plan that includes transit service and hub categories, core service networks (such as rapid transit), funding requirements, and next steps.	Late 2023	✓	2+ years	March 2026	MTC adopted Plan Bay Area 2050+ in March 2026. MTC integrated its Transit 2050+ plan into this effort, which addressed key items from this action item.	Plan focuses on implementing strategies to reduce transportation costs for low income households, improve transit connectivity, and reduce greenhouse gas emissions.
Adopt a transit hub toolkit to optimize station design and connectivity that includes coordination with local plans and policies.	Late 2023	✗	2+ years	Not started		
Establish real-time and transit data protocols and data collection as a foundation for providing consistent and accurate customer information.	Mid 2023	✓	Less than 1 year	*March 2024*	MTC published Bay Area Regional Transit Data Guidelines in March 2024.	Bay Area transit agencies preparing data with these guidelines will allow the 511 SF Bay transit system to deliver enhanced data to third-party consumers.
Convene stakeholders for a transportation funding ballot measure that includes new funding for transit.	Late 2023	✓	Less than 1 year	*June 2024*	MTC published the stakeholder report in December 2024 and and SB 63 became law in January 2026.	Transit agencies made funding and policy recommendations, including two funding recommendations and polling interest in a third funding option for a potential ballot measure.

✓ = MTC completed the action item. ••• = MTC is working on the action item. ✗ = MTC has not started the action item.

Source: Transit Transformation Action Plan and MTC resolutions and documents.

Projects implementing some actions have recently led to positive changes for riders, including improved signage using new regional standards and reduced fares. One action, the Regional Wayfinding and Mapping Project, requires MTC to finalize regional mapping and wayfinding standards for application across all service areas. State law provides MTC with broad discretion to coordinate transit in the region but does not specify that MTC must adopt regionwide signage standards. This ongoing effort includes coordination across stakeholder groups, advocacy organizations, and transit agencies. MTC used draft standards to implement map and signage prototypes at transit stations in El Cerrito in December 2024 and Santa Rosa in February 2025. MTC surveyed the public once before and once after installing prototypes using these new design standards. Rider responses after implementation were positive, with survey results indicating that wayfinding was easier for people using the prototype signs and maps than it was before installation. MTC noted that it will periodically update its mapping and wayfinding design standards and that it plans to implement the standards incrementally across the region in 2026.

In coordination with developing the regionwide standards, another action item requires MTC to fund one to three North Bay and East Bay mapping and wayfinding projects. MTC expanded this effort to nine projects, including multi-modal transit hubs. MTC cited feedback from transit agencies and its evaluation of prototypes as reasons for this expansion. MTC also obtained feedback from transit agencies on draft signage. Transit agencies provided comments that included accessibility and coordination considerations for stops used by multiple agencies.

Another action item asked MTC to act on recommendations from a Fare Coordination and Integration Study, which included a recommendation to implement a discounted pass for riders from institutions and employers, such as colleges, universities, and affordable housing properties. MTC and transit agencies collaborated to implement a pass that provided unlimited transit trips across all transit agencies that accept Clipper payments for eligible employees from these institutions. This initiative, known as BayPass, was reported to increase trips by eligible riders by 35 percent and generate approximately $1.1 million in additional fare revenue.

Although MTC collaborated effectively with agencies to achieve progress on several actions, it did not complete them according to its original schedule. As Table 4 shows, of the nine actions that we reviewed, MTC completed none of them by the preliminary targets it established, although some of the action items changed significantly after it established the target. MTC acknowledged that the timelines it set were ambitious and were intended as preliminary targets subject to continued evaluation and refinement. MTC adjusted its own internal timelines as necessary. For example, MTC changed the mapping and wayfinding action item and its timeline significantly after it established the target. However, it was unclear to the public that these adjustments had occurred because MTC did not publish that information on its web page for the action plan. MTC published a work plan in July 2025, and it promised an update to its transit action plan in early 2026. As of February 2026, MTC had not identified a date for publishing this update.

MTC did not adopt performance measures with quantifiable metrics for the actions that we reviewed until 2024. The transit plan items we reviewed directed MTC and stakeholders to take action to fund and develop projects and outlined expected outcomes, such as increased equity and simpler, consistent payment options that attract more riders. However, MTC did not include specific requirements or metrics, such as increases in new riders on existing routes, for each of the actions it planned to take. Instead, it produced a Regional Network Management framework in February 2023 to help achieve the outcomes of the transit plan. MTC later adopted performance measures in May 2024 to evaluate the Regional Network Management framework's progress, such as on-time transit performance and availability of real-time data. MTC contracted with a consultant in June 2025 to gather data and analyze results from these measures but has otherwise not established specific requirements or procedures for each of its planned action items.

Oversight of SB 125 Regional Accountability Measures

The governor approved SB 125 in July 2023. State law requires the California State Transportation Agency to establish an accountability program to govern the disbursal of $4.4 billion in SB 125 funding. MTC is charged with governing the disbursal of $1.1 billion of this funding for the Bay Area. The California State Transportation Agency disburses funding to regional transportation planning agencies to fund transit operations or qualifying capital improvements. State law requires the California State Transportation Agency to develop guidelines for the administration of this funding in consultation with transportation planning agencies, transit agencies, and other entities. In November 2023, MTC approved principles to inform SB 125 funding disbursal, as shown in the text box. MTC developed these principles in partnership with Bay Area transit agencies and stated that funding should incentivize accountability of transit agencies to improve coordination and the customer experience. The regional accountability measures encourage progress toward regional transit improvements by making certain SB 125 funding contingent on MTC's determination of satisfactory progress.

MTC's SB 125 Distribution Principles

- Address the most dire shortfalls and avoid service cuts.
- Prioritize high-ridership agencies.
- Prioritize service for transit-dependent riders.
- Incentivize transit operators to improve coordination and customer experience.
- Minimize impact to capital and equipment repair programs.

Source: MTC Resolution.

Using the funding principles listed above, MTC disbursed SB 125 funds to four of the selected East Bay transit agencies: AC Transit, LAVTA, Tri Delta Transit, and WestCAT. MTC's director of funding policy and programs stated that MTC has fully disbursed SB 125 funds for transit operations, and there is no remaining funding. MTC developed three checklists that the transit agencies used to demonstrate compliance with accountability measures associated with this funding. One checklist tracked participation in regional initiatives, such as fare coordination working groups and mapping and wayfinding projects, and two other checklists focused on schedule coordination and transit data availability. To determine whether MTC's oversight is effective and if the agencies performed required activities, we verified the validity of the responses that the four agencies provided to 40 checklist questions. In all cases,

we found evidence that supported each agency's responses, demonstrating that they were complying with the regional accountability measures for this funding. There were two instances in which two agencies stated that they were not actively participating in certain working group meetings related to regional initiatives, but in both cases, the agencies were not members of the respective group. Because we did not identify concerns in our analysis and because the funds have been fully disbursed, we did not perform additional work to assess the adequacy of MTC's oversight of these funds.

Financial Condition of Transit Agencies

Key Points

- Most of the selected East Bay transit agencies have adequate financial reserves in the short term. However, rising operating costs are causing those reserves to decline, and the agencies have identified potential service cuts or fare changes that they may need to make if they cannot identify new funding. The East Bay transit agencies also anticipate challenges in meeting the State's zero-emission vehicle purchasing requirements because such vehicles are expensive—on average twice as expensive as diesel buses.
- AC Transit, County Connection, LAVTA, Tri Delta Transit, and WestCAT are at risk of exhausting their reserves, some as early as fiscal year 2026–27, if they do not identify additional funding sources. Fare increases cannot solve these deficits because most of the agencies would need to more than double their total revenue to balance their budgets.
- Because Union City Transit is a division of the city's public works department, it experiences lower costs and overhead, and the agency thus appears financially stable and does not heavily rely on reserves. As a result, Union City Transit is unlikely to reduce service in the medium or long term.
- MTC's roles and responsibilities for coordinating funding for the region vary depending on the funding source, but it coordinated the disbursal of more than $1 billion to the six selected East Bay transit agencies during the past three fiscal years.

Objective 5:

What Are the Transit Agencies' Financial Conditions and Can They Afford New Buses and Expanded Services?

Transit Agency Reliance on Nonoperating Revenue

We found that all six East Bay transit agencies rely predominantly on nonoperating revenue, rather than operating revenue, to fund their services. In accordance with transit agency financial statements, we define *nonoperating revenue* as primarily federal, state, and local grants; taxes; and subsidies, whereas *operating revenue* is usually from passenger fares or other self-generated sources. We reviewed the East Bay transit agencies' audited financial statements from fiscal years 2022–23 through 2024–25 to identify the percentage of operating revenue each of the six transit agencies received from these sources. The percentage of operating revenue ranged from 4 percent to 14 percent of total revenue, and fare revenue comprised the majority of operating revenue. Rider fares make up small percentages of transit

Fares as Percentage of Total Revenues by Agency

AC Transit – 5%
County Connection – 7%
LAVTA* – 7%
Tri Delta Transit – 6%
Union City Transit† – 4%
WestCAT – 10%

Source: Agency financial statements for fiscal year 2024–25.

* LAVTA's director of finance confirmed that this amount for LAVTA excludes contracted fare revenue. When included, LAVTA's fare revenue is 10 percent of total revenue.

† Based on fiscal year 2023–24 financial statements as they were the most recent available.

agency revenue, as the text box demonstrates. California subsidizes public transit because it provides services to residents of all income levels and provides public benefits, such as reduced air pollution.

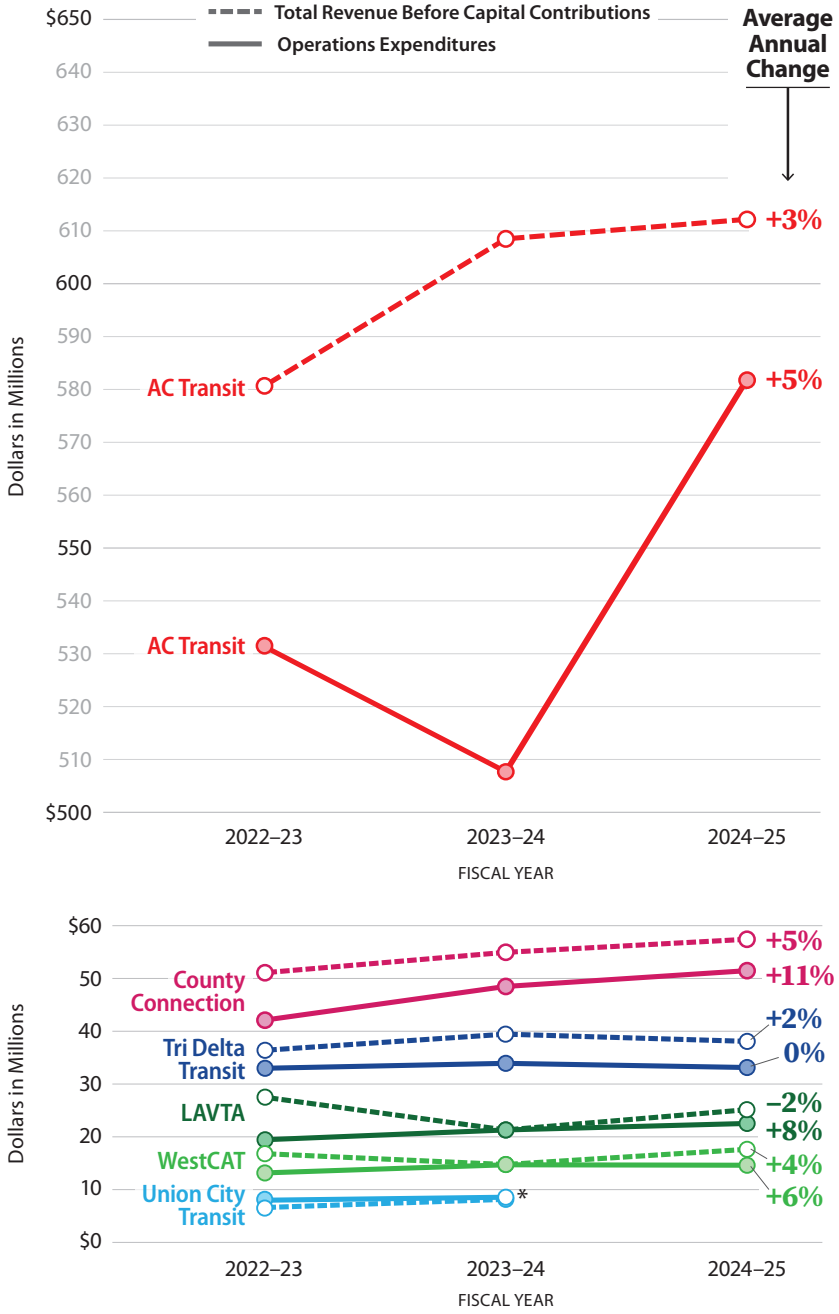
We reviewed financial trends during the last three fiscal years at the East Bay transit agencies to help determine their financial conditions and found that their heavy reliance on various subsidies for their revenue may place them at risk of cutting service if those subsidies decline or are no longer available. Revenue has changed little, ranging from a 2 percent decline to a 5 percent increase during the three years of our review, as Figure 11 shows. However, expenses, such as labor and fuel costs, increased more, ranging from 5 percent to 11 percent.[4] If cost increases continue to outpace increases in revenue, East Bay transit agencies may need to cut costs.

