



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, May 27, 2026

9:35 AM

Board Room - 1st Floor

This meeting shall consist of a simultaneous teleconference call at the following location(s):
City Clerk's Conference Room, Mountain View City Hall, Third Floor, 500 Castro Street,
Mountain View, CA 94041

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

Attendee Link: <https://bayareametro.zoom.us/j/86530213760>

iPhone One-Tap: US:

+16694449171,,86530213760# US

+16699006833,,86530213760# US (San Jose)

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: 865 3021 3760

International numbers available: <https://bayareametro.zoom.us/j/kdd2aFUEUD>

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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/j/kdR1hznEgA>

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

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

All comments received will be submitted into the record.

Roster

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

***Non-Voting Members**

+Remote per Government Code s. 54953(c)

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

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

5. MTC ABAG Community Advisory Council Report

- 5a. [26-0656](#) MTC ABAG Community Advisory Council Report

Action: Information

Presenter: Chair Lieu, Chair

Attachments: [5a_26-0656_MTC-ABAG_Community_Advisory_Council_Report_05'2026.pdf](#)

6. Executive Director's Report

- 6a. [26-0657](#) Executive Director's Report

Action: Information

Presenter: Andrew Fremier, Executive Director

7. Commissioner Comments

8. Consent Calendar

- 8a. [26-0643](#) Approval of the Commission Minutes of the April 22, 2026 meeting
- Action:** Commission Approval
- Attachments:** [8a 26-0643 April 22 2026 Draft Commission Minutes.pdf](#)
- 8b. [26-0707](#) MTC Resolution No. 4686, Revised. A request for approval of the final at-large member of the MTC ABAG Community Advisory Council Appointments
- Action:** Commission Approval
- Presenter:** Ky-Nam Miller
- Attachments:** [8b 26-0707 1 Summary Sheet Community Advisory Council Amendment 1](#)
[8b 26-0707 2 MTC Resolution 4686.pdf](#)

Programming and Allocations Committee (Commission Consent)

- 8c. [26-0646](#) MTC Resolution Nos. 4764; and 4745. Allocation of a \$50 million in Regional Measure 3 (RM3) Capital Funds to the Alameda County Transportation Commission (ACTC) and the Transportation Authority of Marin (TAM).
- Action:** Commission Approval
- Presenter:** Karl Anderson
- Attachments:** [8c 26-0646 1 Summary Sheet RM3 Allocation TAM MTC ACTC.pdf](#)
[8c 26-0646 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[8c 26-0646 3 Attachment B RM3 Project Summary Recommendation.pdf](#)
[8c 26-0646 4 MTC Resolution 4764.pdf](#)
[8c 26-0646 5 MTC Resolution 4731.pdf](#)
[8c 26-0646 6 MTC Resolution 4745.pdf](#)
- 8d. [26-0647](#) MTC Resolution No. 4763. Adoption of FY2026-27 Regional State Transit Assistance (STA) Program.
- Action:** Commission Approval
- Presenter:** Luis Garcia
- Attachments:** [8d 26-0647 1 Summary Sheet FY27 STA Regional Program.pdf](#)
[8d 26-0647 2 MTC Resolution 4763.pdf](#)

- 8e. [26-0648](#) MTC Resolution No. 4757. FY 2026-27 Regional Measure 2 Operating and Marketing Program.
- Action:** Commission Approval
- Presenter:** Jack McDowell
- Attachments:** [8e 26-0648 1 Summary Sheet FY26-27 RM2 Operating Marketing Assista](#)
[8e 26-0648 2 MTC Resolution 4757.pdf](#)
- 8f. [26-0649](#) MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment (CARE) - Participatory Budgeting and Project Delivery (PB-PD).
- Action:** Commission Approval
- Presenter:** Kate Fosburgh
- Attachments:** [8f 26-0649 1 Summary Sheet CARE PBI.pdf](#)
[8f 26-0649 2 MTC Resolution 4604.pdf](#)
- 8g. [26-0650](#) MTC Resolution No. 4672. Programming of \$8.8 million in FY 2025-26 Federal Transit Administration (FTA) World Cup Funding.
- Action:** Commission Approval
- Presenter:** Mallory Atkinson
- Attachments:** [8g 26-0650 1 Summary Sheet FTA World Cup Funding.pdf](#)
[8g 26-0650 2 MTC Resolution 4762.pdf](#)
- 8h. [26-0651](#) MTC Resolution Nos. 3989, Revised and 4578, Revised - Transit Oriented Affordable Housing (TOAH) Fund Reprogramming
- Action:** Commission Approval
- Presenter:** Somaya Abdelgany and/or Lydia Tan (to be confirmed)
- Attachments:** [8h 26-0651 1 Summary Sheet TOAH Reprogramming.pdf](#)
[8h 26-0651 2 MTC Resolution 4578.pdf](#)
[8h 26-0651 3 MTC Resolution 3989.pdf](#)

