



# Metropolitan Transportation Commission

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

## Meeting Agenda

### Planning Committee

*Eddie Ahn, Chair*  
*Pat Burt, Vice Chair*

---

Friday, June 12, 2026

9:40 AM

Board Room - 1st Floor

---

#### Joint meeting with the ABAG Administrative Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA  
94533

Le Meridien Washington, DC, The Madison, 1177 15th Street, Executive Boardroom, 2nd floor,  
NW, Washington, DC 20005 (Ezzy Ashcraft)

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. 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.

Attendee Link: <https://bayareametro.zoom.us/j/81526985956>

iPhone One-Tap: US: +16699006833,,81526985956#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 815 2698 5956

International numbers available: <https://bayareametro.zoom.us/u/ketKdxvHj>

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](mailto: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.

Clerks: Brittney Sutherland / Martha Silver

**Roster**

Eddie Ahn (Chair), Candace Andersen, Pat Burt (Vice Chair), Noelia Corzo,  
Marilyn Ezzy Ashcraft, Dorene M. Giacomini\*+, Alicia John-Baptiste, Matt Mahan,  
and Mitch Mashburn

\*Non-Voting Member

+Remote per Government Code s. 54953(c)

**1. Call MTC Planning Committee to Order****2. MTC Planning Committee Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**3. MTC Planning Committee Consent Calendar****3a. [26-0576](#) Approval of MTC Planning Committee Minutes of the May 8, 2026 Meeting**

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 26-0576 2026-05-08 MTC Planning Committee Meeting Minutes Draft.p](#)

**3b. [26-0585](#) Federal Performance Target-Setting Update - June 2026**

**Action:** Information

**Presenter:** Elliot Huang

**Attachments:** [3b 26-0585 Summary Sheet Federal Performance Target Setting Update.p](#)

**4. Call ABAG Administrative Committee to Order****5. ABAG Administrative Committee Roll Call / Confirm Quorum**

*Quorum: A quorum of this committee shall be a majority of its regular non-ex-officio voting members (5).*

**6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk****7. ABAG Administrative Committee Consent Calendar****7a. [26-0578](#) Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2026 Meeting**

**Action:** ABAG Administrative Committee Approval

**Attachments:** [7a 26-0578 2026-05-08 ABAG Administrative Committee Meeting Minutes](#)

## 8. MTC Planning Committee Approval

- 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)

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:** [8ai 26-0586 Summary Sheet PCA-Grant-Awards.pdf](#)  
[8aii 26-0586 PowerPoint PCA Grants.pdf](#)  
[8aiii 26-0586 Attachment B PCA Grant Award Descriptions.pdf](#)

## 9. Information

- 9a. [26-0587](#) Looking Ahead to Plan Bay Area 2060

Introduction to Plan Bay Area, reflecting on past plans and looking ahead to the next major update, Plan Bay Area 2060, which will kick off this year as a significant MTC-ABAG planning effort for the next four years.

**Action:** Information

**Presenter:** Michael Meehan

**Attachments:** [9ai 26-0587 Summary Sheet Looking Ahead-Plan Bay Area 2060.pdf](#)  
[9aii 26-0587 Presentation Looking Ahead-Plan Bay Area 2060.pdf](#)

- 9b. [26-0588](#) Equity Priority Communities (EPC) Refresh Phase One Evaluation Kickoff

Overview of the EPC Refresh Phase One Evaluation - a collaborative project that will reimagine MTC-ABAG's existing EPC framework to more effectively guide equitable regional planning - including the project purpose, goals, timeline, milestones, and stakeholder engagement.

**Action:** Information

**Presenter:** Natasha Opfell

**Attachments:** [9bi 26-0588 Summary Sheet Refresh Phase One Evaluation.pdf](#)  
[9bii 26-0588 PowerPoint EPC Refresh Phase One Evaluation.pdf](#)  
[9biii 26-0588 Attach B EPC Refresh Phase One Evaluation Draft Stakeho](#)

**10. Public Comment / Other Business**

*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.*

**11. Adjournment / Next Meetings**

**The next meeting of the MTC Planning Committee will be held on Friday, August 14, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee 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 Committee 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:** Committee 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](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Título VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

---

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

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



Metropolitan Transportation  
Commission  
Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0576, **Version:** 1

---

**Subject:**

Approval of MTC Planning Committee Minutes of the May 8, 2026 Meeting

**Recommended Action:**

MTC Planning Committee Approval

**Attachments:**



# Metropolitan Transportation Commission

## Meeting Minutes - Draft

### Planning Committee

*Eddie Ahn, Chair  
Pat Burt, Vice Chair*

**Agenda Item 3a**

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

---

Friday, May 8, 2026

9:40 AM

Board Room - 1st Floor

---

#### Joint meeting with the ABAG Administrative Committee

##### Roster

**Eddie Ahn (Chair), Candace Andersen, Pat Burt (Vice Chair), Noelia Corzo,  
Marilyn Ezzy Ashcraft, Dorene M. Giacomini\*+, Alicia John-Baptiste, Matt Mahan,  
and Mitch Mashburn**

**\*Non-Voting Member**

**+Remote per Government Code s. 54953(c)**

MTC Planning Committee Chair Eddie Ahn called the MTC Planning Committee meeting to order at 9:48 a.m.

#### 1. Call MTC Planning Committee to Order

#### 2. MTC Planning Committee Roll Call / Confirm Quorum

**Present:** 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Ashcraft,  
Commissioner John-Baptiste and Commissioner Mashburn

**Absent:** 2 - Commissioner Corzo and Commissioner Mahan

Non-Voting Member Absent: Dorene M. Giacomini, MTC

Ex Officio Voting Member Present: Commission Chair Noack

Ad Hoc Non-Voting Member Present: Commissioner Ramos.

The following MTC noticed remote location was open to the public: District Office of Supervisor Mashburn, 675 Texas Street, District 5 Office 6025, Fairfield, CA 94533

The following MTC Planning Committee member participated from a noticed remote location:  
Commissioner Mashburn

ABAG Administrative Committee Members Present: Carlson, Duong, Eklund, Fife, Rabbitt, Chair Ramos, Vice Chair Romero, Silva, and Williams.

The following ABAG noticed remote locations were open to the public: Santa Clara County, 70 W. Hedding Street, East Wing, 10th Floor, Supervisors Conference Room, San Jose, CA 95110 (Duong); Sonoma County, 575 Administration Drive, Santa Rosa, CA 95403 (Rabbitt); District Office of Supervisor Williams, 675 Texas Street, District 3 Office 6029, Fairfield, CA; 94533 (Williams)

The following ABAG Administrative Committee members participated from a noticed remote location:  
Members Duong, Rabbitt, and Williams.

### 3. MTC Planning Committee Consent Calendar

Upon the motion by Vice Chair Burt and second by Commissioner Andersen, the MTC Planning Committee Consent Calendar was unanimously. The motion carried by the following vote:

**Aye:** 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

**Absent:** 2 - Commissioner Corzo and Commissioner Mahan

- 3a. [26-0423](#) Approval of MTC Planning Committee Minutes of the April 10, 2026 Meeting

**Action:** MTC Planning Committee Approval

**Attachments:** [3a 26-0423 2026-04-10 MTC Planning Committee Meeting Minutes Draft.pdf](#)

### 4. Call ABAG Administrative Committee to Order

The ABAG Administrative Committee meeting was called to order.

### 5. ABAG Administrative Committee Roll Call / Confirm Quorum

The ABAG Clerk confirmed the ABAG Administrative Committee quorum.

### 6. ABAG Compensation Announcement – ABAG Administrative Committee Clerk

The ABAG Clerk of the Board gave the compensation announcement.

### 7. ABAG Administrative Committee Consent Calendar

- 7a. [26-0424](#) Approval of ABAG Administrative Committee Summary Minutes of the April 10, 2026 Meeting

**Action:** ABAG Administrative Committee Approval

**Attachments:** [7a 26-0424 2026-04-10 ABAG Administrative Committee Meeting Minutes Draft.pdf](#)

- 7b. [26-0451](#) Pre-Qualified Panel of Consultants Bench - ABAG Energy Programs Grant Application and Funding Support Services - Cycle 1 (Accenture Infrastructure & Capital Projects, LLC; Acterra: Action for a Healthy Planet; A.M. Crawford, Inc.; Build Momentum; California Consulting, Inc.; Community Sustainability Partners, Inc.; Drago Vantage, LLC.; Electris Consulting, LLC; Energy Resources Integration, LLC; Evan Brooks Associates, Inc.; GTC 360° Advisors; Guidehouse Inc.; ICF Incorporated, LLC; and TRC Companies)

***Action:*** ABAG Administrative Committee Approval

***Presenter:*** Jane Elias

***Attachments:*** [7b 26-0451 Summary Sheet Consultants Bench ABAG Energy Programs.pdf](#)

- 7c. [26-0618](#) Committee Appointments

Ratification of Appointments to ABAG Committees.

***Action:*** ABAG Administrative Committee Approval

***Presenter:*** Kathleen Kane

***Attachments:*** [7ci 26-0618 Summary Sheet Committee Appointments.pdf](#)  
[7cii 26-0618 Attachment A ABAG Committee Rosters.pdf](#)

8. Approval

8a. [26-0324](#) 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

**Attachments:** [8ai 26-0324 Summary Sheet MTC Reso 4530 Revised.pdf](#)  
[8aii 26-0324 Attachment A MTC Reso 4530 Revised.pdf](#)  
[8aiii 26-0324 Presentation Attachment B MTC Res 4530 Revised.pdf](#)  
[8aiv 26-0325 Correspondence Received MTC Res 4530.pdf](#)

Written correspondence was received from: combined letter from Enterprise Community Partners, East Bay Housing Organizations, and Transform.

Emily Wheeler, Public Advocates, spoke on this item.

Amiel Leano Atanacio, Enterprise Community Partners, spoke on this item.

**The MTC Planning Committee requested that staff add language to address potential legal conflicts when the item returns to the Commission. Upon the motion by Commissioner John-Baptiste and second by Commissioner Ashcraft, MTC Resolution No. 4530, Revised. Transit-Oriented Communities Policy was approved to be referred to the Commission. The motion carried unanimously by the following vote:**

**Aye:** 6 - Chair Ahn, Vice Chair Burt, Commissioner Andersen, Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mashburn

**Absent:** 2 - Commissioner Corzo and Commissioner Mahan

## 9. Information

### 9a. [26-0432](#) Senate Bill 79: Draft Maps

Overview of draft map of Senate Bill 79 (Wiener, 2025) eligible transit stops in San Francisco, San Mateo, Santa Clara, and Alameda counties, consistent with the requirement for MTC to create this map in advance of the July 1, 2026 deadline.

***Action:*** Information

***Presenter:*** Mark Shorett

***Attachments:*** [9ai\\_26-0432\\_Summary\\_Sheet\\_SB\\_79\\_Maps.pdf](#)  
[9aii\\_26-0432\\_Powerpoint\\_SB\\_79\\_Maps.pdf](#)  
[9aiii\\_26-0432\\_Attachment\\_B\\_HCD\\_SB79\\_Advisory\\_Clarifications\\_on\\_Definitions.pdf](#)  
[9aiv\\_26-0432\\_Attachment\\_C\\_SB79\\_Summary.pdf](#)  
[9av\\_26-0432\\_Attachment\\_D\\_SB\\_79\\_Map.pdf](#)

## 10. Public Comment / Other Business

## 11. Adjournment / Next Meetings

**The next meeting of the MTC Planning Committee will be held on Friday, June 12, 2026 at 9:40 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.**

MTC Planning Committee Chair Eddie Ahn adjourned the MTC Planning Committee meeting at 10:46 a.m.



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0585, **Version:** 1

---

**Subject:**  
Federal Performance Target-Setting Update - June 2026

**Presenter:**  
Elliot Huang

**Recommended Action:**  
Information

**Attachments:**

**Metropolitan Transportation Commission**  
**Planning Committee**

**June 12, 2026**

**Agenda Item 3b – 26-0585**

**Federal Performance Target-Setting Update – June 2026**

---

**Subject:**

Update on performance measures related to State of Good Repair for Transit Assets and Transit Safety, including past performance and near-term targets.

**Background:**

Over the past decade, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) established a Transportation Performance Management program to orient transportation investment decision-making around national transportation goals, while also moving toward a performance-based planning and programming paradigm. Through this program, State Departments of Transportation (DOTs), Metropolitan Planning Organizations (MPOs), and transit agencies are responsible for setting targets for 28 performance measures covering the following federal goal areas: Safety; Infrastructure Condition; System Reliability; Freight Movement and Economic Vitality; Congestion Reduction; and Environmental Sustainability (status shown in Attachment A). Under MTC Resolution No. 4295 adopted in June 2017, the Planning Committee delegated authority for target-setting to staff, requiring regular consultation with stakeholders through MTC’s working groups and semiannual updates to the committee going forward. This memorandum summarizes MTC’s target-setting actions for State of Good Repair for Transit Assets and Transit Safety, while presenting the methodology and rationale used to arrive at the targets.