After the COVID-19 pandemic, the federal government passed multiple bills making additional funding available to address financial uncertainty and revenue losses. The CARES Act in 2020 provided additional grant funds for operating expenses and loss of revenue during the pandemic. The Consolidated Appropriations Act in 2021 provided funding for operations costs available beginning in December 2020 until all funds were used. Finally, the American Rescue Plan Act (ARPA) in 2021 provided operating and capital assistance beginning in January 2020 through September 2024. AC Transit, County Connection, Union City Transit, and WestCAT indicated in budget documents that they have exhausted these funds. MTC stated in a May 2025 report to Congress that emergency funds will be fully depleted by fiscal year 2026–27. Because transit agency operating costs continue to increase faster than revenue, such fiscal uncertainty may force East Bay transit agencies to consider making significant service cuts in the future.

To avoid service cuts, some transit agencies are depending on a funding measure that would support their operations, and the Legislature has provided a loan to agencies in the interim. In October 2025, the California governor approved SB 63, which will allow transit advocates to place an initiative on the November 2026 general election ballot. If approved, this initiative will impose a retail transaction tax to raise revenue for Bay Area transit agencies. In February 2026, the Governor signed and enacted Assembly Bill 117, which directs the California State Transportation Agency to provide a $590 million loan through MTC to AC Transit, BART, the San Francisco Municipal Transportation Agency, and the Peninsula Corridor Joint Powers Board, which operates Caltrain. This loan aims to help these transit agencies avoid service reductions by providing loans for operating costs. AC Transit stated in a 2026 press release that the agency will receive up to $55 million of this funding for fiscal year 2026–27.

4 Tri Delta Transit experienced an increase of 0.3 percent and, although Union City Transit did not have audited fiscal year 2024–25 information available, it experienced a 7 percent increase in expenses in prior years.

Figure 11
Over the Last Three Fiscal Years, Growth in Expenditures Exceeded Growth in Revenue for All but One Agency



Source: Auditor analysis of agencies' audited financial statements for fiscal years 2022–23 through 2024–25, as well as AC Transit's draft fiscal year 2024–25 financial statement.

* Data for Union City Transit is unavailable, as it did not provide draft or audited financial statements for fiscal year 2024–25. The percentage change in revenue between fiscal year 2022–23 and 2023–24 was 24 percent, while the change in expenses over that period was 7 percent.

Transit Agency Reserves

Most of the East Bay transit agencies do not have reserves in the traditional sense, but they do have a similar financial resource available. *Reserves* are financial resources that agencies do not include in annual spending plans and are held back in "reserve" for significant, unplanned, or unavoidable costs or revenue losses. State regulations limit the amount of state funding transit agencies receive to their actual operating costs less the sum of fare revenues and other local and federal support. None of the East Bay transit agencies have excess self-generated funds after paying for operating costs, and only AC Transit and County Connection have reserve policies that set aside reserves from budgeted or excess discretionary funds.

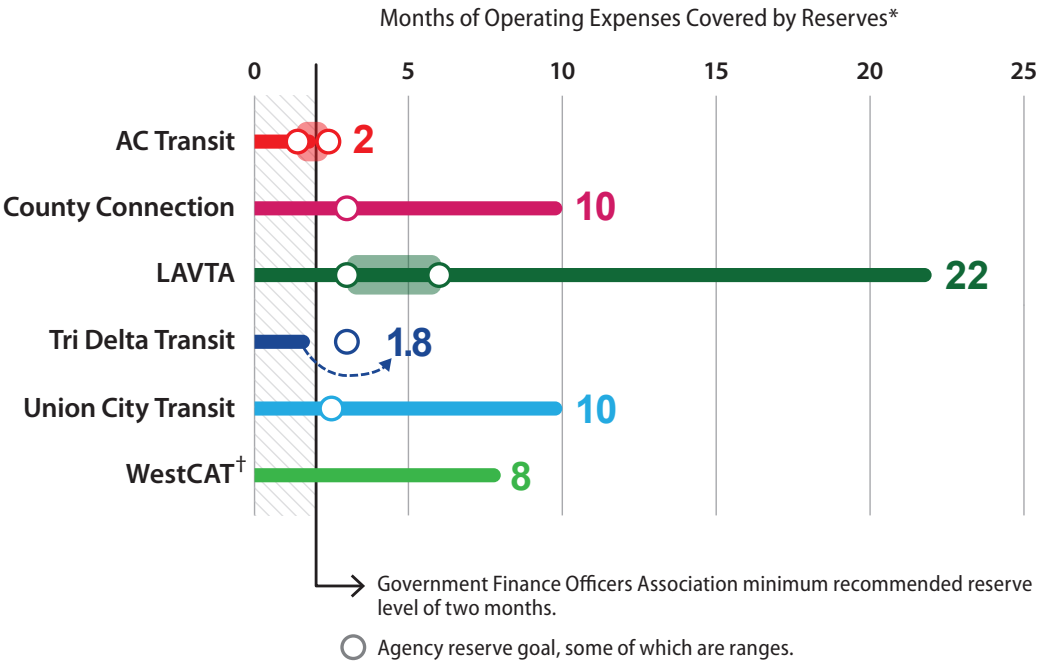
Instead of traditional reserves that AC Transit and other types of entities maintain in their own balance sheet accounts, five of the East Bay transit agencies rely on unallocated Transportation Development Act (TDA) funds maintained by the Alameda County auditor-controller.[5] The state controller is responsible for allocating TDA funding, which comes from local sales taxes, and the Alameda County auditor-controller disburses funds to the East Bay transit agencies from its local transportation fund according to MTC's instructions. When agencies do not use all of their allocated TDA funding, they either must return the funds to the local transportation fund or MTC could reduce their eligibility for funding in the following fiscal year by the amount they were overfunded. This is because state law limits transit agencies from receiving funds from the local transportation fund for operating costs in an amount that exceeds their actual operating costs. We found that, generally, transit agencies document any unspent TDA funds as a liability in their financial statements because they revert to the local transportation fund for allocation when needed in the future. MTC tracks these funds, which carry over from year to year, and makes these unallocated TDA balances available when requested by agencies. MTC stated it can take approximately 30 to 90 days for these funds to reach the transit agency upon request. We reviewed the annual estimates of unallocated TDA balances that MTC provides to transit agencies and found that all of the East Bay transit agencies, except AC Transit, use these funds. As a larger agency, AC Transit has decided to maintain an internal reserve fund.

We reviewed reserves and unallocated TDA balances available to each of the East Bay transit agencies and compared them with best practices and their own policies and found that all but one agency—Tri Delta Transit—had adequate reserves or balances. Each of the transit agencies and MTC refer to unallocated TDA balances as *reserves* and we use this term as well to describe these funds' availability to cover expenses that traditional reserves can meet. We obtained reserve policies from each transit agency and found that three of the six agencies maintain a formal reserve policy. Union City Transit stated that it abides by the city's reserve policy for its own funds rather than having a separate policy. Tri Delta Transit has an informal reserve goal to maintain three months of projected operating expenses. WestCAT does not have a reserve policy but tries to maintain $2 million in reserves. The Government Finance

[5] The TDA allows each county to establish a local transportation fund that receives revenue from certain sales and use taxes to support public transportation systems.

Officers Association recommends that governments have a minimum of two months of unrestricted funds available. As Figure 12 shows, five of the six agencies met this standard, as well as their own policies and goals. As a result, we determined that they have sufficient reserves in the short term.

Figure 12
Transit Agencies' Reserves Generally Meet or Exceed Recommended Levels



Source: Agencies' audited financial statements and MTC fund estimates.

* Auditor identified reserve amounts for agencies other than AC Transit by reviewing their unallocated TDA balances, which the agencies consider their reserves. The balances are as of June 30, 2025, except for Union City Transit, which is based on data from fiscal year 2023–24.

† WestCAT does not have a reserve policy but aims to have $2 million available in reserves.

Tri Delta Transit did not have two months of reserves available, indicating financial stress. The agency noted that, in general, its reserves declined because of increased costs, decreased revenue, and its transition to zero-emission vehicles. The agency explained that increasing reserves will be challenging in the short term because the agency has no additional revenue sources other than fares and advertising. It anticipates losing funding it used to receive from BART for operating some bus routes and will need to take several actions to balance its budget, including potential service reduction. Tri Delta Transit concluded that it may also need to adjust its fares in the future.

Some agencies significantly exceed their reserve goals but recently have experienced declining reserves. For example, LAVTA had 22 months of expenditures available in its reserves, or $41 million. LAVTA's director of finance stated that the agency is using its reserves to construct an operations facility and offices. The director of finance stated that, after construction begins, LAVTA anticipates that its reserves balance

will decrease by about 50 percent. The director also stated that past experiences with sudden revenue declines, such as in 2009 during the recession, motivate the agency to have backup funds available. She noted that, prior to 2009, LAVTA did not have reserves and that it has since changed its budgeting philosophy. In the past the agency would assume that it would receive each grant for which it applied and matched its expenses to that total, but it now only budgets using revenue it is certain it will receive for that year and uses grants to allow it to build reserves. When we reviewed reserve trends from fiscal years 2022–23 through 2024–25, we found that two agencies, AC Transit and Tri Delta Transit, had reserves that grew. The remaining four East Bay transit agencies experienced moderate declines in their reserves over this period. Although all six agencies have some reserve funds available, reserves are a tool for risk management rather than managing structural imbalances between revenue and expenses.