Committee Reports

9. Planning Committee Report (Chair Ahn)

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

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

Action: Commission Approval

Presenter: Gillian Adams

Attachments: [9a 26-0644 1 Summary Sheet Update to Commission.pdf](#)
[9a 26-0644 2 MTC Resolution 4530 Updated.pdf](#)
[9a 26-0644 3 May 8 2026 Planning Committee Summary Sheet TOC Pol](#)
[9a 26-0644 4 Presentation Attachment B MTC Res 4530 Revised.pdf](#)
[9a 26-0644 5 Correspondence Received MTC Res 4530.pdf](#)

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

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

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

Action: Support / Commission Approval

Presenter: Jadie Moar

Attachments: [10a 26-0645 1 Summary Sheet SB 1167 Blakespear Support.pdf](#)
[10a 26-0645 2 Attachment A SB 1167 Known Positions.pdf](#)
[10a 26-0645 3 Attachment B 2026 Electric Bicycle Legislation.pdf](#)

11. Programming and Allocations Committee Report (Fleming)

- 11a. [26-0652](#) MTC Resolution No. 4758. FY 2026-27 Regional Measure 3 Operating Program.

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

Action: Commission Approval

Presenter: Jack McDowell

Attachments: [11a 26-0652 1 Summary Sheet FY26-27 RM3 Operating Program.pdf](#)
[11a 26-0652 2 MTC Resolution 4758.pdf](#)
[11a 26-0652 3 Presentation FY27 RM3 Operating Program.pdf](#)

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

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

Action: Commission Approval

Presenter: Craig Bosman

Attachments: [11b 26-0346 1 Summary Sheet Update to Commission TIRCP.pdf](#)
[11b 26-0346 2 Attachment A Cycle8 TIRCP Endorsement Commission-Up](#)
[11b 26-0653 3 May 13 2026 PAC Summary Sheet TIRCP Endorsement.r](#)
[11b 26-0653 4 Attachment A Cycle8 TIRCP Endorsements.pdf](#)
[11b 26-0653 5 Attachment B TIRCP Previous Awards Endorsements.pdf](#)
[11b 26-0653 6 Presentation TIRCP.pdf](#)
[11b 26-0653 7 Public Comment TJPA TIRCP Letters of Support.pdf](#)

12. Commission Information / Approval

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

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

Action: Information

Presenter: Derek Hansel

Attachments: [12a_26-0654_1_MTC_Draft_FY_2026-27_Operating_and_Capital_Budget.pdf](#)
[12a_26-0654_2_Attachment_A_MTC_Draft_FY_2026-27_Operating_and_Capital](#)
[12a_26-0654_3_Attachment_B_MTC_Draft_FY_2026-27_Budget_Presentation.](#)

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

Action: Commission Approval

Presenter: Derek Hansel

Attachments: [12b_26-0701_1_Summary_Sheet_Draft_AB_117_Loan_Approval.pdf](#)
[12b_26-0701_2_MTC_Resolution_4782_Pending.pdf](#)
[12b_26-0701_3_AB_117_CalSTA_MTC_Loan_Agreement.pdf](#)
[12b_26-0701_4_AB_117_Form_of_Operator_Loan_Agreement.pdf](#)
[12b_26-0701_5_Presentation_AB_117_Loans.pdf](#)

13. Public Comment / Other Business

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

14. Adjournment / Next Meetings:

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0655, **Version:** 1

Subject:
2025 Bike Champions of the Year (BCOY) Award Presentation



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0656, **Version:** 1

Subject:
MTC ABAG Community Advisory Council Report

Presenter:
Chair Lieu, Chair

Recommended Action:
Information



To: ABAG Executive Board; Metropolitan Transportation Commission

From: Community Advisory Council Chair Carina Lieu

Date: May 27, 2026

Regarding: May 2026 Council Chair's Report

Overview of Council Discussion

At the May 1, 2026 Community Advisory Council meeting, the Council received staff presentations on two agenda items: Equity Priority Communities (EPCs) and early framing for Plan Bay Area 2060.