**Approach:**

MTC’s general approach to setting the federally mandated performance measure targets is to support applicable state or transit operator targets (depending on the measure) when those targets align with regional priorities. MTC establishes regional targets, rather than support partner agency targets, when required by federal regulation. Targets for Transit Safety and State of Good Repair for Transit Assets were set based on targets set by the individual transit agencies. This year, the methodology for setting Transit Safety targets was adjusted slightly in response to updated FTA regulations on Public Transportation Agency Safety Plans (PTASP). These

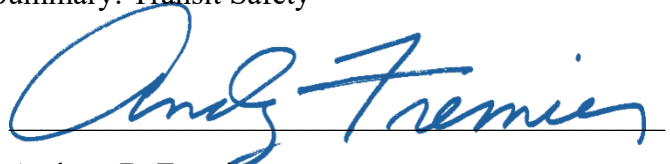
changes affect how transit agencies calculate their own safety targets and introduced funding consequences for transit agencies that fail to meet them. In alignment with these updates, MTC developed regional targets using the same methodology and in close coordination with transit agencies subject to PTASP regulations. There are no funding consequences for MTC or transit agencies for not meeting the regional targets set by MTC.

**Next Steps:**

Later in 2026, MTC will work in partnership with Caltrans to advance the next cycle of PM3 performance target setting for System Reliability, Freight Movement, Economic Vitality, Congestion Reduction, and Environmental Sustainability. MTC will also continue to monitor regional performance for all federal performance measures and the federal surface transportation reauthorization process, which could have updates for the federal performance measures program.

**Attachments:**

- Attachment A: List of Federally Required Performance Measures
- Attachment B: 2026 Target-Setting Summary: State of Good Repair for Transit Assets
- Attachment C: 2026 Target-Setting Summary: Transit Safety



Andrew B. Fremfer

**List of Federally Required Performance Measures**

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
Road Safety	Number of Fatalities on Roads	<b>1. Number of fatalities</b>	Annual	MTC set the 2026 targets in February 2026.
	Rate of Fatalities on Roads	<b>2. Rate of fatalities per 100 million vehicle miles traveled</b>	Annual	
	Number of Serious Injuries on Roads	<b>3. Number of serious injuries</b>	Annual	
	Rate of Serious Injuries on Roads	<b>4. Rate of serious injuries per 100 million vehicle miles traveled</b>	Annual	
	Non-Motorized Safety on Roads	<b>5. Number of non-motorized fatalities and non-motorized serious injuries</b>	Annual	
Transit Safety	Safety of Public Transit Systems	<b>6. Major Events</b> <b>7. Major Event Rate</b> <b>8. Collision Rate</b> <b>9. Pedestrian Collision Rate</b>	Annual	MTC set the 2026 targets in April 2026.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		<p><b>10. Vehicular Collision Rate</b></p> <p><b>11. Fatalities</b></p> <p><b>12. Fatality Rate</b></p> <p><b>13. Transit Worker Fatality Rate</b></p> <p><b>14. Injuries</b></p> <p><b>15. Injury Rate</b></p> <p><b>16. Transit Worker Injury Rate</b></p> <p><b>17. Assaults on Transit Workers</b></p> <p><b>18. Rate of Assaults on Transit Workers</b></p> <p><b>19. System Reliability</b></p>		
Infrastructure Condition	Pavement Condition on the Interstate Highway System	<p><b>20. Percentage of pavements on the Interstate Highway System in good condition</b></p> <p><b>21. Percentage of pavements on the Interstate Highway System in poor condition</b></p>	<p>4 years:</p> <p>Current: 2022 – 2025</p> <p>Upcoming: 2026 - 2029</p>	<p>MTC set the 2025 targets in February 2023.</p>

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
	Pavement Condition on the National Highway System	<b>22. Percentage of pavements on the non-Interstate National Highway System in good condition</b> <b>23. Percentage of pavements on the non-Interstate National Highway System in poor condition</b>	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	
	Bridge Condition on the National Highway System	<b>24. Percentage of National Highway System bridges by deck area classified in good condition</b> <b>25. Percentage of National Highway System bridges by deck area classified in poor condition</b>	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	
Transit Asset Management	State of Good Repair for Public Transit Assets	<b>26. Percentage of revenue vehicles that have met or exceeded their useful life benchmark by asset class</b> <i>(example below)</i> a. Motor bus b. Light rail vehicle	Annual	MTC set the 2026 targets in April 2026.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		<p><i>c. etc.</i></p> <p><b>27. Percentage of facilities within a condition rating below fair by asset class (example below)</b></p> <p><i>a. Administrative and maintenance facilities</i></p> <p><i>b. Passenger facilities</i></p> <p><b>28. Percentage of guideway directional route-miles with performance restrictions</b></p> <p><b>29. Percentage of non-revenue vehicles that have met or exceeded their useful life benchmark</b></p>		
System Performance	Performance of the Interstate System	<b>30. Percentage of person-miles traveled on the Interstate Highway System that are reliable</b>	4 years: Current: 2022 – 2025	MTC set the 2025 targets in February 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
	Performance of the National Highway System	<b>31. Percentage of person-miles traveled on the non-Interstate National Highway System that are reliable</b>	Upcoming: 2026 - 2029	
Freight Movement and Economic Vitality	Freight Movement on the Interstate System	<b>32. Interstate Highway System truck travel reliability index</b>	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.
Congestion Reduction	Traffic Congestion	<b>33. Annual hours of peak-hour excessive delay per capita by urbanized area</b> <i>a. San Francisco-Oakland UA</i> <i>b. San Jose UA</i> <i>c. Concord UA</i> <i>d. Santa Rosa UA</i> <i>e. Antioch UA</i>  <b>34. Percent of non-single occupant vehicle travel by urbanized area</b> <i>a. San Francisco-Oakland UA</i>	4 years: Current: 2022 – 2025 Upcoming: 2026 - 2029	MTC set the 2025 targets in February 2023.

Federal Goals & Programs	General Measures in Law	Performance Measures	Target-Setting Cycle	Current Status
		<ul style="list-style-type: none"> <li>b. San Jose UA</li> <li>c. Concord UA</li> <li>d. Santa Rosa UA</li> <li>e. Antioch UA</li> </ul>		
Environmental Sustainability	On-Road Mobile Source Emissions	<p><b>35. Total emissions reductions from Congestion Mitigation and Air Quality (CMAQ) Improvement Program funded projects by pollutant</b></p> <ul style="list-style-type: none"> <li>a. PM<sub>2.5</sub></li> <li>b. PM<sub>10</sub></li> <li>c. CO</li> <li>d. VOC</li> <li>e. NO<sub>x</sub></li> </ul>	<p>4 years:            Current: 2022 – 2025            Upcoming: 2026 - 2029</p>	MTC set the 2025 targets in May 2023.
Reduced Project Delivery Delays	<i>none</i>	<p><i>none</i>            (neither MAP-21 nor FAST included performance measures for this goal)</p>	N/A	N/A

**2026 Target-Setting Summary: State of Good Repair for Transit Assets**

**Summary**

<b>Goal</b>	<b>Transit Asset Management</b>
<b>Performance Measure(s)</b>	<ul style="list-style-type: none"> <li>• Percentage of revenue vehicles that have met or exceeded their useful life benchmark (ULB) by asset class</li> <li>• Percentage of facilities with a condition rating below fair by asset class</li> <li>• Percentage of guideway directional route-miles with performance restrictions</li> <li>• Percentage of non-revenue vehicles that have met or exceeded their ULB</li> </ul>
<b>Target(s) for Year</b>	2026
<b>Target(s) Deadline for MTC Decision</b>	April 1, 2026
<b>MTC Target Setting Approach</b>	Support the transit operator targets by setting regional targets using a weighted average of transit operator targets.

**Overview**

The transit asset management (TAM) final rule published by FTA in July 2016 established a National TAM System in accordance with MAP-21. The rule contained requirements for public transit providers, and designated recipients such as MTC. The major requirements of the rule include:

- 1) **State of Good Repair Performance Targets** – Targets must be set for each applicable asset including Rolling Stock, Equipment, Infrastructure, and Facilities. The final rule establishes state of good repair standards and performance measures as shown below:

Asset Category	Performance Measure
Rolling Stock: All revenue vehicles	Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark (ULB)
Facilities: All buildings or structures and parking facilities	Percentage of facilities within an asset class, rated below condition 3 (fair or adequate) on FTA’s Transit Economic Requirements Model (TERM) scale
Infrastructure: Only rail fixed guideway, tracks, signals and systems	Percentage of guideway directional route-miles with performance restrictions
Equipment: Only non-revenue vehicles (e.g., maintenance, administrative, or training)	Percentage of non-revenue vehicles that have either met or exceeded their ULB

In the case of rolling stock and facilities, the major asset categories are further broken down into distinct asset classes, with targets required for each asset class. Facilities are separated into administrative and maintenance facilities and passenger facilities, while revenue vehicles are separated into 18 sub-categories (e.g., light rail vehicle, bus, ferry, etc.).

Note that over time some targets improve relative to existing performance measures if there is funding available to replace or repair assets that are in poor condition. On the other hand, if there is no funding available to replace or repair assets, targets can worsen due to these assets aging another year and exceeding their useful lives.

- 2) **Development of TAM Plans** – Tier I operators (rail operators and any operators with 101 or more vehicles) must do their own TAM plan consisting of nine required elements. Tier II operators (operators with 100 vehicles or less) may do their own plan or participate in a group plan. There are only four required elements to the TAM plan for Tier II operators.

- 3) **Reporting** – Operators must report annually to FTA on state of good repair targets, asset conditions, and progress made towards meeting set targets.

The TAM Rule required transit providers to set State of Good Repair for Transit Assets performance targets by October 1<sup>st</sup> of each year. The Planning Rule requires that each MPO establish targets no later than 180 days after the date on which the transit providers establish their performance targets. Therefore, staff developed targets to meet the year 2026 target-setting deadline of April 1<sup>st</sup> for State of Good Repair for Transit Assets.

### **Target-Setting Approach and Rationale**

To set State of Good Repair for Transit Assets performance targets, MTC staff assessed the current condition of operators' assets using data from operators' Transit Asset Management Performance Measure Targets form (A-90) and the Regional Transit Capital Inventory (RTCI). The A-90 is a standard form operators submit to NTD that tracks performance and targets. The RTCI is a comprehensive regional database of the transit assets that are owned by transit agencies across the region. MTC developed the RTCI in order to collect consistent and comparable data on the region's transit capital assets and associated replacement and rehabilitation costs from each operator.

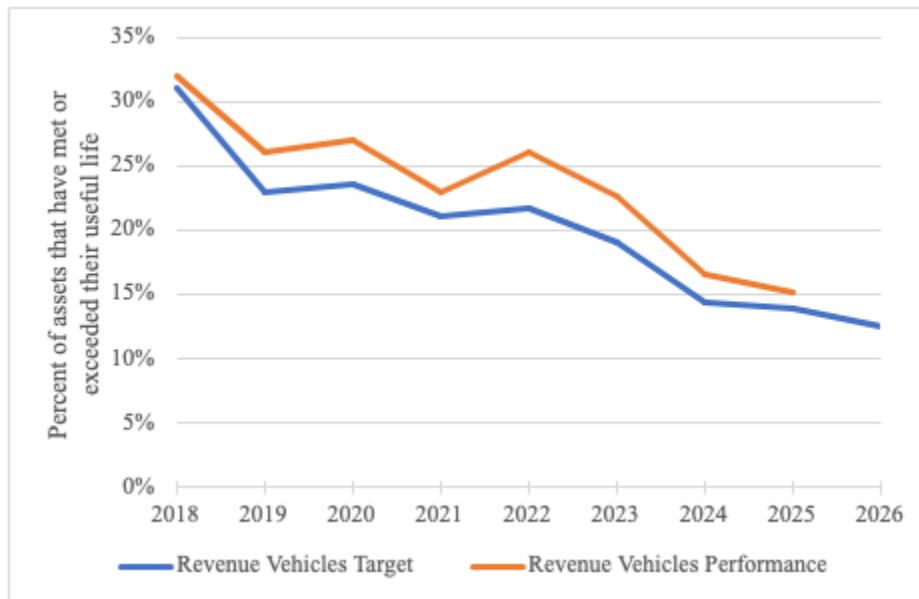
To set the target for each asset category, MTC staff provided each operator with existing performance measures (by asset class) for their asset inventory included in the RTCI and requested that each operator conduct an analysis of expected funding from all sources for the coming fiscal year that will be used to repair or replace transit assets. Operators used this assessment to predict which assets would be replaced or repaired and presented MTC with a target percentage of assets expected not to be in a state of good repair by the end of the fiscal year.

Staff worked with the operators to keep the targets realistic and to base them on reasonable financial projections. For vehicles, facilities, and infrastructure, MTC staff consolidated the targets for all operators using a weighted average based on quantities (sourced from the RTCI) to identify a regional target for each asset class. With respect to facilities, prior targets had been set using the age of the facility as a proxy for its condition to determine the percentage of all regional transit facilities assets estimated to be out of a state of good repair. Operators' methodology has improved in the past few years due to new TAM Plan requirements. Operators

are required to conduct physical inspections of their facilities to determine their condition rather than relying on the age of the facilities alone. As a result, most of the facilities' targets reflect the actual condition of the assets.

### Review of 2025 Performance

In 2025, the Bay Area met its performance targets for facilities, while it fell short of its targets for infrastructure and both revenue and non-revenue vehicles. As current federal regulations stand, there is no penalty for not meeting the 2025 targets.



*Figure 1: Revenue Vehicles State of Good Repair for Transit Assets*

Over the past several years, the share of revenue vehicles that are not in a state of good repair has generally decreased, reflecting MTC's regional priority to replace such vehicles. This trend is evident in Figure 1. In 2025, approximately 15 percent of revenue vehicles met or exceeded their useful lives, which exceeds the 14 percent target for that year, but represents a decrease from the 32 percent value in 2018. The fleet replacements, including BART's Fleet of the Future and SFMTA's new Light Rail Vehicles, have been instrumental in this improvement. The 2026 target anticipates further improvement in the condition of revenue vehicle assets over the next year.