Challenges Funding Capital Projects

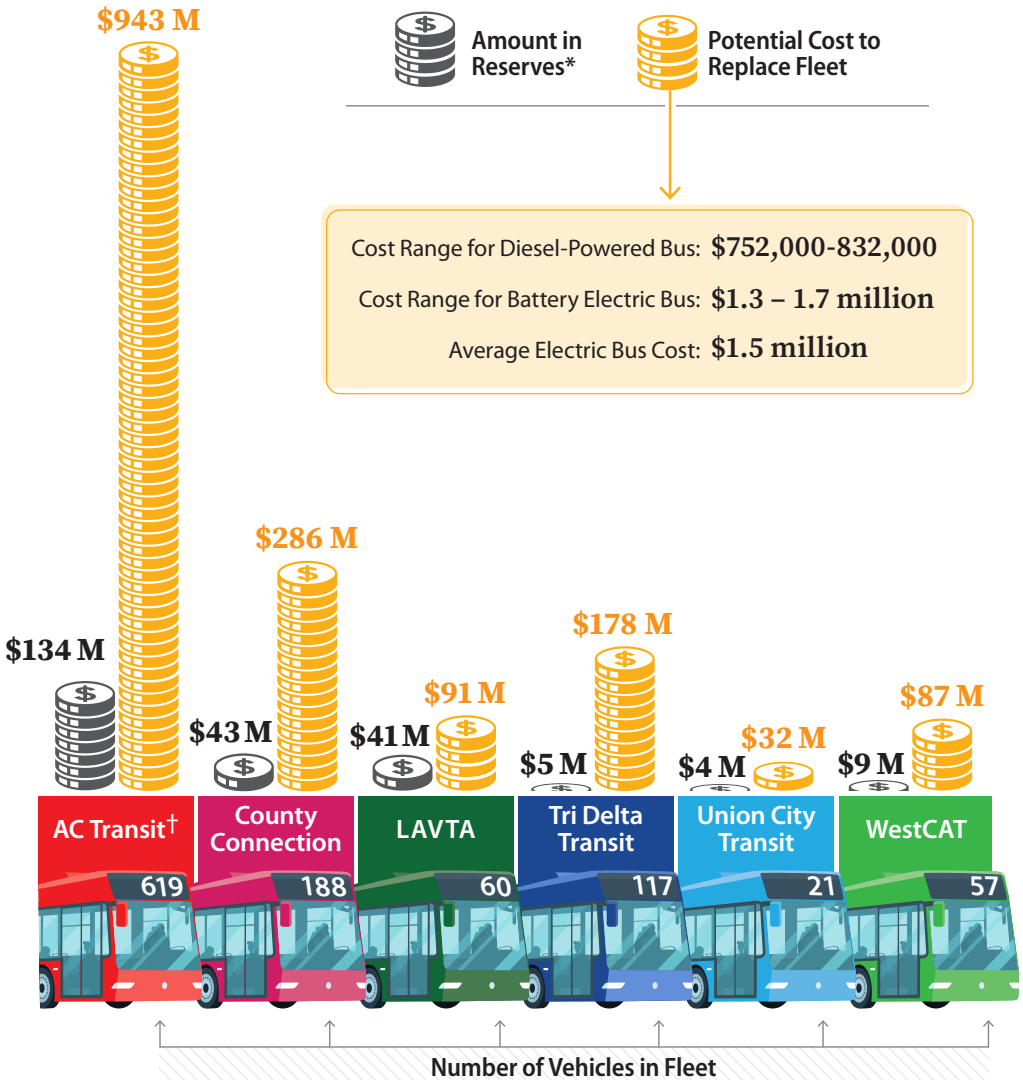
East Bay transit agencies have identified challenges in funding capital expenses related to the purchase of zero-emissions buses and equipment required by state law. Transit agencies generally use federal and state grants and subsidies to finance their capital asset needs, which largely cover the cost to replace buses. The California Air Resources Board (CARB) established a requirement in state regulation that, starting on January 1, 2029, all new bus purchases by California transit agencies must be zero-emission vehicles. For context, AC Transit planned to replace 100 of its 619 vehicles in fiscal year 2025–26, and County Connection planned to replace seven of its 188 vehicles in that same fiscal year. Figure 13 shows that zero-emission vehicles can cost twice as much as traditional vehicles, leading to large financial obligations on agencies as they replace their vehicles. Costs associated with developing fueling and charging infrastructure further increase this financial burden.

Each of the East Bay transit agencies we reviewed is considering seeking an exemption because of the financial burden of purchasing zero-emission buses. State regulation currently allows transit agencies to request one-year exemptions from the requirement until January 2030 under certain circumstances. For example, a transit agency may request an exemption if the available zero-emission buses cannot meet the transit agency's daily mileage needs. All six of the agencies expressed that they are considering seeking longer exemptions, and we note that although there are funding sources that transit agencies may use to purchase zero-emission buses, such as the state Transit Intercity Rail Program or federal formula grants, they are competitive grants or are not dedicated to supporting the zero-emission transition.

Additionally, Union City Transit and WestCAT experienced changes in grants that impacted their ability to purchase previously approved zero-emission vehicles. Union City Transit's manager stated that in August 2022, the FTA awarded grant funds to Union City Transit for the purchase of battery electric buses. In July 2025, the FTA announced that transit agencies had the opportunity to submit applications to change their projects to purchase standard vehicles. Union City Transit's manager reported that the agency was allowed to modify its grant application from battery electric buses to compressed natural gas buses. WestCAT's general manager stated

that in July 2024, the agency received an FTA award to purchase hydrogen fuel cell buses, build its fueling station, and upgrade its maintenance facilities, but the FTA has not yet *obligated*, or funded, the award. The FTA did not approve any awards for hydrogen fuel cell or battery electric bus projects in fiscal year 2024–25 and has not published a statement explaining this decision.

Figure 13
The Cost to Convert Bus Fleets to Zero-Emission Vehicles Far Exceeds Agencies' Available Reserves



Source: MTC bus cost estimates, 2024 Federal Transit Administration profiles, agency financial statements.

Note: Potential costs assume replacement of entire fleet with battery electric buses at $1.523 million per bus and do not include costs to improve or develop related infrastructure for charging or fueling buses.

* Reserves for agencies other than AC Transit are unallocated TDA balances, which the agencies consider their reserves. Amounts are as of fiscal year 2024–25.

† $15 million of the reserve total is a capital reserve, and the remainder is an operating reserve.

County Connection also experienced a challenge with state grants to support its zero-emission transition. The agency's chief financial officer stated that its congestion management agency, Contra Costa Transportation Authority, coordinated a grant application in 2022 on behalf of itself, County Connection, and LAVTA to build hydrogen fueling stations and purchase hydrogen buses for service along the Interstate 680 corridor. County Connection's assistant general manager explained that the type of vehicle that is suited for service along this corridor is an over-the-road coach, which is a high-capacity vehicle designed for long-distance travel that offers amenities like reclining seats and restrooms. She noted that at the time of application for the grant, the technology was moving in the direction that this type of coach would be available in a hydrogen format. However, both she and the chief financial officer explained that, since then, the hydrogen bus market has shifted significantly, and this type of hydrogen coach does not yet exist. As a result, the financial officer stated that the award is essentially millions in grant funds that the agency cannot use. Figure 13 shows that agencies do not have the amount of funds needed to meet these zero-emission transition costs on their own.

Objective 8:

Are the Transit Agencies at Risk of Not Being Able to Operate or Expand Services in the Future?

Fiscal Year That Agency Budgets Expect Reserve Depletion

AC Transit: 2027–28
County Connection: 2029–30
Tri Delta Transit: 2026–27
WestCAT: 2026–27

Source: Agencies' fiscal year 2025–26 budgets.

Agencies' Deficits as a Percentage of Revenue in Fiscal Year 2025–26

AC Transit – 7%
County Connection – 16%
LAVTA – 9%
Tri Delta Transit – 10%
Union City Transit – 3%
WestCAT – 12%

Source: Agencies' fiscal year 2025–26 adopted budgets and Union City's fiscal year 2024–25 adopted budget.

Future Deficits and Potential to Exhaust Reserves

Five of the six East Bay transit agencies may exhaust their reserves within the next five years without new funding sources. Each of the five agencies has indicated that it will need to reduce service without additional, external sources of funding. As the text box shows, the four agencies whose budgets include projections for fiscal year 2025–26 show that they may deplete their reserves in the next few years.

For agencies with projections, we compared their reserve balances to their projected budget deficits, as reported in their fiscal year 2025–26 budgets. For example, as displayed in the text box, AC Transit's budget shows a 7 percent deficit. AC Transit used $41.5 million of its $119 million in reserves to cover this deficit. Budgeted expenditures exceeded revenues from a low of 3 percent to a high of 16 percent.

Although two of the East Bay transit agencies—Tri Delta Transit and LAVTA—do not have budget projections, we determined they are also at risk of exhausting their reserves. Tri Delta Transit's fiscal year 2025–26 budget does not contain projections, but we identified that it is also at

risk of exhausting reserves by fiscal year 2026–27 because its fiscal year 2025–26 adopted budget shows a 10 percent deficit relative to its estimated revenue, leaving only $1.7 million remaining in reserves. We project that it will spend these reserves in fiscal year 2025–26 or fiscal year 2026–27. Tri Delta Transit's general manager added that the operation of paratransit service, along with recent increases in fuel costs, such as diesel, contribute to Tri Delta Transit's ongoing budget deficits. LAVTA also does not budget projections in its financial statements, but it has indicated it will likely reduce service soon without new revenue because of structural deficits.

It is unlikely that these agencies could eliminate or significantly reduce their budget deficits by increasing fares. As described in the previous section, fare revenue constitutes 10 percent or less of each agency's total revenue, and most of the agencies would need to more than double their fare revenue to offset these deficits. For example, WestCAT collects the highest proportion of fare revenue among the six agencies and earned about $1.4 million in fares in fiscal year 2024–25. However, WestCAT projects a $1.7 million budget deficit in fiscal year 2025–26, meaning that if it chose to increase fares to offset this deficit, it would need to generate an additional $1.7 million in fare revenue on top of what it already collects. Therefore, WestCAT would need to collect a total of $3.1 million in fare revenue to eliminate this deficit, which is more than twice its current fare revenue. We find it unlikely that agencies could obtain this much revenue by simply increasing fares because if fares increase some riders may no longer choose to use public transit in favor of other transportation options.

The remaining agency, Union City Transit, does not appear to be at risk of reducing service in the medium or long term. Union City Transit had nearly $4.6 million in reserves in fiscal year 2024–25, and it projects that it will use an average of $170,000 per year from its reserves during the next three fiscal years. At this rate, Union City Transit will not exhaust its reserves for 27 years. According to the agency's transit manager, the reason Union City Transit appears to be financially stable and is not likely to reduce service is that, as a division of the city's public works department, Union City Transit is allowed to leverage the staff and resources of other diverse departments, leading to lower costs. The transit manager added that the agency, as a division of a larger city department, does not have significant overhead, such as rent or utility bills.

AC Transit also faces substantial risk related to its pension costs and other postemployment benefits (OPEB) that may further strain its ability to expand services in the future. As Table 5 shows, we generally identified low or moderate risks related to each agency's pension and OPEB indicators, apart from AC Transit's pension costs and OPEB funding. High-risk pension costs mean that the agency's actuarially-determined pension contributions constitute a significant portion of its revenues and will likely strain its financial resources. Similarly, AC Transit's high-risk OPEB funding indicates that the agency does not have sufficient assets to fund a substantial portion of these benefits. Without sufficient assets, AC Transit will likely have to make higher contributions to its OPEB plan in the future, potentially displacing other spending priorities. Combined with rising operational costs and budget deficits, these factors could lead to service reductions and limit opportunities for service expansion.