Equity Priority Communities (EPCs)

Councilmembers were updated on the refresh of the Equity Priority Communities framework, and engaged in a discussion on the strengths and limitations of the approach. Members expressed appreciation and the opportunity to weigh in early on the tool. Members emphasized that a binary and place-based approach can miss dispersed or difficult-to-measure populations, including those with disabilities, farmworkers, undocumented residents, youth, climate impacted communities and hidden pockets of need within higher-resource areas.

To that end, members spoke to the reliability and accuracy of the American Communities Survey data, raising questions about the data collection methods used by the Census Bureau, and how this may miss gathering complete information about youth and immigrant populations.

There was an emphasis on disability inclusion - councilmembers encouraged staff to find ways to better capture people with disabilities who are employed or not traditionally counted through income-based measures. Members representing communities with disabilities highlighted the diversity within disability communities, particularly for those having multiple disabilities, barriers related to transit access and employment due to having a disability, and the importance of sustained follow-up from the Accessible Futures Conference put on by MTC-ABAG in June 2025.

Housing instability and displacement risk were repeatedly raised as concerns. Councilmembers encouraged distinguishing between communities already experiencing displacement pressures, using indicators such as rent burden, loss of low-cost housing,

and transit access, while avoiding approaches that inadvertently penalize communities for density or new infill development.

Across the discussion, members stressed the importance of coordinated outreach, reducing engagement fatigue, and working through trusted community-based organizations. Youth, immigrant, undocumented, farmworker, and labor communities were identified as critical voices to more intentionally include moving forward.

Plan Bay Area 2060

The Council also discussed early priorities and framing considerations for Plan Bay Area 2060. Members emphasized climate change as a core organizing lens for the plan, intersecting with housing, transportation, public health, environmental justice, and economic resilience.

Councilmembers raised the need to meaningfully address housing affordability, jobs–housing balance, and economic development, including how current and historic (i.e., redlining) land use and employment patterns contribute to displacement, long commutes, and regional inequities. Several members highlighted the importance of addressing the Bay Area within a broader mega-regional context.

Emerging issues such as automation and artificial intelligence were raised as areas requiring early dialogue—particularly with labor and youth—given potential impacts on employment, mobility, and access over the coming decades.

Finally, members encouraged clearer milestones, benchmarks, and acknowledging assumptions within the plan, noting the importance of connecting long-range vision to near-term implementation, funding realities, and tangible community outcomes. The Council expressed interest in continuing to partner with staff to help shape messaging, weigh tradeoffs, and inform engagement approaches throughout the plan's development.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0657, **Version:** 1

Subject:

Executive Director's Report

Presenter:

Andrew Fremier, Executive Director

Recommended Action:

Information



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0643, **Version:** 1

Subject:

Approval of the Commission Minutes of the April 22, 2026 meeting

Recommended Action:

Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, April 22, 2026

9:35 AM

Board Room - 1st Floor

Roster:

**Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, David Ambuehl*, Candace Andersen,
Marilyn Ezzy Ashcraft, Pat Burt, Noelia Corzo, Victoria Fleming,
Dorene M. Giacomini*, Alicia John-Baptiste, Barbara Lee, Matt Mahan,
Amber Manfree, Mitch Mashburn, Myrna Melgar, Nate Miley, Gina Papan,
Belia Ramos, Libby Schaaf***

***Non-Voting Members**

Chair Noack called the meeting to order at approximately 10:20 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 13 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan, and Commissioner Ramos

Absent: 5 - Chair Noack, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, and Commissioner Mahan

Commissioner Abe-Koga arrived during agenda item 2.

Commissioner Ezzy-Ashcraft arrived during agenda item 4.

Commissioner Burt participated remotely from the noticed location at Hudson Loft, 1200 S Hope St, Los Angeles, CA

Commissioner Manfree participated remotely invoking Government Code 54953.8.3(c)(3) due to an injury.