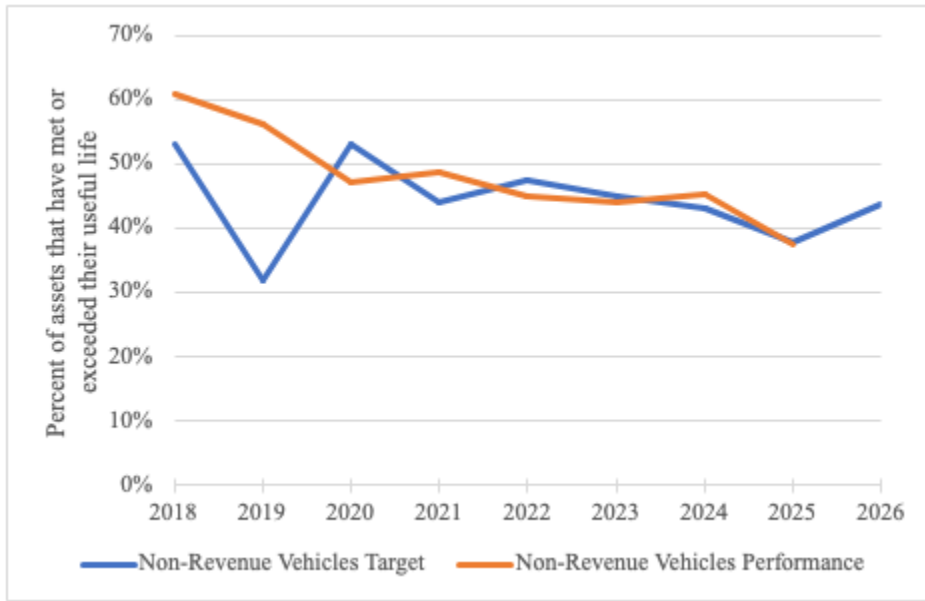


Figure 2: Non-Revenue Vehicles State of Good Repair for Transit Assets

The share of non-revenue vehicles that have exceeded their useful life has decreased since 2018 but has stabilized in more recent years. This trend is illustrated in Figure 2. The target for 2026 assumes that this condition will be reflected over the coming year, with an expectation of a slight increase in non-revenue vehicles that have exceeded their useful life in 2026.

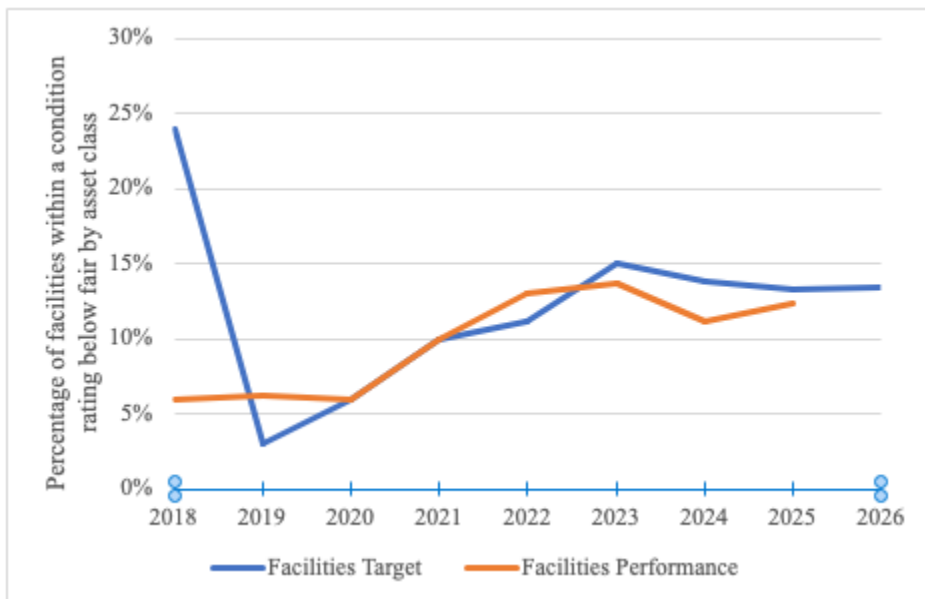


Figure 3: Facilities State of Good Repair for Transit Assets

As shown in Figure 3, approximately 12 percent of facilities in 2025 scored below 3 on FTA’s TERM facility condition rating scale. This value is a decline compared to the previous year but is within the 2025 target. The target for 2026 assumes facility condition remains similar to the performance that was observed in 2025.

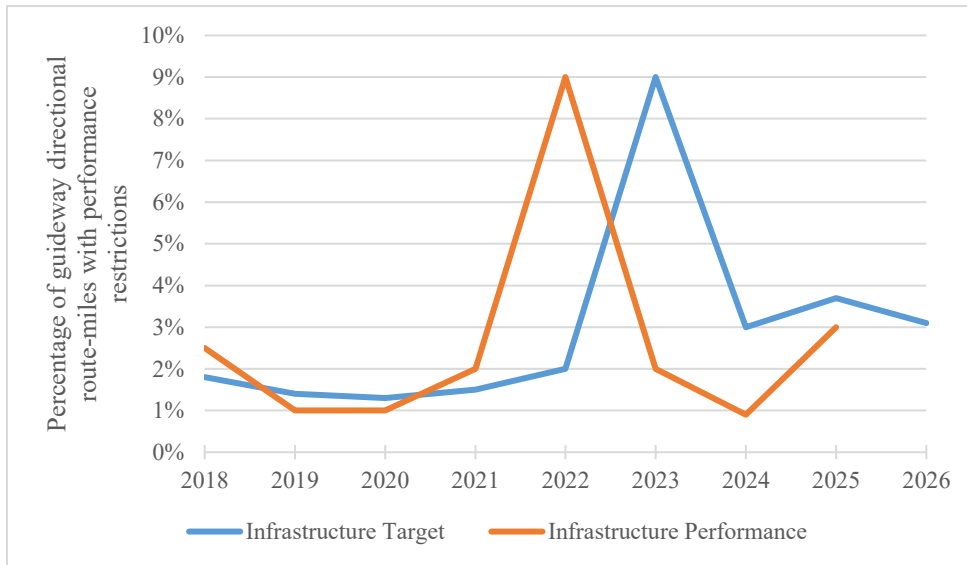


Figure 4: Infrastructure State of Good Repair for Transit Assets

In 2025, the region did achieve its guideway target, as depicted in Figure 4. The percentage of route directional miles with speed or operational restrictions increased from 1 percent to 3 percent between 2024 and 2025. The target for 2026 assumes guideway conditions remain at the same level that was observed in 2025. It is worth noting that SFMTA had a large percentage of their guideway under a performance restriction in 2022, which is a significant factor contributing to large spike observed in the chart for that year. This value was adjusted for 2023 after clarification on the performance restriction.

**Summary of Proposed Targets**

MTC set State of Good Repair for Transit Assets targets for 2026, which are summarized in Table 1 and Table 2 below.

*Table 1: State of Good Repair for Transit Assets targets and performance*

Asset Category	2025 Target	2025 Performance	2026 Target
Revenue Vehicles	14%	15%	12%
Facilities	13%	12%	13%
Guideway	4%	3%	3%
Non-Revenue Vehicles	38%	38%	44%

Data source: Regional Transit Capital Inventory (RTCI) & operators’ targets

MTC expects the state of repair for revenue vehicles to improve slightly due to vehicle and rolling stock replacements at the operator level. On the other hand, the state of repair for non-revenue vehicles is expected to worsen in 2026.

As of 2025, the majority of the region's facilities and guideway were in good repair, with 12 percent of facilities and 3 percent of guideway miles not in good repair. The state of good repair for the region's facilities assets is expected to remain constant over the coming year. However, the condition of non-revenue vehicles is expected to slightly worsen based on current asset condition and funding levels.

*Table 2: Current Conditions, Past Performance, and Proposed Regional Targets*

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
Percentage of revenue vehicles that have met or exceeded their ULB	Articulated bus	3%	0%	Yes	2%
	Automated guideway vehicle	0%	0%	Yes	0%
	Automobile	100%	91%	Yes	100%
	Bus	20%	17%	Yes	21%

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
	Cable car	75%	72%	Yes	79%
	Commuter rail – locomotive	56%	0%	Yes	0%
	Commuter rail – passenger coach	41%	0%	Yes	0%
	Commuter rail – self-propelled passenger car	0%	0%	Yes	0%
	Cutaway bus	33%	23%	Yes	38%
	Double decker bus	0%	0%	Yes	0%
	Ferryboat	31%	30%	Yes	30%
	Heavy rail	0%	0%	Yes	0%
	Light rail	13%	7%	Yes	12%
	Minivan	8%	98%	No	8%
	Over-the-road bus	2%	0%	Yes	0%
	Trolley bus	0%	0%	Yes	0%
	Van	3%	28%	No	19%
	Vintage trolley	100%	100%	Yes	100%
	Administrative and maintenance facilities	4%	10%	No	4%

Measure	Subcategory	Previous Target (2025)	Actual (2025)	Previous Target Met? (2025)	Proposed Target (2026)
Percentage of facilities with a condition rating below fair	Passenger facilities	14%	14%	Yes	15%
Percentage of guideway directional route-miles with performance restrictions	n/a	4%	3%	Yes	3%
Percentage of non-revenue vehicles that have met or exceeded their ULB	n/a	38%	38%	Yes	44%

Data source: Regional Transit Capital Inventory (RTCI) & operators' targets

**2026 Target-Setting Summary: Transit Safety**

**Summary:**

<b>Goal</b>	<b>Transit Safety</b>
<b>Performance Measure(s)</b>	<ol style="list-style-type: none"> <li>1. Measure 1a: Major Events</li> <li>2. Measure 1b: Major Event Rate</li> <li>3. Measure 1.1: Collision Rate*</li> <li>4. Measure 1.1.1: Pedestrian Collision Rate*</li> <li>5. Measure 1.1.2: Vehicular Collision Rate*</li> <li>6. Measure 2a: Fatalities</li> <li>7. Measure 2b: Fatality Rate</li> <li>8. Measure 2.1: Transit Worker Fatality Rate*</li> <li>9. Measure 3a: Injuries</li> <li>10. Measure 3b: Injury Rate</li> <li>11. Measure 3.1: Transit Worker Injury Rate*</li> <li>12. Measure 4a: Assaults on Transit Workers*</li> <li>13. Measure 4b: Rate of Assaults on Transit Workers*</li> <li>14. Measure 5: System Reliability</li> </ol> <p><i>* Indicates new performance measure from the April 2024 PTASP update.</i></p>
<b>Target(s) for Year</b>	2026
<b>MTC Target Setting Approach</b>	Support the transit operator targets by setting regional targets using a weighted average of transit operator targets.

**Overview:**

The Public Transportation Agency Safety Plan (PTASP) final rule published by FTA in July 2018 established a requirement that certain transit agencies that are recipients or sub-recipients of FTA grants develop safety plans that include processes and procedures necessary for implementing Safety Management Systems in accordance with MAP-21. In April 2024, FTA

published the first major update to the PTASP regulation. This update includes changes to how transit agencies calculate their own safety targets and introduced funding consequences for transit agencies that fail to meet them. The FTA administers the National Transit Database (NTD) as a resource for disseminating safety performance information. The PTASP rule contains requirements for public transit agencies and designated recipients such as MTC. The major requirements of the PTASP rule include:

- 1) **Transit Safety Performance Targets** – Targets must be set annually. The updated PTASP rule establishes Transit Safety performance measures as shown below:

#	Measure	Source
1	Major Events	National Transit Database: Safety & Security Major Event Time Series (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data</a>
2	Major Event Rate	National Transit Database: Safety & Security Major Event Time Series (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-major-only-time-series-data</a>
3	Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
4	Pedestrian Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>

#	Measure	Source
5	Vehicular Collision Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
6	Fatalities	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
7	Fatality Rate	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
8	Transit Worker Fatality Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
9	Injuries	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
10	Injury Rate	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
11	Transit Worker Injury Rate*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>

#	Measure	Source
12	Assaults on Transit Workers*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
13	Rate of Assaults on Transit Workers*	National Transit Database: Safety & Security Time Series (Threshold Adjusted) (2025) <a href="https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data">https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data</a>
14	System Reliability	National Transit Database: 2024 Annual Database Vehicle Maintenance <a href="https://www.transit.dot.gov/ntd/data-product/2024-annual-database-vehicle-maintenance">https://www.transit.dot.gov/ntd/data-product/2024-annual-database-vehicle-maintenance</a>

\* Indicates new performance measure from the April 2024 PTASP update.

The PTASP rule establishes the requirement to set targets by mode (i.e., bus, light rail, heavy rail) for certain performance measures.

- 2) **Development of Public Transportation Agency Safety Plans (PTASP)** – Most transit agencies are required to develop a PTASP; agencies that are regulated by the Federal Railroad Administration or U.S. Coast Guard and agencies that only receive financial assistance under the 5310 and 5311 formula grant programs are exempt.
- 3) **Reporting** – Transit agencies must report annually to FTA on Transit Safety targets, performance, and progress made towards meeting set targets.
- 4) **Safety Set-Aside** – If a large transit agency does not meet one of their safety performance targets, then it must allocate not less than 0.75% of funding received under Section 5307 to safety related projects that are reasonably likely to assist the agency in meeting the SPT in the future.

The PTASP rule requires that transit agencies set performance targets annually and requires that they coordinate with States and MPOs in selecting State and MPO safety performance targets to the maximum extent practicable. MPOs are not required to set regional safety targets annually but may choose to do so.