Table 5
Most Transit Agencies Are Not at Immediate Risk of Being Unable to Fund Their Retirement Benefits as Reported in Fiscal Year 2024–25 Financial Reports

AGENCY	PENSION OBLIGATIONS	PENSION FUNDING	PENSION COSTS	OPEB OBLIGATIONS	OPEB FUNDING
AC Transit	Low Risk	Moderate Risk	High Risk	Low Risk	High Risk
County Connection	Low Risk	Low Risk	Low Risk	Low Risk	Moderate Risk
LAVTA	Low Risk	Moderate Risk	Low Risk	Low Risk	Low Risk
Tri Delta Transit*	Low Risk	Low Risk	Low Risk	N/A – Does not offer OPEB.	
Union City Transit	N/A – Part of a municipal government, and it is not possible to identify pension and OPEB benefits for only Union City Transit staff.				
WestCAT	Low Risk	Moderate Risk	Low Risk	N/A – Does not offer OPEB.	

Source: Auditor analysis of agencies' audited financial statements for fiscal years 2022–23 through 2024–25, as well as AC Transit's, Tri Delta Transit's, and LAVTA's draft fiscal year 2024–25 financial statements.

Low Risk, Moderate Risk, and High Risk levels indicate the risk of fiscal distress for this indicator.

Note: Only AC Transit and County Connection directly hire their employees. As a result, they fund retirement and OPEB costs for most of their staff. The remaining four agencies contract with third parties to provide labor, such as bus drivers, and either do not directly offer a pension or finance the retirement benefits of only a small number of administrative staff.

* Tri Delta Transit does not participate in a defined benefit pension plan, but the agency does make contributions to participating employees' 401(a) plans; therefore, because it does not have a defined benefit pension plan, we rated its pension indicators as low risk.

Most of the East Bay transit agencies are at risk of reducing service because of their projected financial conditions. As described above, budget deficits, the depletion of reserves, structural funding gaps, and in AC Transit's case, high retirement obligations all contribute to the likelihood that these agencies may cut service. As the transit planning organization for the Bay Area, MTC plays a key role in coordinating state and federal transit funding by receiving and then disbursing those funds to transit agencies. Therefore, MTC may be well-positioned to identify and coordinate additional financial resources to agencies at risk of cutting vital transit services.

Objective 7:

How Much Funding Does MTC Provide and What Are the Restrictions on This Funding?

MTC's Disbursal of Funding to Transit Agencies

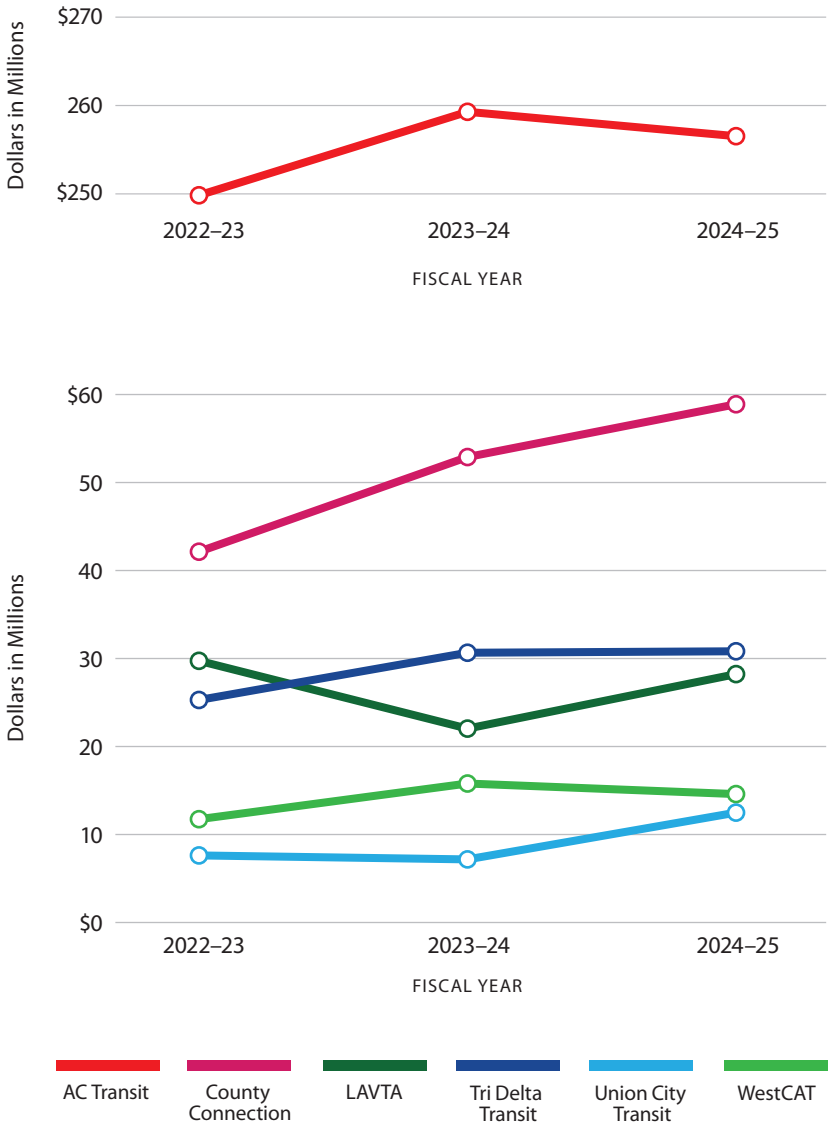
MTC plays a role in multiple sources of funding for transit agencies in the East Bay. Federal transit grants, approved through the FTA, fund transit needs such as vehicle replacement. MTC uses a process to rank essential regional projects and disburses these grants to those projects. The FTA oversees compliance with federal grant requirements through triennial reviews. As discussed earlier, the state controller is responsible for allocating TDA funding, and the county auditor disburses funds according to MTC's instructions. MTC is responsible for adopting a regional transportation plan and requires that transit agencies identify how their claims are eligible for TDA funding. For other grants such as the federal Surface Transportation Block Grant Program, the federal government is responsible for allocating such funds to the state, and the state must oversee transit agency spending of those funds. For Regional Measures 2 and 3, MTC allocates funds, and requires that transit agencies submit claims for reimbursement.[6] The California State Transportation Agency is responsible for disbursing SB 125 funding to MTC, and MTC established accountability measures to govern its disbursals of those funds. MTC states that it does not have oversight or control over transit agency use of county or local tax funds.

MTC Funding Allocations

From fiscal years 2022–23 through 2024–25, MTC disbursed more than $1 billion in federal, state, and regional grants and subsidies to the selected East Bay transit agencies. We reviewed documents that MTC used to record funding allocations to the East Bay transit agencies, and we found that MTC coordinates the disbursal of at least 10 different funding sources for the region. The most significant funding sources were the Transportation Development Act (TDA), State Transit Assistance (STA), the FTA, Regional Measures 2 and 3, and SB 125. Figure 14 shows that AC Transit, County Connection, Tri Delta Transit, Union City Transit, and WestCAT experienced increases in funding between fiscal years 2022–23 and 2024–25 from these sources. As Figure 15 shows, the proportion of funds that MTC allocated for operating costs was almost always greater than the proportion of funds for capital expenses. This disbursal of funding suggests that the East Bay transit agencies are more focused on maintaining current operations than on expanding service through capital spending, which appears appropriate based on resources they have available.

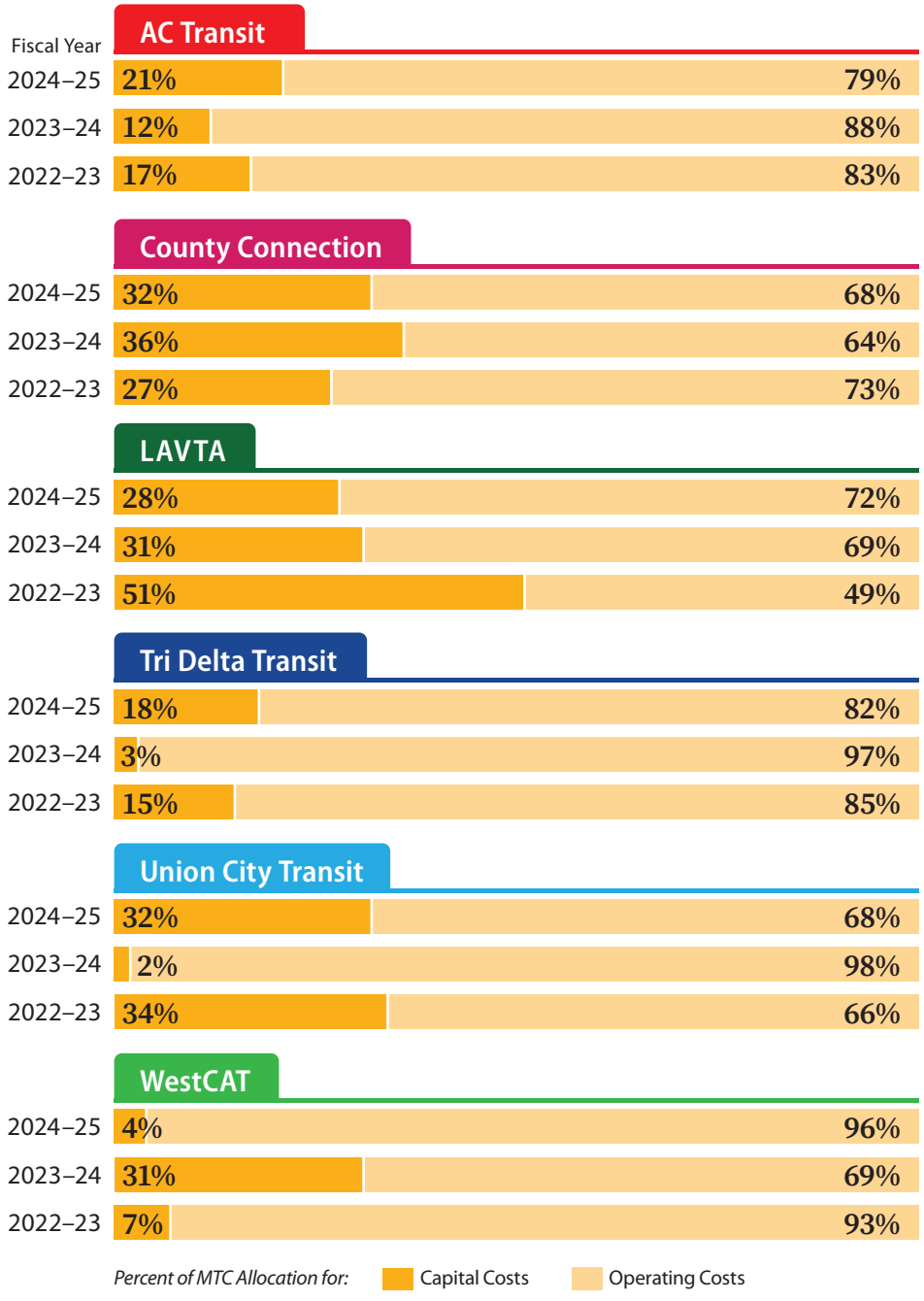
[6] Regional Measures 2 and 3 are voter-approved increases to Bay Area bridge tolls to fund specific highway and transit projects. Regional Measure 2 projects support better connections between BART, buses, ferries, and rail, whereas Regional Measure 3 projects support transit improvements to the transbay corridor and AC Transit rapid bus improvements.

Figure 14
Funds Disbursed by MTC to the Six Selected Transit Agencies We Reviewed Generally Increased Over the Past Three Fiscal Years



Source: MTC allocation resolutions.