Non-Voting Commissioners Present: Commissioner Giacomini (participated remotely under Government Code s. 54953(c)) and Commissioner Schaaf

Non-Voting Commissioner Absent: Commissioner Ambuehl

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

- 4a. [26-0554](#) MTC Resolution No. 4766. Resolution of Appreciation for Kenneth Folan on the occasion of his retirement from MTC

Action: Commission Approval

Upon the motion by Commissioner Papan and seconded by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution No. 4766. The motion carried by the following vote:

Aye: 13 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 5 - Chair Noack, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

5. MTC ABAG Community Advisory Council Report

- 5a. [26-0458](#) MTC ABAG Community Advisory Council Report

Action: Information

Presenter: MTC ABAG Community Advisory Council Chair Chair Lieu

Chair Lieu gave the report.

6. Executive Director's Report

- 6a. [26-0459](#) Executive Director's Report

Action: Information

Presenter: Andrew Fremier

Executive Director Fremier gave the report.

7. Commissioner Comments

Commissioner Ahn and Commissioner Papan provided comments.

8. Public Hearing: Assembly Bill 2561 Report to Commission

- 8a. [26-0461](#) MTC Vacancy Rates and Recruitment and Retention - AB 2561 Public Hearing

Action: Information

Presenter: Mike Aycock

9. Consent Calendar

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

Aye: 13 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 5 - Chair Noack, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

9a. [26-0460](#) Approval of the Commission Minutes of the March 25, 2026 meeting

Action: Commission Approval

Administration Committee (Commission Consent)

9b. [26-0469](#) MTC Resolution No. 4755. Fiscal Year (FY) 2026-27 Overall Work Program (OWP).

Action: Commission Approval

Presenter: Dave Vautin

Programming and Allocations Committee (Commission Consent)

9c. [26-0487](#) MTC Resolution Nos. 4731, Revised; 4660, Revised; 4607, Revised; and 4584, Revised. Allocation of \$37.13 million in Regional Measure 3 (RM3) Capital Funds to the City of Alameda, the City of Fremont, the Metropolitan Transportation Commission (MTC), and the Eastern Contra Costa Transit Authority (ECCTA); rescission of \$1 million in RM3 Capital Funds from the Bay Area Toll Authority (BATA) and \$219,404 in RM3 Capital Funds from ECCTA; and update on RM3 Project 17, Dumbarton Corridor Improvements Program.

Action: Commission Approval

Presenter: Karl Andersen

9d. [26-0488](#) MTC Resolution Nos. 4510, Revised; and 4674, Revised. Transit Capital Priorities Program FYs 2023-24, 2024-25, and 2025-26.

Action: Commission Approval

Presenter: Craig Bosman

- 9e. [26-0489](#) Concurrence Request for State Transportation Improvement Program (STIP) Amendment Requests in Sonoma & Santa Clara Counties

Action: Commission Approval

Presenter: Karl Anderson

- 9f. [26-0490](#) MTC Resolution No. 4709, Revised. FY2025-26 Transportation Development Act (TDA) operating funds.

Action: Commission Approval

Presenter: Luis Garcia

Regional Network Management Committee (Commission Consent)

- 9g. [26-0470](#) MTC Resolution No. 4610, Revised. Regional Network Management (RNM) Customer Advisory Group Charter - New Member Appointments

Action: Commission Approval

Presenter: Josie Ahrens

- 9h. [26-0471](#) MTC Resolution No. 4662, Revised. Clipper BayPass Phase 2 Pilot - Allocation and Authorization to Distribute Revenues to Transit Operators

Action: Commission Approval

Presenter: William Bacon

Joint MTC ABAG Legislation Committee (Commission Consent)

- 9i. [26-0495](#) Assembly Bill 1837 (Gonzalez): Bus Camera Parking Enforcement Reauthorization

Makes permanent the forward-facing camera pilot program authorized by the MTC-supported Assembly Bill (AB) 917 (Bloom, 2021), which enables transit agencies to utilize video imaging to enforce parking violations at bus stops and on bus-only lanes.

Action: Support / Commission Approval

Presenter: Jadie Moar

Committee Reports

10. Programming and Allocations Committee Report (Fleming)

- 10a. [26-0491](#) Regional Approach and Prioritization Principles for Bay Area Senate Bill 1 (SB1) Competitive Program Nominations.

Proposed Regional Approach and Prioritization Principles for Bay Area SB1 competitive program nominations, including Solutions for Congested Corridors, Trade Corridor Enhancement, and Local Partnership Programs

Action: Commission Approval

Presenter: Kenneth Kao

Commissioner Andersen left during agenda item 10a.