**Target-Setting Methodology:**

MTC staff used a transit agency-led approach to set the Transit Safety targets, similar to the approach used for setting regional targets for State of Good Repair for Transit Assets performance targets. In accordance with FTA regulations, transit agencies are required to establish annual safety performance targets as part of their Agency Safety Plans (ASP). To develop regional targets, MTC staff collaborated closely with transit agency staff. MTC obtained proposed safety performance targets from the transit agencies, while actual performance and past targets were obtained from the NTD reports shown above. These were then aggregated using a weighted average based on Revenue Vehicle Miles (RVM). No further adjustments were made after this calculation. The resulting regional targets align with FTA regulations and guidance, as they represent a straightforward weighted average of the individual transit agency targets. Note that for the seven new measures required by FTA as of April 2024, only one year of data has since been collected (2025) and therefore no previous targets for 2024 are reported. Many operators are waiting until they have reported at least three years of data before establishing targets, often using a rolling three-year average to inform initial target-setting. For this reason, the new measures serve a descriptive and contextual purpose only. MTC will continue to coordinate with operators as formal targets are adopted for the new measures. Subsequently, performance-to-target comparisons will be incorporated in future reporting cycles.

**Current Conditions, Past Performance, and Proposed Regional Targets**

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
1	1a: Major Events	Not Applicable	407	431	Yes	411
2	1b: Major Event Rate	Bus	2.97	3.33	Yes	3.27

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Cable Car	29.50	26.78	No	29.11
		Heavy Rail	0.96	1.18	Yes	1.39
		Hybrid Rail	0.58	0.88	Yes	1.01
		Light Rail	11.65	8.96	No	9.32
		Monorail	0.00	3.98	Yes	4.33
		Paratransit/Demand Response	0.43	0.87	Yes	0.90
		Streetcar	21.48	13.24	No	14.11
		Trolleybus	5.48	3.16	No	3.57
3	1.1: Collision Rate*	Bus	2.00	N/A	N/A	N/A
		Cable Car	26.15	N/A	N/A	N/A
		Heavy Rail	0.15	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	4.65	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.43	N/A	N/A	N/A
		Streetcar	15.16	N/A	N/A	N/A
		Trolleybus	1.57	N/A	N/A	N/A
4	1.1.1: Pedestrian Collision Rate*	Bus	0.21	N/A	N/A	N/A
		Cable Car	1.68	N/A	N/A	N/A
		Heavy Rail	0.05	N/A	N/A	N/A

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	1.20	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.04	N/A	N/A	N/A
		Streetcar	2.49	N/A	N/A	N/A
		Trolleybus	0.56	N/A	N/A	N/A
5	1.1.2: Vehicular Collision Rate*	Bus	1.66	N/A	N/A	N/A
		Cable Car	19.16	N/A	N/A	N/A
		Heavy Rail	0.00	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	2.93	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.36	N/A	N/A	N/A
		Streetcar	6.33	N/A	N/A	N/A
		Trolleybus	0.72	N/A	N/A	N/A
6	2a: Fatalities	Not Applicable	12.67	5.34	No	8.34
7	2b: Fatality Rate	Bus	0.04	0.01	No	0.01
		Cable Car	0.00	0.00	Yes	0.00
		Heavy Rail	0.12	0.06	No	0.11
		Hybrid Rail	0.00	0.00	Yes	0.00

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Light Rail	0.26	0.09	No	0.09
		Monorail	0.00	0.00	Yes	0.00
		Paratransit/Demand Response	0.00	0.00	Yes	0.00
		Streetcar	0.00	0.00	Yes	0.00
		Trolleybus	0.00	0.00	Yes	0.00
8	2.1: Transit Worker Fatality Rate*	Bus	0.00	N/A	N/A	N/A
		Cable Car	0.00	N/A	N/A	N/A
		Heavy Rail	0.01	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.00	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.00	N/A	N/A	N/A
		Streetcar	0.00	N/A	N/A	N/A
		Trolleybus	0.00	N/A	N/A	N/A
9	3a: Injuries	Not Applicable	877	505	No	497
9	3b: Injury Rate	Bus	6.85	2.89	No	2.79
		Cable Car	22.37	23.47	Yes	25.51
		Heavy Rail	3.48	2.92	No	3.52
		Hybrid Rail	0.00	0.88	Yes	1.01
		Light Rail	6.69	3.58	No	3.73

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Monorail	1.33	3.98	Yes	4.33
		Paratransit/Demand Response	1.16	0.68	No	0.64
		Streetcar	24.22	10.82	No	11.53
		Trolleybus	16.59	9.73	No	11.01
11	3.1: Transit Worker Injury Rate*	Bus	0.67	N/A	N/A	N/A
		Cable Car	3.35	N/A	N/A	N/A
		Heavy Rail	0.60	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.56	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A
		Paratransit/Demand Response	0.08	N/A	N/A	N/A
		Streetcar	2.49	N/A	N/A	N/A
		Trolleybus	1.90	N/A	N/A	N/A
12	4a: Assaults on Transit Workers*	Not Applicable	36	N/A	N/A	N/A
13	4b: Rate of Assaults on Transit Workers*	Bus	0.38	N/A	N/A	N/A
		Cable Car	0.00	N/A	N/A	N/A
		Heavy Rail	0.02	N/A	N/A	N/A
		Hybrid Rail	0.00	N/A	N/A	N/A
		Light Rail	0.31	N/A	N/A	N/A
		Monorail	0.00	N/A	N/A	N/A

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2025)	(2025)	(2025)	(2026)
		Paratransit/Demand Response	0.00	N/A	N/A	N/A
		Streetcar	1.21	N/A	N/A	N/A
		Trolleybus	1.33	N/A	N/A	N/A

1\* Indicates new performance measure from the April 2024 PTASP update.

#	Measure	Mode	Actual Performance	Past Target	Past Target Met?	Proposed Target
			(2024)*	(2024)*	(2024)*	(2026)
14	5: System Reliability	Bus	17,296	22,263	No	47,611
		Cable Car	767	335	Yes	718
		Heavy Rail	272,965	1,299,752	No	182,553
		Hybrid Rail	104,905	129,097	No	38,062
		Light Rail	9,380	22,484	No	7,868
		Monorail	28,001	388,584	No	13,000
		Paratransit/Demand Response	88,749	42,955	Yes	87,754
		Streetcar	2,909	601	Yes	2,790
		Trolleybus	9,786	9,073	Yes	3,537

\*Note: Actual performance is compared with targets from two years ago because data for system reliability is on a 2-year lag.



Metropolitan Transportation  
Commission  
Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0578, **Version:** 1

---

**Subject:**

Approval of ABAG Administrative Committee Summary Minutes of the May 8, 2026 Meeting

**Recommended Action:**

ABAG Administrative Committee Approval

**Attachments:**



## Meeting Minutes - Draft

### ABAG Administrative Committee

*Chair, Belia Ramos, Supervisor, County of Napa*  
*Vice Chair, Carlos Romero, Councilmember, City of*  
*East Palo Alto*

---

Friday, May 8, 2026

9:40 AM

Board Room - 1st Floor

---

#### Association of Bay Area Governments Administrative Committee

#### Joint meeting with the MTC Planning Committee

This meeting shall consist of a simultaneous teleconference call at the following location(s):  
Santa Clara County, 70 W. Hedding Street, East Wing, 10th Floor, Supervisors Conference  
Room, San Jose, CA 95110 (Duong)  
Sonoma County, 575 Administration Drive, Santa Rosa, CA 95403 (Rabbitt)  
District Office of Supervisor Williams, 675 Texas Street, District 3 Office 6029, Fairfield, CA  
94533 (Williams)

#### Roster

Ken Carlson, Betty Duong, Pat Eklund, Carroll Fife, David Rabbitt, Belia Ramos,  
Carlos Romero, Cindy Silva, Wanda Williams

#### 1. Call MTC Planning Committee to Order

The MTC Planning Committee was called to order.

#### 2. MTC Planning Committee Roll Call / Confirm Quorum

#### 3. MTC Planning Committee Consent Calendar

The MTC Planning Committee took action on this item.

- 3a. [26-0423](#) Approval of MTC Planning Committee Minutes of the April 10, 2026 Meeting

#### 4. Call ABAG Administrative Committee to Order

Chair Ramos called the meeting to order at about 9:50 a.m. Quorum was present.

**Present:** 8 - Carlson, Duong, Eklund, Rabbitt, Ramos, Romero, Silva, and Williams

**Absent:** 1 - Fife

**5. ABAG Administrative Committee Roll Call / Confirm Quorum**

**6. ABAG Compensation Announcement – ABAG Clerk of the Board**

The ABAG Clerk of the Board gave the compensation announcement.

**7. ABAG Administrative Committee Consent Calendar**

Upon the motion by Eklund and second by Silva, the ABAG Administrative Committee approved the Consent Calendar. The motion passed unanimously by the following vote:

**Aye:** 8 - Carlson, Duong, Eklund, Rabbitt, Ramos, Romero, Silva, and Williams

**Absent:** 1 - Fife

- 7a. [26-0666](#) Approval of ABAG Administrative Committee Summary Minutes of the April 10, 2026 Meeting
- 7b. [26-0667](#) Pre-Qualified Panel of Consultants Bench - ABAG Energy Programs Grant Application and Funding Support Services - Cycle 1 (Accenture Infrastructure & Capital Projects, LLC; Acterra: Action for a Healthy Planet; A.M. Crawford, Inc.; Build Momentum; California Consulting, Inc.; Community Sustainability Partners, Inc.; Drago Vantage, LLC; Electris Consulting, LLC; Energy Resources Integration, LLC; Evan Brooks Associates, Inc.; GTC 360° Advisors; Guidehouse Inc.; ICF Incorporated, LLC; and TRC Companies)
- 7c. [26-0668](#) Committee Appointments  
  
Ratification of Appointments to ABAG Committees.

**8. Approval**

**8a.**     [26-0324](#)     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.

Gillian Adams gave the report.

Written public comment was received from the following: Enterprise Community Partners, East Bay Housing Organizations, and Transform.

The following gave public comment: Emily Wheeler, Amiel Leano Atanacio.

The MTC Planning Committee requested that staff add language to address potential legal conflicts when the item returns to the Commission.

The MTC Planning Committee took action on this item.

**9. Information**

**9a.**     [26-0432](#)     Senate Bill 79: Draft Maps

Overview of draft map of Senate Bill 79 (Wiener, 2025) eligible transit stops in San Francisco, San Mateo, Santa Clara, and Alameda counties, consistent with the requirement for MTC to create this map in advance of the July 1, 2026 deadline.

Mark Shorett gave the report.

**10. Public Comment / Other Business**

**11. Adjournment / Next Meetings**

Chair Ramos adjourned the meeting at about 10:45 a.m. The next regular meeting of the ABAG Administrative Committee is on June 12, 2026.



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0586, **Version:** 1

---

**Subject:**

Priority Conservation Area Grant Program: 2026 Grant Award Recommendations: Various Applicants (as set forth in Appendix B to this item) (\$8 Million)

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

**Attachments:**

**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**

<b>#</b>	<b>Applicant</b>	<b>Project Name</b>	<b>Project County</b>	<b>Proposed Award</b>
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
<b>TOTAL</b>				<b>\$8,000,000</b>

**Next Steps:**

Staff will work with selected awardees to finalize scopes of work, budgets, and timelines.

**Issues:**

None.