Figure 15
Agencies Filed More Claims to MTC for Operating Costs Than for Capital Costs



Source: MTC allocation documents.

Funding Restrictions

We reviewed the funding restrictions associated with FTA grants and funds from TDA, STA, Regional Measures 2 and 3, and SB 125, and found that each funding source has various restrictions on how transit agencies may spend those funds and place obligations on recipients. For example, Regional Measure 3 funds may only be spent on transit projects that improve transit and reduce congestion along certain Bay Area transportation corridors. Recipients must also meet performance measures established by MTC, such as providing reliable, on-time service. TDA funds are more flexible, and may be used to support public transportation systems, community transit services, and other costs. The text box provides some examples of funding restrictions, and Table A3 in Appendix A provides a summary of the restrictions for all funding sources we identified.

Examples of Funding Restrictions

Transit agencies must use certain funds either for operating costs or capital expenses.

Federal grants usually cover 80 percent of costs and require transit agencies to cover the remaining 20 percent.

Transit agencies must meet efficiency standards to receive certain funds.

Source: Federal and state law and MTC policies.

In regards to the disbursement procedure, MTC follows a process to authorize key funding to transit agencies. First, MTC provides transit agencies with an annual estimate of available funds. It then instructs transit agencies to submit claims that document funding eligibility. Finally, MTC either authorizes disbursement of the funds, or instructs county controllers to disburse the funds.

Feasibility of Merging Transit Agencies

Key Points

- We combined the financial statements of the East Bay transit agencies in Alameda County and those in Contra Costa County to assist in determining the likely financial condition of a single bus transit agency in each of these two counties. However, because the existing transit agencies exhibited poor financial conditions, we concluded that the hypothetical combined agencies would likewise be in an unfavorable financial position. Specifically, these agencies would have significant negative unrestricted net positions, meaning they would not be able to expand service or be financially healthy.

- Merging East Bay transit agencies may result in an increase in operating costs, primarily because of the need to standardize wages and benefits across the merged agencies with the significantly higher costs of AC Transit. Other significant legal and practical impediments also limit the feasibility of a merger of East Bay transit agencies, such as federal laws around collective bargaining rights and the potential decline in service quality resulting from a loss of local control in the areas that are not within AC Transit's current service area.

Objectives 9 & 10:

Would Merging Transit Agencies Be Feasible, Solve Financial Challenges, and Provide Benefits to Riders?

Financial Conditions of Potentially Merged East Bay Transit Agencies

We combined the financial statements of the East Bay transit agencies in Alameda County and those in Contra Costa County to assist in determining the likely financial condition of a single bus agency in each of these two counties. Specifically, we combined information about total assets, total liabilities, net position, operating revenues, operating expenses, and nonoperating revenue and expenses, which are defined in the text box. We also split AC Transit's financial information between these two counties because it operates in both. County Connection, Tri Delta Transit, and WestCAT are in Contra Costa County, and about 10 percent of AC Transit's ridership is in that county. Meanwhile, Alameda County contains LAVTA, Union City Transit, and about

Definitions of Financial Terms

Total Assets: Resources with present service capacity that the government currently controls, such as cash, buses, and buildings.

Total Liabilities: Present obligations to sacrifice resources that the government has little or no discretion to avoid, such as accounts payable and lease obligations.

Net Position: The difference between assets and liabilities, resources available for future operations.

Operating Revenues: Revenue generated from the day-to-day operations of the entity.

Operating Expenses: The costs associated with providing services and running the entity.

Nonoperating Revenue and Expenses: Revenue and expenses generated by things that are not directly related with the services the entity offers, such as investment income or external subsidies.

Source: Government Accounting Standards Board documents.

90 percent of AC Transit's ridership. As a result, we split AC Transit's financial information between the two hypothetical county-based bus agencies and present our summations in Table 6. We performed this analysis for fiscal years 2023–24 and 2024–25 so that we could identify financial trends for the two hypothetical agencies and provide this more detailed information in Table B.1 in Appendix B.

Table 6
Hypothetical Separate Bus Agencies for Contra Costa and Alameda Counties Would Have Significant Negative Unrestricted Net Positions

		ALAMEDA BUS AGENCY	CONTRA COSTA BUS AGENCY
Statement of Net Position	Total Assets and Deferred Outflows	$965,090,841	$245,002,532
	Total Liabilities and Deferred Inflows	664,120,241	136,167,559
	Total Net Position	**$300,970,600**	**$108,834,973**
	Net Investment in Capital Assets	$415,337,352	$127,054,221
	Restricted	110,175,883	15,988,050
	Unrestricted	(224,542,635)	(34,207,298)
	Net Pension Liability	248,409,903	42,953,180
	Net OPEB Liability	111,950,802	14,594,400
Statement of Revenues, Expenses, and Changes in Net Position	Operating Revenues	$47,158,878	$16,055,277
	Operating Expenses	615,794,029	177,465,386
	Operating Loss	(568,635,151)	(161,410,109)
	Net Nonoperating Revenue and Expenses*	$534,355,126	$144,467,832
	Capital Contributions	$40,114,328	$16,041,096
	Change in Net Position	**$5,843,303**	**$(901,181)**

Source: East Bay transit agencies' fiscal year 2024–25 financial statements, some of which were in draft form as of May 2026, and Union City Transit's fiscal year 2023–24 financial statements.

Note: We aggregated the financial statements of County Connection, Tri Delta Transit, WestCAT, and 10 percent of AC Transit's financial statement values to create the Contra Costa County bus agency. We aggregated the financial statements of LAVTA, Union City Transit, and 90 percent of AC Transit's financial statement values to create the Alameda County bus agency.

* Includes TDA funds.

The financial information we aggregated indicates that combining these agencies may not provide significant financial benefits because of negative unrestricted net positions. We evaluated the impact this combination would have on *unrestricted net position* because it represents the financial flexibility to manage day-to-day operations, handle unexpected financial crises, and fund capital improvements without external support. All six agencies have a negative unrestricted net position, and for two agencies, including AC Transit, this is a substantial amount.[7] Ultimately, this net position is intended to serve as a measure of the financial resources available. When we combined the financial information of the transit agencies to simulate two agencies, one for Alameda County and one for Contra Costa County, both of the agencies would continue to have negative unrestricted net positions. Having a negative unrestricted net position means that the agencies—individually or combined—have limited resources for future operations or expansion of services.

One of the main reasons that combining these agencies would not significantly improve its financial situation comes from the merging of long-term liabilities related to pension and OPEB benefits. Although not all six agencies provide these benefits, the long-term liabilities of AC Transit alone exceed the total assets of all other agencies. Further, these obligations are likely to increase in the combined agencies because more employees would be eligible for such benefits, as we discuss later. Another limitation on the agencies' financial condition is that their capital assets constitute a significant portion of their overall assets. These capital assets are generally buses and buildings, and therefore agencies cannot quickly convert them into cash to cover immediate, short-term expenses. Because these agencies would not be healthier financially under the combinations outlined above, we attempted to determine whether an even larger agency would have a better financial condition.

When we combined the financial statements to include all six East Bay transit agencies, we found similar concerns. Specifically, this hypothetical agency would also have a large negative unrestricted net position, as shown in Table B.2 in Appendix B. Additionally, the single agency does not show a significant change in this unrestricted net position year over year. Moreover, small increases in revenues would be overcome by large increases in expenses and increasing operating losses. As a result, this agency's net position would likely decline further over time. Finally, the estimated expenditures we used in our analysis would increase significantly following a merger. We discuss at greater length below that combining the East Bay transit agencies would require significant increases in labor expenses because of protections for represented workers. As a result, we do not estimate that one or two hypothetical bus transit agencies serving the East Bay, created through the combination of existing agencies, would result in financially stronger transit agencies.

[7] Net position consists of three components: net *investment in capital assets*, *restricted*, and *unrestricted*. *Net investment in capital assets* represents capital assets, such as land, buildings and equipment, minus accumulated depreciation and outstanding debt related to acquiring or improving those assets. The *restricted* component of net position consists of resources with constraints placed on their use by external parties, such as creditors, grantors, and legal obligations, whereas the *unrestricted* component is the residual amount of net position, not included in the other two categories, that is available for general operations.

Costs and Benefits of Merging Transit Agencies

Although there are some potential fiscal benefits to merging transit agencies, achieving such benefits in practice in the East Bay may be challenging. We searched for reviews, analyses, reports, and studies related to transit agency mergers or consolidation and asked for any studies MTC or the transit agencies had available. We identified 10 past studies on the feasibility of merging bus service agencies in the Bay Area conducted by the University of California Institute of Transportation Studies, consultancy groups, MTC, and the Solano Transportation Authority between 1987 and 2020. However, only two of these 10 studies recommend that bus agencies merge, and none of the remaining studies recommended merging to improve the overall financial condition of the relevant agencies. We identified two areas of potential cost savings from these studies: consolidating administrative functions and reducing duplicative routes. However, we found major impediments to achieving cost savings in both areas.

Administrative Costs as Share of Operating Expenses Vary Significantly

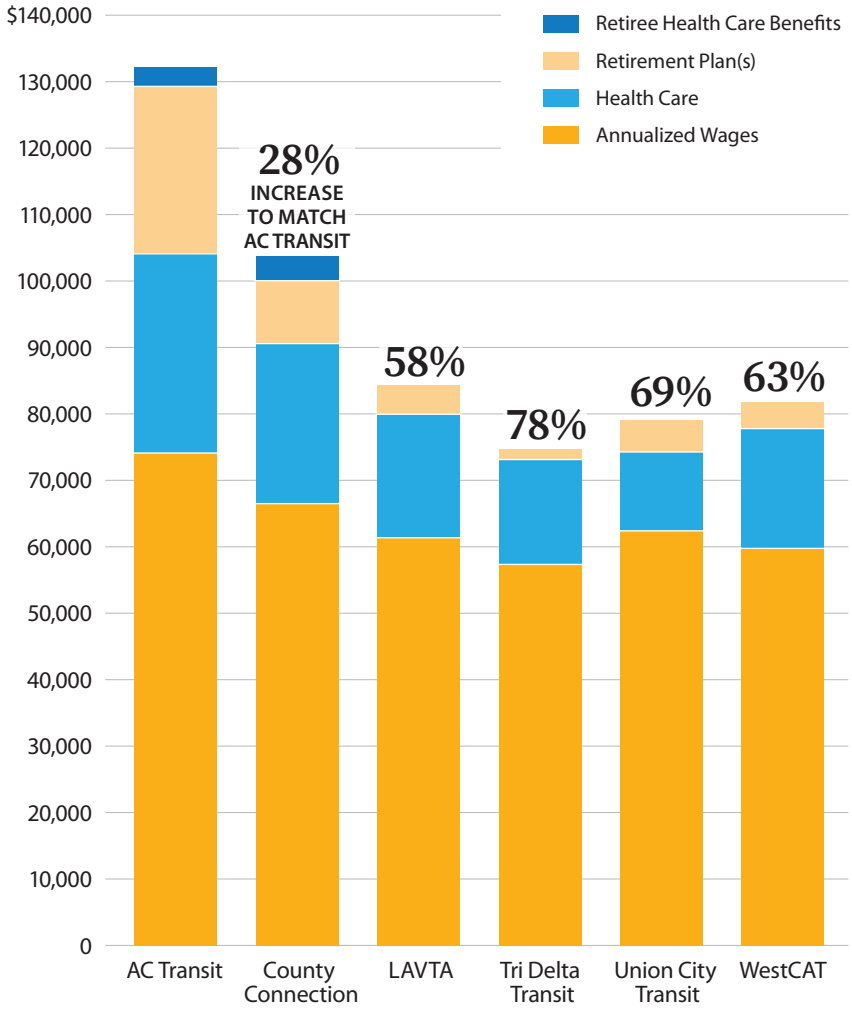
AC Transit – 28%
County Connection – 25%
LAVTA – 35%
Tri Delta Transit – 23%
Union City Transit – 3%
WestCAT – 17%

Source: National Transit Database data and Union City financial statements.