Upon the motion by Commissioner Melgar and seconded by Commissioner Ezzy-Ashcraft, the Commission unanimously approved the Regional Approach and Prioritization Principles for Bay Area SB1 Competitive Program Nominations. The motion carried by the following vote:

Aye: 12 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

- 10b. [26-0492](#) Regional Measure 3 (RM 3) Express Lanes Programming & Allocation

i. MTC Resolution No. 4411, Revised. Programming of RM3 Express Lanes Program \$60 Million Reserve. Programming of \$60 Million from RM3 Express Lanes Category for the I-680 Completion Project in Contra Costa County and U.S. 101 Express Lanes Phase 5 in Santa Clara County.

ii. MTC Resolution No. 4759. Allocation of \$33.9 million in Regional Measure 3 (RM3) Capital Funds to the Contra Costa Transportation Authority for the I-680 Northbound Express Lane Completion Project in Contra Costa County.

Action: Commission Approval

Presenter: David Man and Kenneth Kao

Abibat Rahmen Davies (Transform) gave public comment.

Upon the motion by Commissioner Melgar and seconded by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution Nos. 4411, Revised and 4759. The motion carried by the following vote:

Aye: 12 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

- 10c.** [26-0493](#) MTC Resolution No. 4273, Revised. FY 2025-26 Cap and Trade Low Carbon Transit Operations Program (LCTOP) Cycle A and B and FY 2025-26 Transit Performance Initiative (TPI) Award Recommendations.

Approval of MTC's FY 2025-26 Low Carbon Transit Operations (LCTOP) program (MTC Resolution No. 4273, Revised) distributing \$12.9 million in Cycle A population-based LCTOP funds, and an estimated \$6.4 million in Cycle B population-based funds. Includes recommendation of awards for the competitive FY 2025-26 Transit Performance Initiative (TPI) program.

Action: Commission Approval

Presenter: Anne Meeple

Upon the motion by Commissioner Melgar and seconded by Commissioner Eddy-Ashcraft, the Commission unanimously adopted MTC Resolution No. 4273, Revised. The motion carried by the following vote:

Aye: 12 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

- 10d.** [26-0494](#) MTC Resolution Nos. 3989, Revised, 4505, Revised, and 4740, Revised. One Bay Area Grant (OBAG 3 and 4) and MTC exchange program Revisions.

Revisions to OBAG 3 and 4 and MTC exchange programs, including programming \$11,607,000 to Caltrans for the Resilient SR 37 project, \$10,000,000 to MTC for the Community Action Resource and Empowerment Participatory Budgeting-Project Delivery program, and \$2,000,000 to MTC for Pavement Management programs.

Action: Commission Approval

Presenter: Thomas Arndt

Upon the motion by Commissioner Melgar and seconded by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution Nos. 3989, Revised, 4505, Revised, and 4740, Revised. The motion carried by the following vote:

Aye: 12 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

11. Joint MTC ABAG Legislation Committee Report (John-Baptiste)

11a. [26-0496](#) Senate Bill 1411 (Stern): Greenhouse Gas Reduction Fund: High Speed Rail

Revises California High Speed Rail funding conditions to eliminate the cap on expenditures outside the Central Valley Merced-to-Bakersfield segment.

Action: Support and Seek Amendments / Commission Approval

Presenter: Georgia Gann Dohrmann

The following members of the public were called to speak: David Tran (City of San Jose) and Roland Lebrun.

David Tran (City of San Jose) and Rolan Lebrun gave public comment.

Upon the motion by Vice Chair Moulton-Peters and seconded by Commissioner Ashcraft, the Commission adopted a support and seek amendments position for SB 1411 (Stern). The motion carried by the following vote:

Aye: 11 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Nay: 1 - Commissioner Mashburn

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

11b. [26-0553](#) Senate Bill 1375 (Cortese): Diridon Station Environmental Streamlining

Expedites Diridon Station project delivery by exempting the project from the California Environmental Quality Act (CEQA) review, provided the project complies with certain provisions.