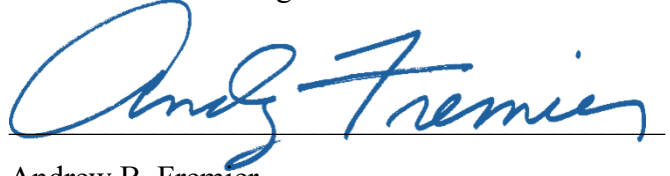
**Recommendations:**

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

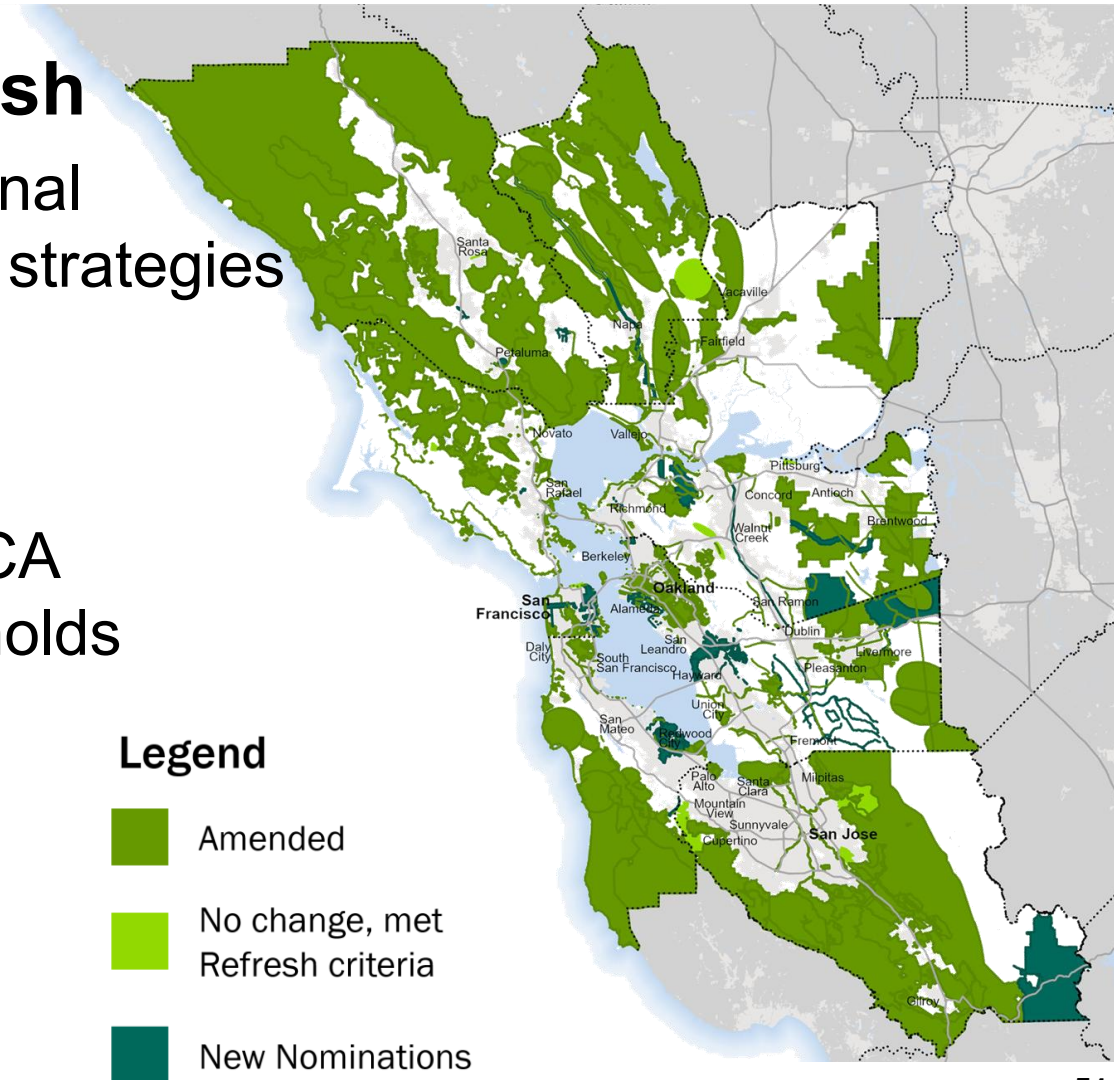
- **September 12, 2025** – Committee approval to release \$8M Call for Proposals
- **October 30, 2025** – Grant Program Guidelines and Call for Proposals released
- **December 19, 2025** – 53 LOIs received (\$35.9M)
- **February 2, 2026** – 28 proposals advanced
- **March 20, 2026** – Full applications 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
<b>Alameda</b>	City of Alameda	Wooden Bridge Replacement Feasibility Study	\$500,000
<b>Alameda</b>	Oakland Parks and Recreation Foundation	Restoration Connections: Deep East Oakland	\$450,000
<b>Contra Costa</b>	City of San Pablo	McNeil Park	\$500,000
<b>Marin</b>	City of San Rafael	Canal Boatyard Urban Park Connection	\$800,000
<b>Napa</b>	Napa County Resource Conservation District	Resilient Suscol Creek	\$440,000
<b>San Francisco</b>	San Francisco Rec and Park	Twin Peaks Promenade	\$500,000
<b>San Mateo</b>	Grassroots Ecology	Fire and Flora: Resilient Foothills Initiative	\$210,000
<b>San Mateo</b>	San Mateo County Transportation Authority	Bay Trail SFO Gap Closure Project	\$600,000
<b>Santa Clara</b>	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
<b>TOTAL</b>			<b>\$8,000,000</b>



# Requested Action & Path Forward



**Today:** Approve \$8M for recommended projects



\*\$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](mailto: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
			<b>TOTAL</b>	<b>\$8,000,000</b>

- 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 Trail 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**

<b>County</b>	<b>Round 1 (2015)</b>	<b>Round 2 (2019)</b>	<b>Round 3 (2024)</b>	<b>TOTAL</b>	<b>Round 4 (2026)</b>	<b>TOTAL (Prior + Proposed)</b>
<b>Alameda</b>	\$1,750,000	\$1,021,000	\$1,000,000	\$3,771,000	\$950,000	\$4,721,000
<b>Contra Costa</b>	\$1,219,711	\$2,950,000	\$280,000	\$4,449,711	\$500,000	\$4,949,711
<b>Marin</b>	\$1,250,000	\$2,050,000	\$670,000	\$3,970,000	\$800,000	\$4,770,000
<b>Napa</b>	\$1,250,000	\$2,050,000	\$1,750,000	\$5,050,000	\$440,000	\$5,490,000
<b>San Francisco</b>	\$1,667,589	\$1,694,000	\$750,000	\$4,111,589	\$500,000	\$4,611,589
<b>San Mateo</b>	\$1,600,000	\$1,552,000	\$0	\$3,152,000	\$810,000	\$3,962,000
<b>Santa Clara</b>	\$712,700	\$2,253,000	\$2,000,000	\$4,965,700	\$1,200,000	\$6,165,700
<b>Solano</b>	\$1,250,000	\$2,050,000	\$750,000	\$4,050,000	\$800,000	\$4,850,000
<b>Sonoma</b>	\$1,250,000	\$2,050,000	\$1,300,000	\$4,600,000	\$2,000,000	\$6,600,000
<b>Regional</b>	\$0	\$530,000	\$0	\$530,000	\$0	\$530,000
	<b>\$11,950,000</b>	<b>\$17,179,000</b>	<b>\$8,500,000</b>	<b>\$38,650,000</b>	<b>\$8,000,000</b>	<b>\$46,650,000</b>



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0587, **Version:** 1

---

**Subject:**

Looking Ahead to Plan Bay Area 2060

Introduction to Plan Bay Area, reflecting on past plans and looking ahead to the next major update, Plan Bay Area 2060, which will kick off this year as a significant MTC-ABAG planning effort for the next four years.

**Presenter:**

Michael Meehan

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**June 12, 2026**

**Agenda Item 9a – 26-0587**

**Looking Ahead to Plan Bay Area 2060**

---

**Subject:**

Introduction to Plan Bay Area, reflecting on past plans and looking ahead to the next major update, Plan Bay Area 2060, which will kick off this year as a significant MTC-ABAG planning effort for the next four years.

**Background:**

Plan Bay Area is the long-range regional plan for the San Francisco Bay Area. It integrates transportation, land use, housing, environmental, and economic considerations into a single planning framework that focuses growth near transit to support complete, connected, and affordable communities. The plan establishes regional priorities rather than mandates, offering a shared vision and strategic framework while respecting local land use authority. It also evolves with emerging needs, delivering results through strong partnerships and local leadership.

Plan Bay Area is updated every four years, alternating between minor and major updates. It fulfills multiple regulatory requirements, serving as the federal Regional Transportation Plan (RTP) and the state Sustainable Communities Strategy (SCS) as required under Senate Bill (SB) 375 (Steinberg, 2008); planning requirements are further described in Attachment A.

**The Evolution of Plan Bay Area:**

Across its iterations, Plan Bay Area has expanded in scope and ambition. The first plan, adopted in 2013, pioneered the integration of transportation, land use, and climate policy, with an emphasis on sustainability and focused growth. Plan Bay Area 2040 (2017) was the first minor update and remained largely oriented toward fulfilling regulatory requirements in its policies and investments. Developed amid growing housing and transportation challenges, Plan Bay Area 2040 led to the convening of the Committee to House the Bay Area, or CASA, which resulted in subsequent efforts and actions responsive to the housing crisis and charted the course for future plan updates. Plan Bay Area 2050 (2021) marked a major shift, developed during a period of unprecedented uncertainty, and featured a significantly broader planning framework, including additional elements, strategies, and more detailed cost analysis. Notably, Plan Bay Area 2050

centered equity and resilience to uncertainty as core cross-cutting themes informing the development of plan strategies and placed a strong focus on demonstrating equitable outcomes for all. The subsequent Plan Bay Area 2050+ update, adopted in 2026, built on this foundation while responding to post-pandemic conditions, fiscal constraints, and the need to further elevate climate and resilience considerations. Together, the two most recent iterations reflect a more expansive and aspirational approach to addressing regional challenges.

As the most recent iteration, Plan Bay Area 2050+ lays out how the region can accommodate over 900,000 new households and more than 1.3 million new jobs by 2050, while fostering a more affordable, connected, diverse, healthy, and vibrant Bay Area. Structured around four elements, 11 themes, and 35 strategies, the plan directs over \$1.4 trillion in investments toward Bay Area transportation, housing, economic development, and environmental resilience. Subject to review and approval by the California Air Resources Board (CARB), the plan is expected to meet its statutory 2035 target of a 19% per capita reduction in greenhouse gas (GHG) emissions from light-duty vehicles compared to 2005 levels. In developing the 2050+ update, regionwide outreach solicited input from 17,500+ residents through various forms of engagement, including 41 pop-up workshops, 3 online surveys, and sustained partnerships with 22 community-based organizations.

**Plan Bay Area 2060:**

Kicking off this year and continuing as a significant MTC-ABAG planning effort for the next four years, Plan Bay Area 2060 will be a major update, broadly reevaluating core components of the plan and updating planning assumptions. Potential shifts in state planning requirements may emerge mid-process, including new GHG target(s) and revised guidelines from CARB already under development. Furthermore, potential changes to the original state law (SB 375) that sets key requirements applicable to the plan (e.g., SB 1087) could have a significant impact on this planning cycle, setting new requirements for implementation tracking and extending climate goals through 2045, among many other potential changes. Staff anticipate incorporating any necessary adjustments to the Plan Bay Area 2060 scope resulting from new state regulations and/or laws this fall.

This fifth iteration of the plan will be aligned with the seventh cycle of the Regional Housing Needs Allocation (RHNA) process (further described in agenda item 14a). Every eight years, the State Department of Housing and Community Development provides a Regional Housing Needs Determination (RHND), which is next expected in early 2028. ABAG then develops a methodology to turn the assigned RHND into RHNA allocations to individual jurisdictions, which are required to be “informed by” the long-range regional plan.

**Challenges and Opportunities:**

Past iterations of the plan highlight key lessons for Plan Bay Area 2060. Earlier iterations lacked the comprehensive strategies and analysis needed to address regional priorities, while more recent updates have struggled to connect aspirational visions to the concrete realities of today.

There have been gaps between the plan’s ambitious vision and the available resources and authority necessary for implementation. Fluctuating political and funding constraints have further complicated project prioritization and the plan’s long-term durability. The plan has also been challenged by the inherent complexity of its long-range, region-wide scope, which can make it harder to understand and translate into near-term, local-level decision-making.

Plan Bay Area 2060 presents an opportunity to elevate emerging priorities by planning for uncertainty driven by demographic, economic, technological, and climate forces. Analysis of existing conditions and trends will ground the plan in the lived realities of Bay Area residents and set the stage for exploring multiple growth and funding trajectories, assessing tradeoffs, and clearly prioritizing strategies. The current land use framework and strategies will be evaluated and updated to strengthen efforts like improving affordability, reducing homelessness, and bolstering resilience to hazards and climate risks. With a goal of aligning the plan’s vision with its implementation, staff aim to make complex content more intuitive and readily applicable, simplifying the narrative by connecting long-range planning to a diversity of everyday issues.

Challenges and opportunities for Plan Bay Area 2060 are further summarized in Attachment A.

**Finalizing a Scope of Work for Plan Bay Area 2060:**

Over the coming months, staff will undertake early outreach to refine the scope of Plan Bay Area 2060. A key focus at this stage will be designing a planning process that is both disciplined and realistic, while still allowing room for long-range, regional thinking. Scoping will seek to find a

balance between emerging trends and best practices in the field of regional planning, the Bay Area’s most consequential near- and long-term concerns, statutory requirements, and progress toward a shared vision.

Staff proposes to organize plan development around four primary areas of work over the next four years: *Foundations*, *Outlook*, *Blueprint*, and *Final Plan*. *Foundations* will establish a shared understanding of current conditions, reaffirm the plan’s vision, and assess the strengths and limitations of the plan’s existing land use framework and strategies. *Outlook* will examine external forces and uncertainty, using scenarios to test assumptions around growth, funding, and tradeoffs. The *Blueprint* phase will integrate updated strategies, land use frameworks, and projects into a cohesive approach and evaluate performance and outcomes. The *Final Plan* phase will synthesize this work into a draft and final plan, supported by environmental review, supplemental analyses, and an implementation plan.

**Next Steps:**

Staff will return to the MTC Planning Committee and ABAG Administrative Committee in fall 2026 to formally kick off Plan Bay Area 2060, at which time outreach and engagement will begin on existing conditions as well as the plan’s Vision and Guiding Principles. Staff will also prepare to launch Plan Bay Area 2060 with the full Commission and ABAG Executive Board at their joint workshop in October 2026. In the meantime, staff will continue gathering input and feedback from key partners and finalize the proposed scope for Plan Bay Area 2060.

**Recommendation:**


Information

**Attachments:**

- Attachment A: Presentation



Andrew B. Fremier



# Looking Ahead to Plan Bay Area 2060

*Joint Meeting of the MTC Planning Committee  
and the ABAG Administrative Committee*

June 12, 2026

# Today: Presentation Overview

## ❑ Plan Bay Area Background

- Plan purpose
- Regulatory requirements
- Progression of past plans

## ❑ Plan Bay Area 2060

- Key context
- Reflections and opportunities
- Scope development
- Next steps and questions



Photo: Karl Nielsen

# Background: Plan Purpose



Photo: Karl Nielsen

## Plan Bay Area ...

- ❑ **Is the region's long-range plan**, serving as the federal Regional Transportation Plan (RTP) and state Sustainable Communities Strategy (SCS).
- ❑ **Integrates transportation, land use and the environment**, focusing growth near transit to foster communities that are complete, connected, affordable and resilient.
- ❑ **Sets regional priorities — not mandates**, offering a vision and framework while respecting local land use authority.
- ❑ **Evolves with emerging needs and challenges**, delivering results through strong partnerships and local leadership.