Our review identified that these potential cost savings would be minimal for the hypothetical county-based bus agencies. For example, one study noted that savings achieved by consolidating administrative staff could be undone by the need for a substantial management structure to administer a large and geographically dispersed agency, and that administrative staff are not large in transit agencies, limiting potential savings. The text box provides administration costs as a percentage of total operating costs for the agencies that we reviewed, which range from 3 percent to 35 percent of agency spending. We describe below that labor costs would likely increase significantly following a merger, which would likely eclipse administrative savings. Finally, both past studies and our own analysis related to Objective 3 have not identified significant levels of duplicative bus service among East Bay transit agencies. As such, it is unlikely that merging East Bay transit agencies would produce significant savings.

In fact, standardizing wages and benefits following a merger could increase overall labor costs because AC Transit has significantly higher labor costs than do the other agencies. As Figure 16 illustrates, although wages are only a bit higher at AC Transit compared to the other agencies, AC Transit's overall compensation package for bus drivers is significantly higher than the other agencies, mostly because of its retirement benefits. County Connection, which, like AC Transit, employs drivers directly, would have to increase driver compensation by approximately 28 percent to match AC Transit's spending. The remaining agencies, whose drivers are contractors, not employees, would need to increase total driver compensation by 58 percent to 78 percent to match AC Transit's compensation package for drivers. To standardize salary and benefits in the event of a merger, the new agencies would either have to obtain substantial concessions from current AC Transit drivers, such as agreeing to reductions in compensation and benefits, or greatly improve the compensation for drivers working in the areas currently served by the other agencies.

Figure 16
The Costs to Compensate Bus Drivers Are Significantly Higher at AC Transit Than Other Agencies, Primarily Because of Retirement Benefits



Source: Agencies' union agreements.

Note: Calculations assume a bus driver with three years of experience, receiving health care coverage for themselves and a spouse or dependent.

Even if the new agencies were able to obtain major concessions from current AC Transit employees following the merger, doing so could risk the loss of certain federal funds. Federal law requires, as a condition for providing financial assistance to transit operators, that all employees who are affected by the receipt of federal funds be protected under arrangements that are fair and equitable. Following a transit agency being acquired to create a new agency, federal law requires continuation of collective bargaining rights, the protection of employees from a worsening of their positions, and assurance that employees would be employed by the new agency. If the secretary of labor determines that interests of employees are

not protected, such as if the creation of new transit agencies to serve Contra Costa County and Alameda County resulted in labor agreements that were not deemed fair and equitable, the new agencies might not be eligible for federal assistance.

Legal and Contractual Impediments to Merging Transit Agencies

The varied dissolution processes for the existing agencies are significant obstacles to a merger. Under state law, AC Transit may only dissolve if it no longer operates any transit facilities, at which point its dissolution would still require approval from both its board and from voters. Dissolution of AC Transit would result in the loss of special tax revenue that currently provides funding for bus service in the East Bay. AC Transit was authorized, with voter approval, to create special transit districts and to impose special taxes to support transit in Alameda and Contra Costa counties. AC Transit created Special Transit Service District 1, which straddles Alameda and Contra Costa counties, and voters approved a parcel tax that generates more than $30 million in annual revenue for AC Transit. This revenue would not transfer to newly created transit agencies unless the Legislature provided taxing authority to the new entities and local voters approved new special taxes. However, this loss of revenue might be avoided by merging the East Bay transit agencies into one bus agency because the special transit district would remain intact. For the four agencies organized as JPAs, dissolution would require the support of one or more of their member jurisdictions—including the cities listed in the text box—or action by the Legislature. For Union City Transit to be annexed into a transit district, state law would require the city council to support the annexation, or voters would have to carry out a petitioning process. Given the number of entities involved in the dissolution processes, as a practical matter, the formation of a new merged transit agency would likely not be possible without the Legislature passing a law to authorize the formation of the new agencies and the dissolution of their predecessors.

JPA Member Entities

County Connection: Contra Costa County, Concord, Clayton, Danville, Lafayette, Martinez, Moraga, Orinda, Pleasant Hill, San Ramon, Walnut Creek

Tri Delta: Contra Costa County, Antioch, Brentwood, Oakley, Pittsburg

WestCAT: Contra Costa County, Hercules, Pinole

LAVTA: Alameda County, Dublin, Livermore, Pleasanton

Source: Agency websites and JPA agreements.

The legal protections afforded to contractors also could complicate or add to the cost of pursuing a merger. Two of the six agencies, LAVTA and County Connection, have provisions in their JPA agreements preventing dissolution from occurring when the JPA has executed long-term contracts for public transportation services. As of May 2026, LAVTA has a long-term contract for public transportation services, but County Connection confirmed that it does not. Further, to avoid potential legal challenges, any legislation that combines transit agencies would have to address the rights of any private contractors and the contractual obligations owed to them. Four of the six agencies contract bus operations to a private firm. Because of the legal protections for contractors, if the Legislature chose to pursue new transit agencies for Alameda and Contra Costa counties, it would need to address claims resulting from these contracts.

Additionally, there are a variety of retirement plans in place across the six agencies with varying benefits, which could complicate the creation of new East Bay transit agencies. Employees at County Connection, LAVTA, Union City Transit, and WestCAT are eligible for pensions administered by CalPERS. State law prohibits a JPA with CalPERS obligations from dissolving until it has apportioned pension liabilities among the parties. If the Legislature does not establish a plan for any successor transit agency to absorb these liabilities, the member entities of the JPA would bear that responsibility. AC Transit employees belong to the AC Transit Employees Retirement Plan, an independent public pension plan that is not administered by CalPERS. AC Transit does not currently have an agreement with CalPERS to allow employees with service credit in one system to transfer to the other without receiving reduced retirement benefits. The two systems also have different employee and employer contribution rates, vesting periods for active members, and pension benefit formulas for their two tiers of employees. In 2002, when the Legislature consolidated transit boards in San Diego County, it passed legislation to preserve the employment and pension rights of existing employees. If the Legislature chooses to pursue mergers of East Bay transit agencies, it may be necessary to include similar provisions to clarify how the new agencies would manage the retirement benefits of existing employees in a fair and equitable way.

Potential Changes to Service Quality

Creating two new transit agencies that provide bus services to Alameda and Contra Costa counties may not necessarily improve the transit connectivity among communities in the same county and could even negatively affect the quality of service for some riders. Several of AC Transit's routes transport riders between Contra Costa County and Alameda County, including the popular 72, 72L, and 72M bus lines that connect Richmond, San Pablo, and El Cerrito in Contra Costa County with Oakland, Berkeley, Emeryville, and Albany in Alameda County. These routes link some disadvantaged communities directly with job centers. Creating transit agencies by county could inconvenience these riders. For example, riders might need to transfer between the systems, lengthening their commutes, or change to another service provider such as BART. Moreover, although Union City Transit and WestCAT both overlap with AC Transit's service area, the remaining three agencies are separated from the other East Bay transit agencies by mountains, limiting the practicality of buses as a means of connecting these service areas in the event of a merger. Forming a transit agency for bus service in Contra Costa County could break up existing routes that provide connectivity with Alameda County, without necessarily facilitating greater connection between the different subregions of Contra Costa County across the mountains that separate service areas. Similar to the issue of AC Transit's special tax district, merging the existing East Bay transit agencies into one bus agency for the two counties could instead maintain direct service in this area.

A final consideration is the potential decline in service quality that could result from the loss of local control by the cities outside of AC Transit's service area. Management at several of the East Bay transit agencies have told us that local control benefits riders. Specifically, WestCAT and Union City Transit noted that residents have more of a voice in the provision of bus services in their communities than

would be the case if they were a smaller component of a larger agency. The executive director of LAVTA also cited the presence of direct oversight by local elected officials as a benefit to riders in their service area and further suggested that local control keeps costs down and ensures that taxes that are raised locally are also spent locally. Similarly, County Connection and Tri Delta Transit suggested that the smaller scale of their agencies allows staff to have a more informed understanding of local needs compared to a hypothetical, larger agency headquartered further away from their suburban areas. Management at County Connection, LAVTA, and WestCAT further noted that, historically, when AC Transit was responsible for bus service in the outer suburbs, it provided minimal service to these areas. AC Transit management, for their part, told us that if they were to merge with the other agencies, they anticipate that the different operating environments and long distances across the new service area could negatively affect the reliability of service.

Recommendations

Legislature

To ensure that agencies can comply with CARB's mandate to make all new bus purchases zero-emission starting in 2029, the Legislature should consider extending this deadline or allocating new funds to the transit agencies to purchase zero-emission buses.

MTC

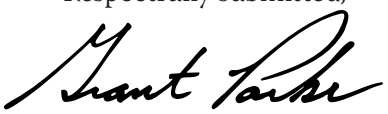
- To improve its effectiveness in managing regionwide projects and mitigate the risk of missing target completion dates for action items, MTC should immediately establish realistic and attainable time frames for each item by setting major milestones and subtasks, along with identifying potential risks and mitigation strategies for delays caused by interdependent activities.

- To guide its decisionmaking and better measure progress toward completing items in its transit action plan, MTC should, as part of its ongoing effort to analyze the regional network management framework's progress, build upon the adopted May 2024 performance metrics to include achievable outcomes, such as the increase in new riders on existing routes. MTC should define linkages between these adopted metrics and outcomes when it updates the transit action plan.

- To address the risk that transit agencies may have to reduce services due to rising operational costs, MTC should by January 2027 further identify funding sources, such as federal, state, or locally-generated revenue, that could be obtained and directed to transit agencies at risk of reducing services, such as AC Transit, County Connection, Tri Delta Transit, and WestCAT. MTC should also work with transit agencies to identify operational cost savings.

We conducted this performance audit in accordance with generally accepted government auditing standards and under the authority vested in the California State Auditor by Government Code section 8543 et seq. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on the audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

Respectfully submitted,



GRANT PARKS
California State Auditor

May 28, 2026

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Appendix A

MTC Funding Coordination From Fiscal Years 2022–23 Through 2024–25

The Audit Committee requested that we determine for each selected agency the amount of funding MTC provides. To accomplish this, we reviewed MTC allocation resolutions and grant awards to the six selected East Bay transit agencies over the three most recent fiscal years. We found that over the last three fiscal years, MTC coordinated the disbursal of approximately $1.15 billion to the six transit agencies. Table A1 summarizes each of the federal, state, and regional funding sources and the aggregate total allocated to the selected agencies between fiscal years 2022–23 and 2024–25. Table A2 provides the totals for each agency. Table A3 provides a high-level summary of funding restrictions.