Action: Support

Presenter: Georgia Gann Dohrmann

Upon the motion by Vice Chair Moulton-Peters and seconded by Commissioner Abe-Koga, the Commission unanimously adopted a support position for SB 1375 (Cortese). The motion carried by the following vote:

Aye: 12 - Vice Chair Moulton-Peters, Commissioner Abe-Koga, Commissioner Ahn, Commissioner Ashcraft, Commissioner Burt, Commissioner Corzo, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

Absent: 6 - Chair Noack, Commissioner Andersen, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee and Commissioner Mahan

12. Public Comment / Other Business

13. Adjournment / Next Meetings:

The next regular meeting of the Metropolitan Transportation Commission is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on May 27, 2026. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0707, **Version:** 1

Subject:

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

Presenter:

Ky-Nam Miller

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

May 27, 2026

Agenda Item 8b - 26-0707

MTC Resolution No. 4686, Revised - Community Advisory Council Appointment

Subject:

Approve the appointment of Kathleen Cha, League of Women Voters, to fill an “at large” vacancy on the MTC ABAG Community Advisory Council.

Background:

ABAG Resolution No. 5-2025 and MTC Resolution No. 4686 established the integrated MTC ABAG Community Advisory Council (“Council”) and called for the recruitment and appointment of a new Council every four years. An Ad Hoc Selections Committee consisting of three members each from MTC and the ABAG Executive deliberated and recommended 27 candidates to MTC Chair Noack and ABAG President Ramos. However, one of the candidates who was recommended to fill an “at large” seat on the Council representing civic organizations (as an official representative of the League of Women Voters) passed away in December 2025 before the Council held its first meeting. The Ad Hoc Selections Committee reconvened to review applications for “at large” seats and make a new recommendation to MTC Chair Noack and President Ramos for the at-large slot. In the interim, the League of Women Voters nominated Kathleen Cha for the seat on the Council.

Discussion:

In consultation with staff, the Selections Committee evaluated the top scoring “at-large” finalists, including Kathlee Cha, and recommended Ms. Cha for the vacant seat. ABAG President Ramos and MTC Chair Noack approved the recommendation, which is subject to ABAG Executive Board and the MTC approval. Ms. Cha brings significant experience to the role having previously worked as ABAG staff (leading communications and legislative affairs), served on the ABAG Regional Planning Committee (ABAG's predecessor to the Community Advisory Council) and currently serving in a leadership role on the League of Women Voters Bay Area chapter. These experiences reflect a deep understanding of regional governance and a longstanding commitment to civic engagement.

Recommendation:

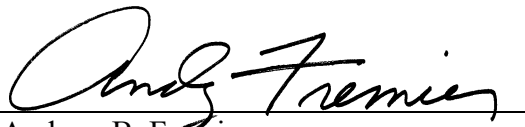
Staff recommends approving Kathleen Cha's nomination to serve as an at-large representative for civic organizations on the MTC ABAG Community Advisory Council.

Attachments:

None

Attachments:

- MTC Resolution No. 4686, Revised



Andrew B. Fremier

Date: March 26, 2025
W.I.: 1114
Referred by: Planning
Revised: 01/28/26-C
05/27/26-C

ABSTRACT

Resolution No. 4686, Revised

This resolution defines the role and responsibilities of the MTC ABAG Community Advisory Council (Council).

This resolution goes into effect immediately upon adoption, and as of December 31, 2025, rescinds and supersedes MTC Resolution No. 3931. Further discussion of this action is contained in the Executive Director's summary sheets for the Planning Committee and ABAG Administrative Committee dated March 14, 2025. This resolution includes:

- Attachment A, which outlines the purpose, roles, expectations, procedures, appointment process, and membership criteria for the Council;
- Attachment B, a table listing of advisors and their term; and
- Attachment C, a table showing former members of the Council and their replacements.

This resolution was revised on January 28, 2026 to include revisions to Attachment A and Attachment B.

Attachment B of this resolution was revised on May 27, 2026 to fill a vacancy for an at-large member.

Date: March 26, 2025
W.I.: 1114
Referred by: Planning

RE: MTC ABAG Community Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4686

WHEREAS, the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) have been working towards greater coordination and integration of their committees over the past decade, enhancing collaboration on planning matters related to transportation, housing, and the environment in the Bay Area; and

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

WHEREAS, MTC seeks to involve residents of diverse backgrounds and interests in the development of transportation plans and programs, in a manner consistent with applicable state and federal requirements and Commission policy (Resolution No. 2648); and

WHEREAS, the Association of Bay Area Governments (ABAG), a joint exercise of powers entity created pursuant to California Government Code Section 6500, *et seq.*, is the Council of Governments and the regional land use planning agency for the San Francisco Bay Area; and