# Requirements: State & Federal Rules

Topic Area	Core Regulatory Requirement
Timing & Coordination	<ul style="list-style-type: none"><li>✓ <b>Update</b> every four years.</li><li>✓ <b>Coordinate</b> regional transportation, housing and land use.</li></ul>
Community Engagement	<ul style="list-style-type: none"><li>✓ <b>Engage community</b> through a robust, collaborative process.</li><li>✓ Comply with applicable <b>Title VI</b> requirements of the Civil Rights Act of 1964.</li></ul>
Transportation	<ul style="list-style-type: none"><li>✓ Identify <b>transportation network</b> to serve regional needs.</li><li>✓ Produce fiscally constrained <b>Transportation Project List</b>.</li></ul>
Housing	<ul style="list-style-type: none"><li>✓ <b>Accommodate future growth</b> across all economic segments.</li></ul>
Environment	<ul style="list-style-type: none"><li>✓ Meet regional per capita <b>greenhouse gas reduction</b> target set by the state.</li><li>✓ Achieve <b>air quality goals</b> under the federal Clean Air Act.</li></ul>

*Note: Several additional requirements of the planning process are not shown.*

# Plan Evolution: Integrated Planning

## Plan Bay Area

- 2013 adoption
- First integrated plan

## Plan Bay Area 2040

- 2017 adoption
- *Minor* update



More **narrowly tailored** in policies and investments to address regulatory requirements.

# Expanded Priorities: Comprehensive Approach

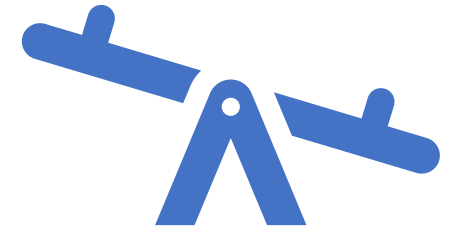
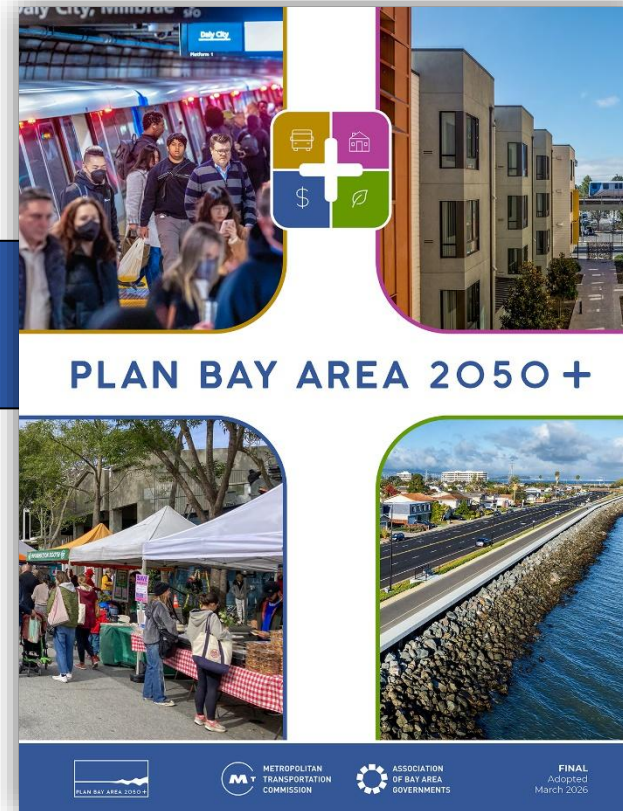
## Plan Bay Area 2050

- 2021 adoption
- *Major* update



## Plan Bay Area 2050+

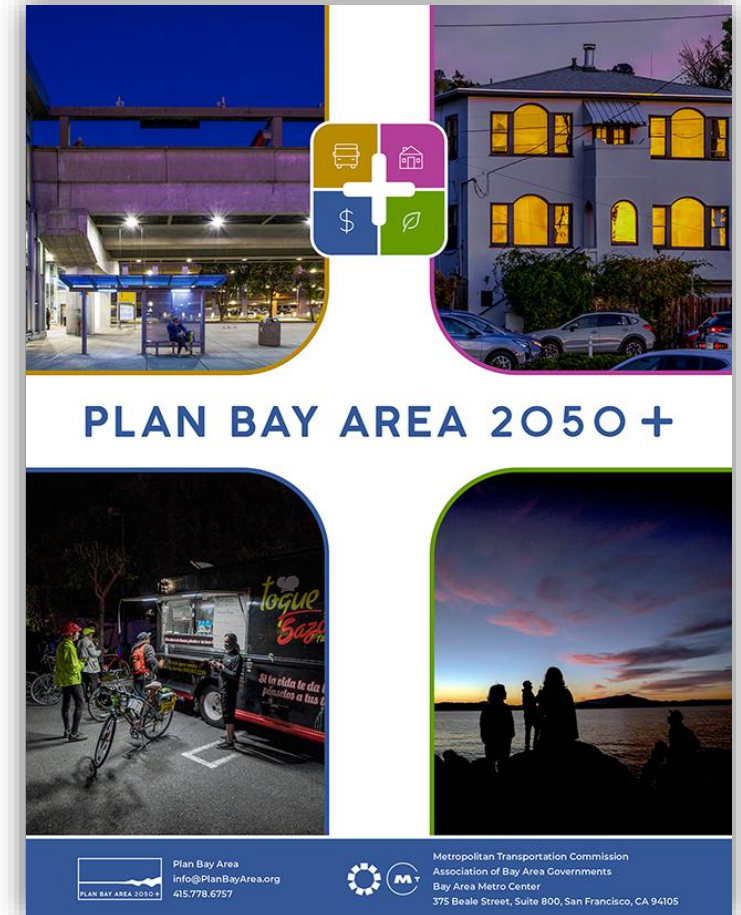
- 2026 adoption
- *Minor* update



More **visionary** and **aspirational**, addressing regional challenges with an **ambitious**, “**what would it take?**” approach.

# Plan Bay Area 2050+: Overview

- ❑ Plan Bay Area 2050+ lays out how the region can accommodate over **900,000 new households** and more than **1.3 million new jobs** by 2050.
- ❑ Structured around **4 elements, 11 themes** and **35 strategies**, together directing over **\$1.4 trillion** in investments toward Bay Area transportation, housing, economic development and environmental resilience.
- ❑ Expected to meet **2035 target of 19% per capita reduction** in vehicle emissions compared to 2005.
- ❑ Regionwide outreach resulted in input from **17,600+ residents** through various activities, including pop-up workshops, online surveys and partnerships with 22 community-based organizations.





## What's New?

- ❑ Plan Bay Area 2060 will be a **major update**.
- ❑ Potential shifts in state planning requirements:
  - **Senate Bill 375** modernization (via Senate Bill 1087)
  - **GHG target determination** (tentatively, late 2026) and **revised CARB guidelines** (tentatively, late 2027)



## RHNA

- ❑ Alignment with **RHNA Cycle 7**:
  - State provides Regional Housing Needs Determination (RHND), expected **early 2028**.
  - ABAG develops methodology to turn RHND into local RHNA requirements, **“informed by” the regional plan**.

# Challenges: Reflecting on Past Plans



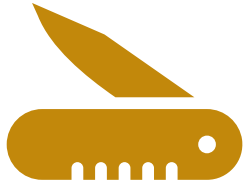
## Lessons Learned

- ❑ **Aspirational vision** can feel removed from day-to-day realities and hinder near-term prioritization.
- ❑ Inherently **complex content** can be unclear and hard to navigate.
- ❑ The **scale of long-range, region-wide planning** can be difficult to translate into near-term, local-level implementation.



Photo: Noah Berger

# Opportunities: Looking to the Future



## Enhance Plan Utility

- Present a **clear narrative** that connects long-range planning to a diversity of **everyday concerns**.
- Improve usability and public engagement by making complex content **readily applicable** for implementation and more **legible and intuitive for all**.



## Strengthen Foundations & Explore Uncertainty

- Ground the plan in a practical synthesis of **emerging trends, existing conditions, and shared regional vision**.
- Examine relevant **future uncertainties** beyond regional control.
- Evaluate effects of multiple **growth and funding trajectories**.



## Elevate Emerging Planning Priorities

- Highlight **cost-effectiveness** and **key tradeoffs** in strategy and project prioritization.
- Advance focus on equitably **improving affordability** and **reducing homelessness**.
- Revise **land use framework** to **strengthen resilience** to climate and hazard risks.

# Considerations: Pressing Topics



State & federal funding



Hazards & climate change



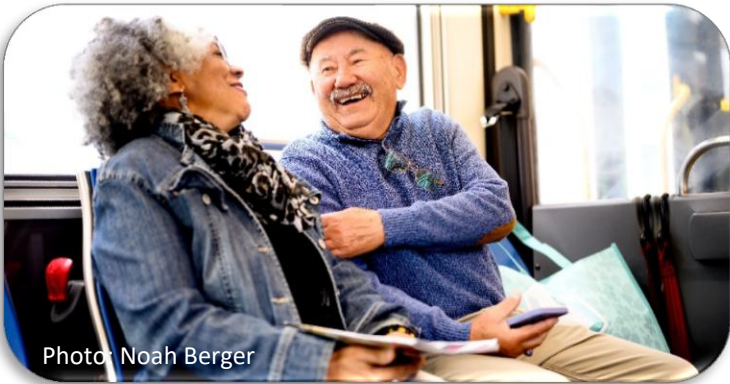
Regional economy & commute patterns



Housing affordability



Automation & AI



Demographic shifts

# Plan Bay Area 2060: Proposed Areas of Work



## Foundations

**Level-set** where the Bay Area is today, **reaffirm** the plan's vision, and critically **evaluate** the land use framework and existing strategies.

2026–2027



## Outlook

Deeply **research** and contend with the uncertainty of external forces; **prepare** scenarios to evaluate tradeoffs through forecasts and planning assumptions.

2026–2027



## Blueprint

Iteratively **update** plan components; **assemble** Blueprint strategies, land use framework and projects; **analyze** performance and forecasted outcomes.

2027–2029



## Final Plan

**Synthesize** and **deliver** Blueprint into a final plan, with associated environmental review, supplemental reports and implementation plan.

2029–2030

# Next Steps

## Spring & Summer 2026:

- Gather input and feedback from key partners
- Finalize proposed scope of Plan Bay Area 2060

## Fall 2026:

- Formal kickoff of Plan Bay Area 2060, including joint workshop with Commission & ABAG Executive Board in October 2026
- Conduct outreach and engagement on existing conditions and the plan's Vision and Guiding Principles

Photo: Jeremy Menzies



# Metropolitan Transportation Commission

## Legislation Text

375 Beale Street, Suite 800  
San Francisco, CA 94105

---

**File #:** 26-0588, **Version:** 1

---

**Subject:**

Equity Priority Communities (EPC) Refresh Phase One Evaluation Kickoff

Overview of the EPC Refresh Phase One Evaluation - a collaborative project that will reimagine MTC -ABAG's existing EPC framework to more effectively guide equitable regional planning - including the project purpose, goals, timeline, milestones, and stakeholder engagement.

**Presenter:**

Natasha Opfell

**Recommended Action:**

Information

**Attachments:**

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC Planning Committee with the ABAG Administrative Committee**

**June 12, 2026**

**Agenda Item 9b - 26-0588**

**Equity Priority Communities (EPC) Refresh Phase One Evaluation Kickoff**

---

**Subject:**

Overview of the EPC Refresh Phase One Evaluation – a collaborative project that will reimagine MTC-ABAG’s existing EPC framework to more effectively guide equitable regional planning – including the project purpose, goals, timeline, milestones, and stakeholder engagement.

**Background:**

Since 1998, MTC has used U.S. Census Bureau data to measure equity across the Bay Area. In 2009, the term *Communities of Concern (CoCs)* was introduced to identify areas with high concentrations of minority and low-income residents. For Plan Bay Area (2013), the definition expanded to include additional factors such as limited English proficiency, zero vehicle households, seniors over 75, people with disabilities, single-parent households, and cost-burdened renters—reflecting a more multidimensional understanding of equity.

The CoC framework was updated in 2016 (as part of Plan Bay Area 2040) with adjusted thresholds to reflect demographic changes, and in May 2021, MTC-ABAG formally renamed CoCs *Equity Priority Communities (EPCs)*. During Plan Bay Area 2050 and Plan Bay Area 2050+, the need for a comprehensive reassessment to address methodological limitations was formally incorporated into the Implementation Plan (most recently, as Implementation Action #63), reflecting concerns raised by equity stakeholders, county transportation agencies, local jurisdictions and the MTC Policy Advisory Council. Due to staffing and resource constraints, a full framework update was not pursued, but funding has now been secured from the Senate Bill 1 planning grants to advance this important project.

**Why Refresh the EPC Framework:**

The EPC Refresh is intended to strengthen the framework’s ability to support equitable, consistent, and data-driven planning and funding decisions, while continuing to support federal and state requirements. While the current framework has provided a strong foundation, it may not fully reflect changing regional conditions or evolving equity priorities. As a result, even with updated demographic data, the framework may continue to produce incomplete or inconsistent

insights due to limitations in its indicators, thresholds and overall approach. The EPC Refresh effort seeks to:

- Address structural limitations in how the current framework defines and prioritizes communities (e.g., indicator selection, threshold definitions and binary classification approach).
- Ensure the framework reflects current regional conditions and trends.
- Strengthen EPCs as a trusted prioritization tool for internal and external partners.
- Support informed decision-making for Plan Bay Area and other initiatives focused on advancing equity outcomes.