Table A.1
Annual Funds MTC Provided or Directed to Selected East Bay Transit Agencies

FUNDING SOURCE	FISCAL YEAR 2022–23	FISCAL YEAR 2023–24	FISCAL YEAR 2024–25	THREE YEAR TOTALS
State Transportation Development Act	$182,825,472	$171,929,558	$163,905,444	$518,660,475
State Transit Assistance	51,019,981	84,133,320	81,896,746	217,050,047
Federal Transit Administration Formula Grants	56,590,901	39,437,094	66,986,548	163,014,543
State AB 1107*	50,000,000	52,000,000	52,000,000	154,000,000
Regional Measure 2	12,080,290	12,980,536	13,679,561	38,740,387
Regional Measure 3	6,673,766	17,498,983	11,469,210	35,641,959
State Low Carbon Transit Operations Program	4,166,660	4,846,154	3,048,009	12,060,823
Regional One Bay Area Grant Program	2,400,000	3,906,000	2,259,000	8,565,000
State SB 125	–	–	5,400,000	5,400,000
State AB 664†	769,881	489,652	720,230	1,979,763
Totals	**$366,526,951**	**$387,221,297**	**$401,364,748**	**$1,155,112,996**

Source: MTC resolutions and grant award documents.

* AB 1107 refers to funding from revenue generated by BART's half-cent sales tax in Alameda, Contra Costa, and San Francisco counties that is allocated to select transit agencies, including AC Transit.

† AB 664 refers to funding from bridge toll revenue allocated to transit agencies that apply for projects that implement MTC's transportation planning objectives in the vicinity of toll bridges.

Table A.2
Funds MTC Allocated or Directed to Selected East Bay Transit Agencies

FUNDING SOURCE	AC TRANSIT	COUNTY CONNECTION	LAVTA	TRI DELTA TRANSIT	UNION CITY TRANSIT	WESTCAT
Transportation Development Act	$283,946,908	$95,817,350	$50,428,181	$50,031,513	$19,263,885	$19,172,638
State Transit Assistance	144,805,249	22,477,470	8,842,612	22,330,181	4,991,653	13,602,882
Federal Transit Administration Formula Grants	113,424,668	25,280,974	13,413,390	7,607,016	794,964	2,493,531
AB 1107	154,000,000	0	0	0	0	0
Regional Measure 2	33,486,183	355,427	1,504,659	1,474,062	0	1,920,056
Regional Measure 3	21,883,784	5,145,260	2,527,746	1,736,609	0	4,348,560
Low Carbon Transit Operations Program	3,001,630	3,946,462	1,631,597	2,383,585	571,354	526,195
One Bay Area Grant Program	5,906,000	0	0	400,000	2,259,000*	0
SB 125	4,000,000	0	897,000	503,000	0	0
AB 664	0	905,950	728,393	280,397	0	65,023
Totals	**$764,454,422**	**$153,928,893**	**$79,973,578**	**$86,746,363**	**$27,880,856**	**$42,128,885**

Source: MTC resolutions and grant award documents.

* Union City states that the amount from the One Bay Area grant program includes a capital grant for the Union City Intermodal Station Mobility Hub at Union City BART, which brings together multiple modes of transportation, including buses run by Union City Transit, and is overseen by the city's public works department.

Table A.3
High-Level Summary of Funding Restrictions

FUNDING SOURCE	RESTRICTIONS
State Transportation Development Act (TDA)	Three categories of TDA funding have different restrictions. For one category, operators must meet eligibility requirements, such as maintaining or planning to fully fund their retirement systems to use those funds for operational and capital costs. Another category requires transit agencies to address unmet community transit needs; estimate revenues; operating costs, and usage; and meet fare collection requirements. Transit agencies may use funding from the third category for local street and road projects, passenger rail operations and capital improvements, and special transportation assistance.
State Transit Assistance	Transit operators must meet efficiency standards based on operating cost. If they fail to meet these standards, their allocation is reduced by the amount they exceed the target. Operators need to demonstrate reasonable efforts toward productivity improvements to be eligible for funds.
Federal Transit Administration Formula Grants	Each grant has its own requirements, mostly related to how transit agencies can use the grant funds. For example, some grants support transit operations, while others support rural transit or bus maintenance and replacement. Further, transit agencies must often provide matching funds, as grants only provide between 50 percent and 80 percent of funding.
State AB 1107	No funds can be allocated unless the transit operator: • Participates as a member of a regional transit coordinating council • Establishes fares that produce revenues that are at least 33 percent of its operating costs • Complies with MTC standards, which include standardized reporting, maintenance of local support for public transit system operations, and operating efficiency efforts and cost controls.
Regional Measure 2	Funds are limited to projects collectively known as the Regional Traffic Relief Plan. MTC requires transit agencies to meet performance measures to receive operating funds, which include measures related to fare revenues and ridership.
Regional Measure 3	Funds are limited to the capital projects and operating costs listed in the Regional Measure 3 Expenditure Plan. To receive operating funds, MTC requires transit agencies to meet performance measures, which include on-time departures and fare collection.
State Low Carbon Transit Operations Program	Funds are limited to transit operating or capital assistance that meets any of the following: • Enhances or expands transit service. • Increases transit ridership. • Purchase of zero-emission buses and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses. Transit agencies must demonstrate that expenditures reduce the emission of greenhouse gases, and do not supplant another source of funds.
Regional One Bay Area Grant Program	Projects must be consistent with the regional transportation plan. They must be eligible for federal Surface Transportation Program or Congestion Mitigation and Air Quality Program funds. MTC selects projects using criteria such as the project's cost effectiveness in reducing emissions and its consistency with transit transformation initiatives.
State SB 125	Transit agency must be making satisfactory progress on the following regional accountability measures: • Participation in regional meetings and initiatives. • Coordination of its schedules with other agencies. • Maintaining data for regional transit data system. AC Transit must also report to MTC on how its efforts to adjust bus service are expected to increase ridership.
State AB 664	State law authorizes MTC to distribute bridge toll revenue to transit agencies for transbay transit services, feeder services, and to establish routes and build facilities that affect bridge traffic.

Source: State and federal law, MTC policies.

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Appendix B

Financial Information for Hypothetical Bus Transit Agencies

The Audit Committee directed us to determine the likely financial condition of a single transit agency for local bus service serving Contra Costa County and a single transit agency for local bus service serving Alameda County if such agencies comprised the combined agencies currently operating in each county. In tables B.1 and B.2, we identify the potential financial information of three types of bus transit agencies. Table B.1 shows how we made our estimates by summing the financial information of transit agencies in each of the two counties, as well as trends in that information over two fiscal years. Table B.2 shows the same information for a single bus transit agency across the two counties.

Table B.1
Hypothetical Bus Transit Agency Financial Information by County

	FISCAL YEAR 2023–24		FISCAL YEAR 2024–25		PERCENT CHANGE FROM FISCAL YEAR 2023–24	
	ALAMEDA BUS AGENCY	CONTRA COSTA BUS AGENCY	ALAMEDA BUS AGENCY	CONTRA COSTA BUS AGENCY	ALAMEDA BUS AGENCY	CONTRA COSTA BUS AGENCY
Statement of Net Position						
Total Assets and Deferred Outflows	$990,607,301	$250,317,621	$965,090,841	$245,002,532	(2.6%)	(2.1%)
Total Liabilities and Deferred Inflows	695,651,004	140,581,467	664,120,241	136,167,559	(4.5)	(3.1)
Total Net Position	**$294,956,297**	**$109,736,154**	**$300,970,600**	**$108,834,973**	**2.0%**	**(0.8%)**
Net Investment in Capital Assets	$427,249,605	$130,021,892	$415,337,352	$127,054,221	(2.8%)	(2.3%)
Restricted	98,187,162	13,585,331	110,175,883	15,988,050	12.2	17.7
Unrestricted	(230,480,470)	(33,871,069)	(224,542,635)	(34,207,298)	(2.6)	1.0
Net Pension Liability	284,028,076	49,322,505	248,409,903	42,953,180	(12.5)	(12.9)
Net OPEB Liability	112,562,662	15,505,133	111,950,802	14,594,400	(0.5)	(5.9)
Statement of Revenues, Expenses, and Changes in Net Position						
Operating Revenues	$48,129,855	$14,979,303	$47,158,878	$16,055,277	(2.0%)	7.2%
Operating Expenses	549,270,613	166,767,708	615,794,029	177,465,386	12.1	6.4
Operating Loss	**$(501,140,758)**	**$(151,788,405)**	**$(568,635,151)**	**$(161,410,109)**	**13.5%**	**6.3%**
Net Nonoperating Revenue and Expenses*	$507,281,707	$143,145,707	$534,355,126	$144,467,832	5.3%	0.9%
Capital Contributions	$27,843,406	$13,081,456	$40,114,328	$16,041,096	44.1%	22.6%
Change in Net Position	**$33,984,355**	**$4,438,758**	**$5,843,303**	**$(901,181)**	**(82.8%)**	**(120.3%)**

Source: Agencies' financial statements and auditor calculations.

* Includes TDA funds.

Table B.2
Hypothetical Bus Transit Agency Financial Information for Entire East Bay

	SINGLE AGENCY		
	FISCAL YEAR 2023–24	FISCAL YEAR 2024–25	PERCENT CHANGE
Statement of Net Position			
Total Assets and Deferred Outflows	$1,240,924,922	$1,210,093,373	(2.5%)
Total Liabilities and Deferred Inflows	836,232,471	800,287,800	(4.3)
Total Net Position	**$404,692,451**	**$409,805,573**	**1.3%**
Net Investment in Capital Assets	$557,271,497	$542,391,573	(2.7%)
Restricted	111,772,493	126,163,933	12.9
Unrestricted	(264,351,539)	(258,749,933)	(2.1)
Net Pension Liability	333,350,581	291,363,083	(12.6)
Net OPEB Liability	128,067,795	126,545,202	(1.2)
Statement of Revenues, Expenses, and Changes in Net Position			
Operating Revenues	$63,109,158	$63,214,155	0.2%
Operating Expenses	716,038,321	793,259,415	10.8
Operating Loss	**$(652,929,163)**	**$(730,045,260)**	**11.8%**
Net Nonoperating Revenue and Expenses*	$650,427,414	$678,822,958	4.4%
Capital Contributions	$40,924,862	$56,155,424	37.2%
Change in Net Position	**$38,423,113**	**$4,933,122**	**(87.2%)**

Source: Agencies' financial statements and auditor calculations.
* Includes TDA funds.

Appendix C

Scope and Methodology

The Audit Committee directed the California State Auditor to conduct an audit related to administrative oversight of selected East Bay transit agencies. Table C lists the objectives that the Audit Committee approved and the methods we used to address them. Unless otherwise stated in the table or elsewhere in the report, statements and conclusions about items selected for review should not be projected to the population.

Table C
Audit Objectives and the Methods Used to Address Them

	AUDIT OBJECTIVE	METHOD
1	Review and evaluate the laws, rules, and regulations significant to the audit objectives.	Reviewed state and federal laws, rules, and regulations related to transit programs.
2	For the selected transit agencies, determine the following: • The autonomy each agency has to plan its own routes and invest in transit projects without coordination with other agencies. • The barriers that may exist to collaboration between transit agencies and their counterparts.	• Reviewed board policies and other official documents from each agency to determine autonomy to plan routes and to invest in transit projects. • Reviewed MTC policies, state and federal law to determine the same autonomy as above. • Interviewed agencies to document their route planning process to identify where coordination takes place. • Using agency schedules and maps, identified the percentage of routes that cross into another agency's service area, share a stop with another agency, or include a BART stop to identify whether coordination is necessary; interviewed staff and obtained documentation from agencies to identify barriers to collaboration or coordination. • Documented benefits of One-Seat-Ride paratransit service and sought to identify barriers to its expansion to two of the six agencies that do not currently participate. While the two agencies have not expanded paratransit services yet, they are currently working on solutions and indicated interest in expanding the program.
3	From the selected transit agencies, review a selection of routes that cross service areas and that can require riders to transfer between agencies and between different modes of transit to determine the following: • The clarity of the information provided to riders about how to navigate within and transfer between the systems. • The availability and accessibility of connecting transfer schedules, including frequency, timing, and any physical obstacles to making a transfer. • The ease of payment. • Whether there are duplicative services that could be eliminated.	• For each agency, identified two trips, for a total of twelve, that cross into or are directly adjacent to a different agency's service area that may or may not involve transfer between two agencies. Auditors focused on trips that riders in the region would reasonably take, such as from a residential area to a city center. • Developed checklists to use during testing of these trips to determine the clarity of information provided to riders about how to navigate within and transfer between systems, the availability and accessibility of connecting transfer schedules, and the ease of payment. • Tested the identified trips in person to assess all information on the checklists. • Documented and synthesized findings from the above testing. • Identified that two areas in the region have noteworthy overlap—the service areas of WestCAT and AC Transit and the service areas of Union City Transit and AC Transit. Identified six locations that overlap—three each—that appear to overlap or that share stops to determine whether the agencies offer duplicative services that could be eliminated.

continued on next page . . .