**Timeline and Phased Path Forward:**

The EPC Refresh effort is planned to be completed in two phases. Phase One is intentionally centered on listening and learning, focusing on evaluating the current EPC tool, understanding how it is being used by stakeholders, and identifying opportunities for improvement. Phase One commenced in spring 2026 and will conclude in mid-2027. Contingent on the needs and opportunities identified in Phase One, Phase Two will seek to undertake the necessary development work to create an updated EPC tool and is anticipated to be a multi-year effort.

**Project Approach:**

MTC-ABAG staff, with support from a consultant team, will engage regional stakeholders, assess needs and establish the strategic and analytical foundation for updating the EPC Framework. This effort begins with a comprehensive needs assessment, including engagement with staff across MTC-ABAG sections and a broad range of external partners — such as state and regional partners; county and city agencies, including transit agencies and DOTs; community-based and equity-focused organizations; labor groups; academia; and Tribal partners— through interviews, small group discussions and surveys. Input from these activities will be synthesized to identify shared priorities, key concerns and equity considerations. The proposed list of external stakeholders to engage can be found in **Attachment B**.

Building on these findings, staff will define a clear vision and set of goals for an updated EPC framework, explore available data and analytical tools, and identify relevant best practices. Staff will also develop and evaluate preliminary framework approaches, considering feasibility,

alignment with regional needs and effectiveness in advancing project goals. Throughout the process, findings and materials will be presented in clear, accessible formats to support decision-making and partner coordination.

**Next Steps:**

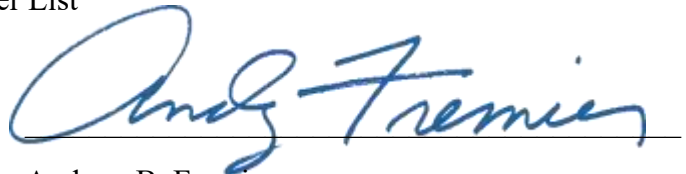
Staff are currently preparing a request for proposals to procure a consultant that will support engagement, data exploration, and conceptual framework development. External partner listening sessions are anticipated to begin this summer, with staff planning to return to the Committee with key findings in fall 2026.

**Recommendation:**

Information

**Attachments:**

- Attachment A: Presentation
- Attachment B: Proposed Stakeholder List

A handwritten signature in blue ink, reading "Andrew B. Fremier", written over a horizontal line.

Andrew B. Fremier

# Equity Priority Communities (EPC) Refresh Phase One Evaluation

Planning Committee

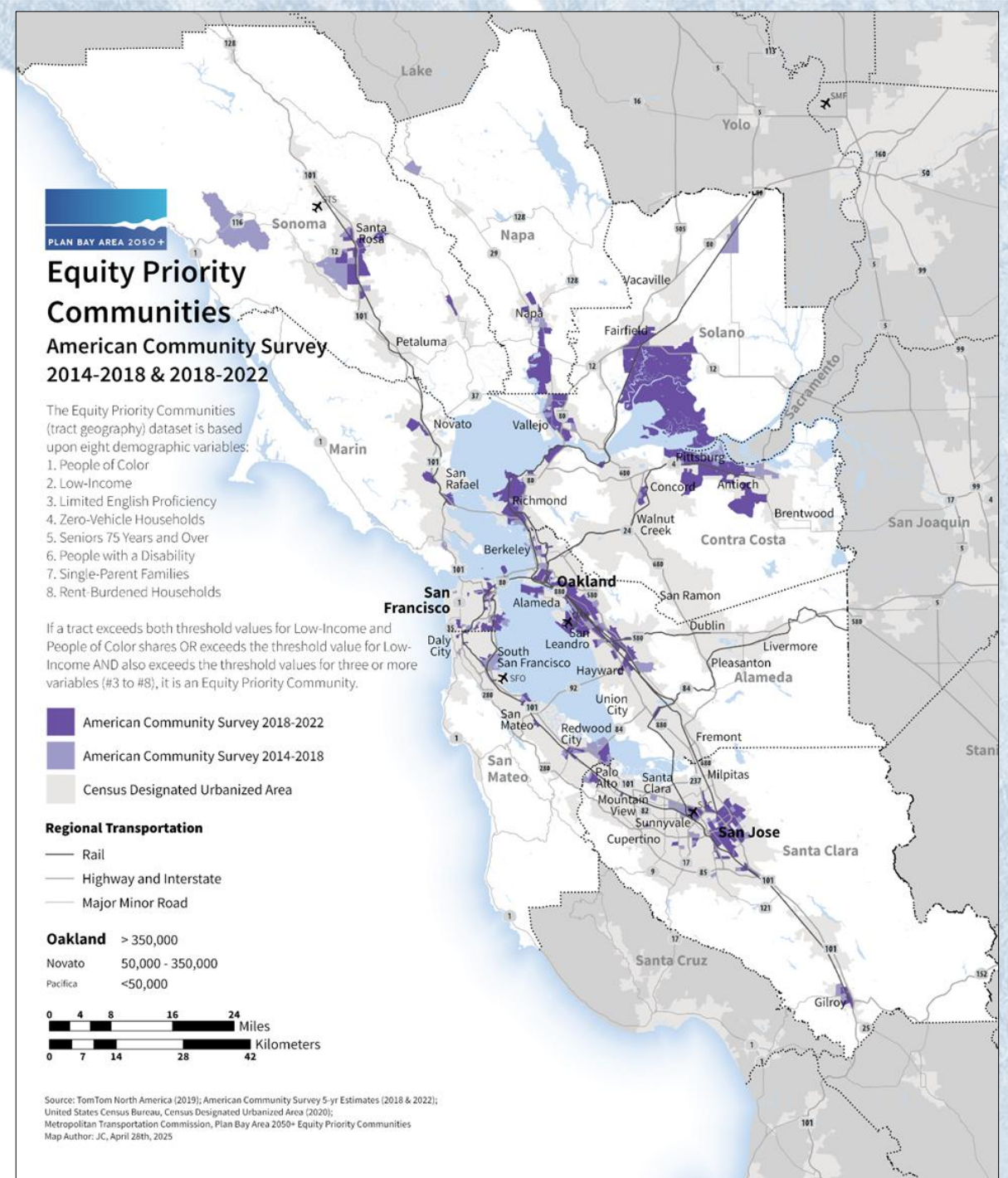
June 12, 2026



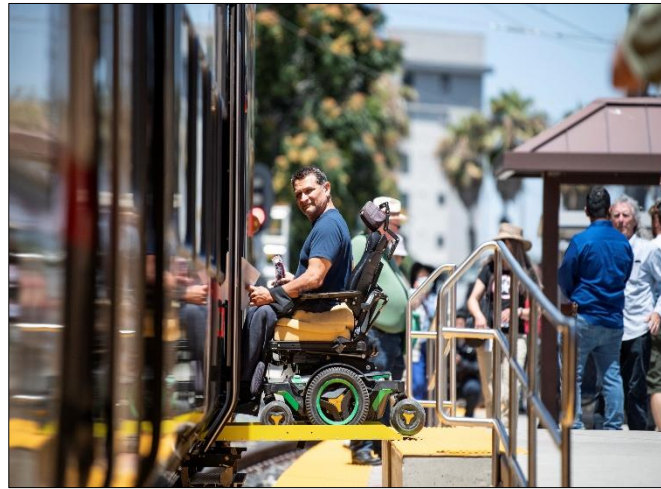
ASSOCIATION OF BAY AREA GOVERNMENTS  
METROPOLITAN TRANSPORTATION COMMISSION

# What are Equity Priority Communities (EPCs)?

- EPCs are **place-based designations**, defined at the census tract level, developed by MTC to identify socially and economically disadvantaged populations.
- EPCs were previously known as Communities of Concern (CoCs) prior to 2021.
- EPCs are **updated every four years** using the latest American Community Survey Data.
- The methodology that identifies EPCs was **last revised in 2016**.



# Equity Priority Communities continue to experience disparities across MTC-ABAG's core work areas.



Photos: MTC/ABAG Photo Catalog, KQED, San Francisco Chronicle

# How are EPCs Defined?

- EPCs are census tracts that have a significant concentration of “**disadvantage factors**”.
- “**Thresholds**” are created to determine statistically significant concentrations for each factor that are above the regional average.
- How does a tract qualify to be an EPC?
  1. Meets thresholds for both people of color and low-income households, OR
  2. Meets thresholds for both low-income households and three of any of the remaining six factors

## Equity Priority Communities Disadvantage Factors

Low Income

People Of Color

People With Disabilities

Limited English Proficiency

Zero-Vehicle Households

Seniors 75 Years and Over

Single-Parent Families

Severely Rent-Burdened Households



# MTC-ABAG Programs that Incorporate EPCs

## Planning

- Plan Bay Area 2050+ Engagement
- Plan Bay Area 2050+ Strategies
- Bay Trail Equity Strategy
- Community Based Transportation Plans
- Active Transportation Plan

## Funding

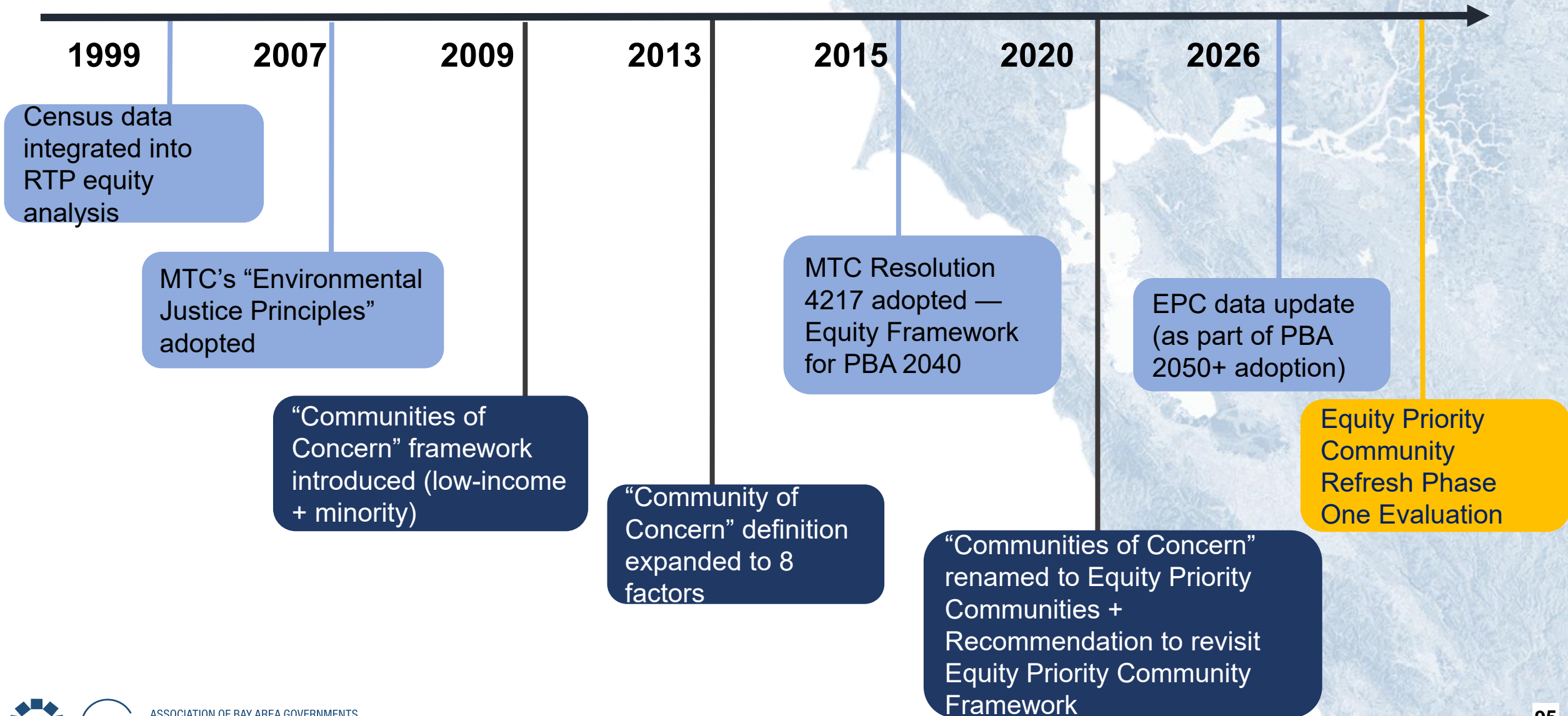
- One Bay Area Grant Program
- Active Transportation Program
- Community Action Resource and Empowerment (CARE) Program
- Priority Conservation Area (PCA) Grants

## Implementation

- Bay Wheels Dock Locations
- Clipper Retail Locations
- FasTrak Equity Assessment
- Transit Station Public Charging Program
- Bay Area Housing Finance Authority Equity Framework



# Evolution of EPCs at MTC-ABAG



# Why Update the EPC Framework Now?

Over time, the EPC framework has been shaped by evolving federal, state, local, and agency-level policies. At the same time, the Bay Area's shifting demographics—along with the impacts of the post-pandemic landscape—have introduced new challenges and considerations.

## **Key questions raised through stakeholder feedback over the past few years include:**

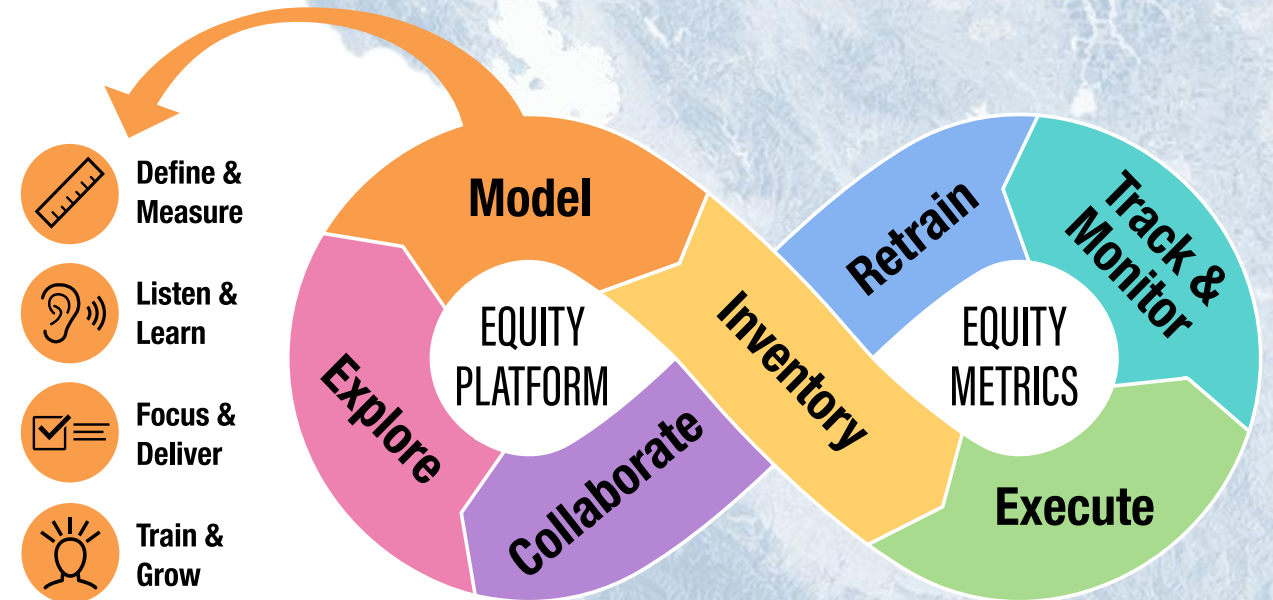
- How can the EPC tool provide clearer definitions of displacement and gentrification impacts?
- In what ways can the EPC tool better represent people with disabilities?
- How can the EPC tool update low-income thresholds to more accurately reflect the Bay Area's high cost of living?
- Should the EPC tool expand beyond a strictly place-based framework, and if so, how?
- How can alternative data sources be integrated into the EPC tool to improve its effectiveness?
- How can the EPC tool better address the needs of youth and students?



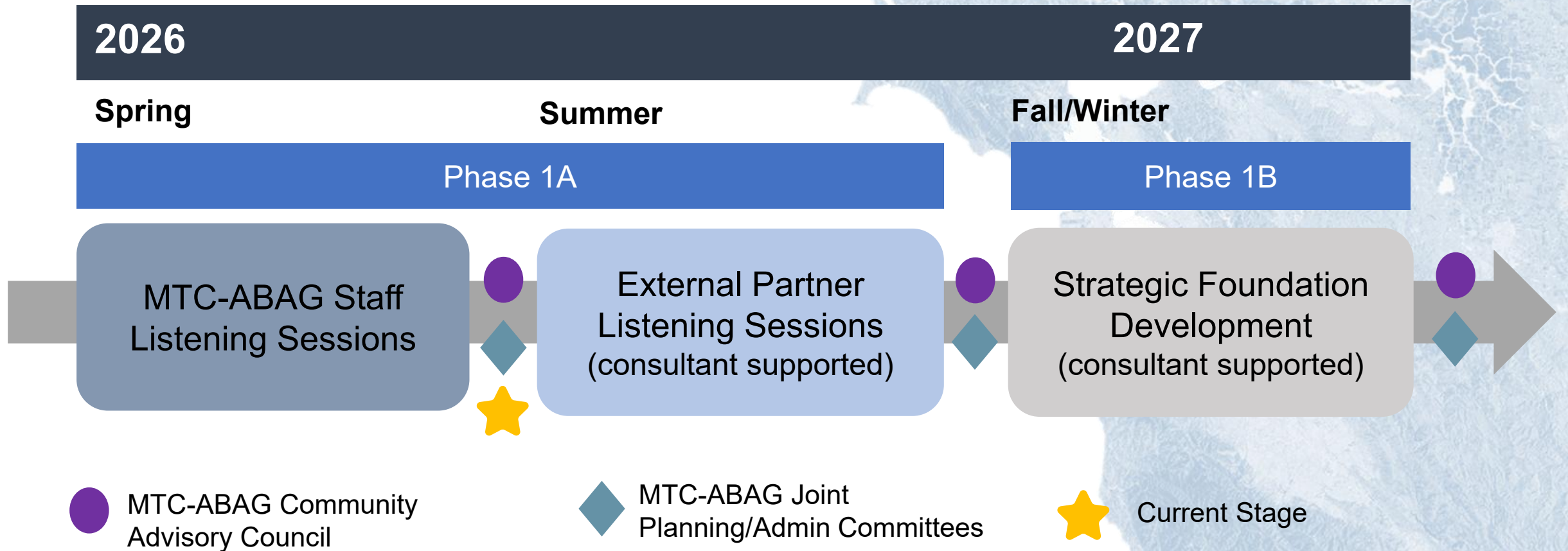
# Goals of the EPC Refresh

- Address limitations in how the current framework defines and prioritizes communities (e.g., updated MTC-ABAG policy, fixed thresholds, limited indicators, binary classifications)
- Ensure the framework reflects current regional conditions and trends, not just updated data over time
- Strengthen EPCs as a trusted prioritization tool for internal and external partners
- Support more informed decision-making for Plan Bay Area and other initiatives focused on advancing equity outcomes

## MTC-ABAG Equity Platform



# EPC Refresh Phase 1\*: Proposed Timeline



*\*Phase 1 is the first of two planned phases. Contingent on the opportunities identified in Phase 1, Phase 2 will seek to focus on technical methodology and tool development, turning the conceptual framework into a final, usable product.*

# EPC Refresh Phase 1: Engagement Approach

We will use a mix of in-person and online strategies to ensure inclusive and accessible participation:

- Small group discussions
- One-on-one meetings
- Surveys

## Who We Want to Engage

- Government & Public Agencies (State, Tribal Partners, Regional Agencies, Counties, Cities, Transit Agencies)
- Business and Labor Organizations
- Community & Advocacy Organizations
- Academia

Refer to **Attachment B** for more expansive list of potential stakeholders.



Photo: Karl Nielsen

# Next Steps

- **In development:** RFP/procure consultant support
- **Summer 2026:** external listening sessions begin
- **Fall 2026:** return to committee with key findings

# Discussion Questions

## **Opportunities to Refresh the EPC Framework:**

- What should staff consider when refreshing the EPC framework, including gaps in how it prioritizes populations and relevant regional trends?

## **Engagement Approach:**

- Do the proposed stakeholders and mix of engagement activities seem appropriate and sufficient? Are there organizations or community groups we should add to the stakeholder list?

## Attachment B: EPC Refresh Phase One Evaluation Draft Stakeholder List

### External Stakeholders (~40-50 meetings)

#### Summary:

- **State/Regional Partners:** (~3) 1:1 meetings
- **County Transportation Agencies:** (9) 1:1 meetings
- **City Agencies:** (4) small-group meetings, by sub-region
- **Non-Profits and Community Based Organizations:** (7-14) small-group meetings, by organization type
- **Labor Organizations:** (2-3) small group meetings
- **Academia:** (~3) 1:1 meetings
- **Tribal Partners:** (1-2) small-group meetings
- **Transit Agencies / City DOTs:** (3-5) 1:1 or small-group meetings
- **City & County Equity Departments:** (3-5) small-group meetings

#### State/Regional Partners: (~3) 1:1 meetings

- Caltrans District 4 staff
- Bay Area Air District staff
- Bay Conservation and Development Commission staff

#### County Transportation Agencies: (9) 1:1 meetings

- Alameda County Transportation Commission staff
- Contra Costa Transportation Authority staff
- Transportation Authority of Marin staff
- Napa Valley Transportation Authority staff
- San Francisco County Transportation Authority staff
- City/County Association of Governments of San Mateo County staff
- Santa Clara Valley Transportation Authority staff
- Solano Transportation Authority staff
- Sonoma County Transportation and Climate Authorities staff

#### City Agencies: (4) small-group meetings with 3-5 cities by sub-region

- **North Bay cities:** Marin, Napa, Sonoma, Solano
- **West Bay cities:** San Francisco, San Mateo
- **East Bay cities:** Alameda, Contra Costa
- **South Bay cities:** Santa Clara County

Non-Profits (7 subgroups; 1–2 small-group meetings per subgroup; ~7–14 total meetings):

*Housing and Homelessness*

- ASIAN, Inc
- Building Industry Association of the Bay Area
- Catholic Charities
- Destination Home
- Enterprise Community Partners
- Fair Housing Advocates of Northern California
- Glide Church
- Hamilton Families
- Homeward Bound of Marin
- House of Acts
- Housing Association of Northern California
- Moms for Housing (Oakland)
- Operation Dignity
- Sonoma Valley Collaborative (SVC)
- United Way Bay Area

*Equity, Economic Development & Community Power*

- Bay Area Council
- Bay Area Youth Climate Summit
- Bay Rising
- Black Leadership Kitchen Cabinet of Silicon Valley
- Canal Alliance
- Communities for a Better Environment
- East Bay Economic Development Alliance
- East Bay Leadership Council
- Greenbelt Alliance
- Greenlining Institute
- Local Initiatives Support Corporation
- North Bay Leadership Council
- North Bay Organizing Project
- Rise Economy

- Sacred Heart Community Service
- San Mateo County Economic Development Association
- San Jose/Silicon Valley NAACP
- Silicon Valley Leadership Group
- Silicon Valley Youth Climate Action
- Somos Mayfair
- Urban Habitat
- We Hope

*Transportation, Access & Regional Mobility*

- Peninsula For All
- Seamless Bay Area
- SPUR
- Transbay Coalition
- Transform

*Disability, Aging & Accessibility*

- Center for Independent Living
- Community Resources for Independent Living
- East Bay Center for the Blind
- East Bay Foundation on Aging
- LightHouse for the Blind and Visually Impaired
- Self Help for the Elderly
- Senior Disability Action
- Vista Center Palo Alto

*Legal, Civic & Advocacy Services*

- Bay Area Legal Aid
- Bay Area Taxpayers Association
- League of Women Voters Bay Area
- Public Advocates
- San Francisco Taxpayers Association
- Santa Clara County Taxpayers Association

*Veterans-Focused Services*

- Swords to Plowshares

*Potential / To Be Confirmed*

- CARE PB&E stakeholders (multiple)
- PBA 2050+ CBO stakeholders (multiple)

*Labor Organizations: (2-3) small group meetings*

County Labor Councils

- Alameda Labor Council
- Contra Costa Labor Council
- Napa Solano Central Labor Council
- San Francisco Labor Council
- San Mateo Labor Council
- South Bay Labor Council

Building Trades Councils

- Alameda Building Trade Council
- Contra Costa Building Trade Council
- North County Building Trade Council
- Northern California Carpenters Regional Council
- San Francisco Building Trade Council
- San Mateo Building Trade Council
- Santa Clara Building Trade Council

Service, Hospitality, and Domestic Workers

- National Domestic Workers Alliance
- SEIU 521 (service and hospitality workers)

Farmworkers, Day Laborers, and Immigrant Worker Organizations

- Ayudando Latinos a Soñar (ALAS), Half Moon Bay / San Mateo County
- Center for Farmworker Families
- Mission Action
- Napa Valley Farm Worker Foundation
- United Farm Workers

Small Farm and Agricultural Land Organizations

(included to reflect the employer/land stewardship side of the agricultural workforce ecosystem, distinct from farmworker representation)

- Community Alliance with Family Farmers
- Marin Agricultural Land Trust

- Marin County Farm Bureau
- San Mateo County Farm Bureau
- Sonoma County Farmers Guild

#### Academia: (~3-5) 1:1 meetings

- Additional academic groups TBD (San Jose State, Stanford, UCLA)
- Othering and Belonging Institute
- UC Berkeley Urban Displacement Project Team
- UC Davis MPO equity research staff

#### Tribal Partners: (1-2) small-group meetings

- Coastal Miwok within Marin County
- Non-federally recognized tribal partners
- Ohlone-affiliated tribes within Alameda, San Mateo, and Santa Clara counties
- Patwin-affiliated tribes within Contra Costa and Solano County
- Pomo-affiliated tribes within Sonoma County
- Wappo-affiliated tribes within Sonoma/Napa County

#### Transit Agencies / City Departments of Transportation: (3-5) 1:1 or small-group meetings

- AC Transit
- BART
- County Connection
- Golden Gate Transit
- Oakland Department of Transportation
- Sam Trans
- San José Department of Transportation
- SFMTA
- Soltrans
- Sonoma Transit
- Vine
- VTA

### City & County Equity Departments: (3–5) small-group meetings

- Contra Costa Office of Racial Equity & Social Justice
- Marin Office of Racial Equity
- Oakland Department of Race & Equity
- San Francisco Office of Justice, Equity, Diversity, and Inclusion
- San José Office of Racial Equity
- San Mateo County Office of Racial and Social Justice
- Santa Clara County Division of Equity and Social Justice
- Sonoma County Office of Equity

DRAFT