	AUDIT OBJECTIVE	METHOD
4	Review pre-pandemic and post-pandemic ridership levels at each of the selected agencies and determine whether ridership has returned to pre-pandemic levels, what ridership initiatives were implemented before the pandemic to improve ridership levels, how current ridership compares to pre-pandemic ridership trends, and what initiatives the agencies have employed since the pandemic to attract riders.	• Obtained and analyzed annual ridership data from fiscal years 2018–19 through 2024–25 for each of the six agencies to evaluate changes to ridership before and after the pandemic. • Obtained and analyzed ridership data to evaluate trends in weekday versus weekend ridership since the pandemic and age group ridership for three of the selected agencies. • Reviewed documentation related to initiatives that agencies conducted to increase ridership or improve the rider experience before and after the pandemic to assess their relative success and determine potential causes of disparities in ridership recovery across the selected agencies. • Interviewed each transit agency to gather perspective on these initiatives.
5	Determine the financial condition of the selected agencies by determining their financial reserves, the extent to which they rely on nonoperating revenue as compared to operating revenue, and whether the agencies will face challenges in funding their upcoming capital asset costs.	• For each selected agency and for fiscal years 2022–23 through 2024–25, using the agency's audited financial statements, adopted budgets, and other documentation, assessed its financial condition by reviewing key financial indicators, including reserve levels, revenue and expenditure trends, and risks related to pension obligations and other post-employment benefits obligations. • For each selected agency and for fiscal years 2022–23 through 2024–25, using the agency's audited financial statements, identified the agency's revenue sources and amounts to determine the extent to which the agency relies on self-generated revenue versus revenue that comes from local, state, and federal subsidies and grants. • Reviewed selected agencies' audited financial statements, adopted budgets, and zero-emission vehicle rollout plans and interviewed agencies to determine whether selected agencies will face challenges in funding upcoming capital asset costs, such as zero-emission vehicles and infrastructure.
6	Review MTC's efforts to collaborate and coordinate with the selected agencies and determine whether they have been effective.	• Assessed a selection of action items in MTC's Transit Transformation Action Plan to determine whether they have been successful in achieving coordination and positive collaboration among the agencies in the region. Specifically, analyzed documentation related to the action items to determine their target completion date, actual completion date, reasons for potential delays, outcomes and implementation, impacts on passengers, and participation of local transit agencies. • Collected documentation from agencies and MTC to determine if agencies receiving these funds are compliant with MTC's SB 125-related requirements and assessed the effectiveness of MTC's oversight.
7	Determine for each selected agency the amount of funding MTC provides, the restrictions on such funding, and what proportion of the funding the agency used for operating costs and capital expenses.	• Identified the categories of funding MTC provided to each agency and the amounts of funds that MTC allocated to each agency in fiscal year 2022–23. • Identified any restrictions on those funds for which they may be used. • Identified what proportions of those funds were used for operating expenses or capital costs.
8	Evaluate whether the selected agencies are at risk of not being able to continue offering or expanding services without further external, nonoperating funding.	• For agencies that perform financial projections, used audited financial statements and adopted budgets, and compared current reserve balances to projected budget deficits to assess if or when agencies may exhaust their reserves and the risk that they may need to cut services in the medium to long term. • For agencies that do not perform financial projections, reviewed audited financial statements and past adopted budgets to assess if or when agencies may exhaust their reserves and the risk that they may need to cut services in the medium to long term.

	AUDIT OBJECTIVE	METHOD
9	To the extent possible, determine the likely financial condition of a single transit agency for local bus service serving Contra Costa County and a single transit agency for local bus service serving Alameda County if such agencies comprised the combined agencies currently operating in each county. Specifically, determine for the new single agency in each county what its potential assets, liabilities, revenue, expenses, and reserves would be.	• Reviewed labor agreements for each agency and other employee benefits documentation to identify differences in union representation, pension and benefits information, and labor costs across the six agencies. • Reviewed and documented the dissolution process for each transit agency and assessed the complexity of these processes. • Identified potential methods for splitting AC Transit and calculated the approximate assets, liabilities, revenue, expenses, and reserves of two transit agencies, one each in Alameda and Contra Costa counties, if such agencies comprised the combined agencies currently operating in each county.
10	To the extent possible, determine the fiscal benefit of combining transit agencies for local bus service in each of the two counties and identify legal and practical impediments to merging transit agencies for local bus service.	• Reviewed existing studies of consolidating or merging transit agencies in the region to determine whether they identified any fiscal benefits or challenges to merging or consolidating. • Assessed other practical impediments (e.g., legal impediments, disruption to service continuity, geography, financial concerns) to merging transit agencies. • Identified the amount of each agency's budget that is dedicated to administration.

Source: Audit workpapers.

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May 1, 2026

Mr. Grant Parks
California State Auditor
621 Capitol Mall, Suite 1200
Sacramento, CA 95814

RE: **Audit of East Bay Transit Agencies & MTC**

Dear Mr. Parks,

Thank you for the opportunity to respond to the California State Auditor's Report No. 2025-120. Below please find our response to the recommendations pertaining to MTC.

Recommendation 1: *To improve its effectiveness in managing regionwide projects and mitigate the risk of missing target completion dates for action items, MTC should immediately establish realistic and attainable time frames for each item by setting major milestones and subtasks, along with identifying potential risks and mitigation strategies for delays caused by interdependent activities.*

MTC Response: MTC convened the Blue Ribbon Transit Recovery Task Force at the height of the COVID pandemic as a voluntary effort that culminated in the Transit Transformation Action Plan (Action Plan) to improve the Bay Area's public transportation network. The Task Force recommended the establishment of ambitious dates to accelerate progress to create a more user-friendly and connected system. MTC is implementing the Action Plan in coordination with the region's 27 transit operators. MTC also formalized a Regional Network Management structure to support and guide the Action Plan implementation. The Regional Network Management structure relies on collaboration and partnership as each of the transit operators are independent agencies with their own staff and governing boards. We agree with the goal of enhanced transparency on project delivery timelines.

Recommendation 2: *To guide its decision-making and better measure progress toward completing items in its transit action plan, MTC should, as part of its ongoing effort to analyze the regional network management framework's progress, build upon the adopted May 2024 performance metrics to include achievable outcomes, such as the increase in new riders on existing routes. MTC should define linkages between these adopted metrics and outcomes when it updates the transit action plan.*

MTC Response: We agree. The mission of Regional Network Management is to drive improvements in the customer experience for Bay Area transit. We will use the adopted performance metrics to measure and track outcomes.

MTC Response to California State Audit No. 2025-120
Page 2

Recommendation 3: *To address the risk that transit agencies may have to reduce services due to rising operational costs, MTC should by January 2027 further identify funding sources, such as federal, state or locally-generated revenue, that could be obtained and directed to transit agencies at risk of reducing services, such as AC Transit, County Connection, Tri Delta Transit, and WestCAT. MTC should also work with transit agencies to identify operational cost savings where possible.*

MTC Response: Since the pandemic, MTC has advocated at the state and federal levels for over $5 billion in new revenue to assist Bay Area transit agencies with their financial challenges. Last year, MTC successfully advocated for the passage of SB 63 (Wiener/Arreguin) in 2025 which authorizes a 14-year regional transit measure to be placed on the November 2026 ballot to provide new transit operations funding. MTC will continue to advocate that the State of California increase financial support for public transit given its importance to the state's goals and the Bay Area's economy, environment, affordability and quality of life.

Sincerely,



Sue Noack, MTC Chair



Overview: Joint Legislative Audit Committee – Audit of East Bay Transit Agencies and MTC

METROPOLITAN TRANSPORTATION COMMISSION

MTC Commission
Item 14b
June 24, 2026

Background

- Requested by Senator Aisha Wahab, the Joint Legislative Audit Committee (JLAC) ordered an audit of East Bay transit operators and MTC
- Audit was in response to perceptions about the possible benefits of transit operator consolidation, and concerns over transit operator long-term financial stability
- Operators: AC Transit, Union City, County Connection, WestCAT, Tri-Delta Transit, Wheels (LAVTA)
- The primary audit goals:
    - Evaluate governance, autonomy, and coordination
    - Assess rider experience and service integration
    - Analyze ridership trends and performance
    - Examine financial health and consolidation potential

Audit Process

- Timeframe –
  - Initial Meetings Summer of 2025
  - Draft Report & MTC Response in Early May
  - Final Report Released on May 28th
- Document Review & Interviews
- Auditor field reviews to gauge service and rider experience
- Review of Transit Operators and MTC were done separately and in isolation

Audit Main Findings

- Coordination across agencies is strong and rider experience is generally functional
- MTC regional integration initiatives (focused on the Transit Transformation Action Plan) continue to lag behind schedule.
- Ridership recovery remains slow and most agencies face a challenging financial outlook
- Zero emission transition increases costs
- Consolidation offers limited benefit

MTC Recommendations and Response

Recommendation 1: Related to the Transit Transformation Action Plan (TTAP), MTC should immediately establish realistic and attainable time frames for each item by setting major milestones and subtasks; identify potential risks and mitigation strategies for delays.

MTC Response:

- TTAP was a voluntary action taken to improve public transportation coming out of the pandemic.
- The established action timelines were purposefully ambitious.
- MTC is implementing the Action Plan in coordination with the region's 27 transit operators.
- MTC formalized RNM structure to support Action Plan Implementation
- We agree with the goal of enhanced transparency on project delivery timelines

Recommendation 2: To guide decision making and measure TTAP progress, MTC should build upon the adopted performance metrics to include achievable outcomes and define linkages between metrics and outcomes when it updates the action plan.

MTC Response: We agree. The mission of Regional Network Management is to drive improvements in the customer experience for Bay Area transit. We will use the adopted performance metrics to measure and track outcomes.

MTC Recommendations and Response (Cont.)

Recommendation 3: MTC should further identify funding sources, such as federal, state or locally-generated revenue, that could be obtained and directed to transit agencies at risk of reducing services,

MTC should also work with transit agencies to identify operational cost savings where possible.

MTC Response:

- Since the pandemic, MTC has advocated for over $5 billion in new revenue to assist with financial challenges.
- Last year, MTC successfully advocated for the passage of SB 63 which authorizes a 14-year regional transit measure to be placed on the November 2026 ballot to provide new transit operations funding.
- MTC will continue to advocate that the State of California increase financial support for public transit.

Next Steps

- JLAC requires audit subjects to provide updates on efforts to implement audit recommendations at 60-day, six month, and one-year intervals.
- Staff will submit its report on recommendation implementation on or before July 27th, through the JLACs' secure website.