WHEREAS, ABAG's bylaws provide the authority to form committees (Article IV, Section G, ABAG Bylaws as amended June 11, 2020), and procedurally ABAG's President can recommend establishing a new committee with the advice and consent of the Executive Board (see "Policies on ABAG Committee Formation, Structure, and Membership"); and

WHEREAS, the MTC Policy Advisory Council (MTC Council) was established in 2009 under MTC Resolution No. 3931 and consists of 27 Bay Area residents focusing on transportation issues; and

WHEREAS, the ABAG Regional Planning Committee (RPC) has operated as a standing committee including elected officials and representatives from various sectors enumerated under “Policies on ABAG Committee Formation, Structure, and Membership”; and

WHEREAS, both ABAG and MTC agree that the integration of the MTC Council and RPC into a single advisory council would strengthen policy coordination between MTC and ABAG, allowing MTC/ABAG staff and board members to receive input on a more comprehensive set of issues, including transportation, housing, and the environment; and

WHEREAS, elected officials from city and county governments represented by MTC or ABAG would not be eligible to be appointed, but elected officials from other local jurisdictions, such as community college boards or school districts, would be eligible.

WHEREAS, the integrated advisory council will retain geographical diversity with county-appointed representatives and include at-large appointments to ensure broad representation of interests across the Bay Area; and

WHEREAS, the integration will streamline decision-making processes, optimize resources, enhance public engagement, and improve the alignment of the Bay Area’s regional housing, transportation and environmental policy and plans, thereby fostering a more cohesive and effective regional governance framework; and

WHEREAS, the integrated advisory council will be structured to allow for subcommittees to address specific focus areas; and

WHEREAS, the successful integration of the MTC Council and RPC represents a significant step in enhancing collaboration between MTC and ABAG, building on the success of previous joint committee efforts and offering numerous advantages for regional policy and planning efforts;

NOW, THEREFORE, BE IT RESOLVED, that the foregoing statements are true and correct; and be it further

RESOLVED, that the Metropolitan Transportation Commission and the Association of Bay Area Governments hereby jointly establish the MTC ABAG Community Advisory Council (Council); and be it further

RESOLVED, that the members of the Council will be appointed according to the process and shall have the role, tasks, membership and meetings as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that the Council roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the nomination and selection process for Council members shall leverage public input and ensure a transparent and equitable process involving open nominations received from the community, local agencies, elected leaders, and MTC and ABAG members, with final selection of Council members made jointly by the MTC Chair and ABAG President, and ratified by the Commission and the ABAG Executive Board; and be it further

RESOLVED, that the Staff Liaison, and/or designee(s), is instructed to receive nominations to fill expired terms and other vacancies and present staff-recommended appointees to the appropriate appointing individuals and periodical revising Attachment A and/or Attachment B as needed; and be it further

RESOLVED, that members of the MTC Council and RPC, and their respective replacements on the Council, are identified in Attachment C to this resolution; and be it further

RESOLVED, elected officials from city and county governments represented by MTC or ABAG are not eligible to be appointed, ensuring diverse representation from Bay Area residents and stakeholders and maintaining geographic balance across the region; and be it further

RESOLVED, that the Council will be authorized to form subcommittees to address specific focus areas as needed; and be it further

RESOLVED, that the Council will seek regular input from the MTC and ABAG leadership to help guide Council priorities and elevate Council member concerns, fostering deeper understanding and collaboration; and be it further

RESOLVED, that effective December 31, 2025, MTC Resolution No. 3931, Revised, is rescinded and superseded; and be it further

RESOLVED, that the ABAG Executive Boards establishment of the ABAG Regional Planning Committee is rescinded and superseded with the adoption of this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a meeting of the Commission held in San Francisco, California, and other remote locations on March 26, 2025.

Date: March 26, 2025
W.I.: 1114
Referred by: Planning
Revised: 01/28/26-C

Attachment A
MTC Resolution No. 4686
Page 1 of 6

MTC ABAG Community Advisory Council

A. Purpose

The purpose of the MTC ABAG Community Advisory Council (Council) is to advise the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) on issues related to transportation, housing, and the environment in the San Francisco Bay Area. By incorporating diverse voices and perspectives on the Council, MTC and ABAG aim to advance shared local and regional priorities in support of a vibrant Bay Area that is connected, equitable, and sustainable. The Council advises MTC and ABAG on issues assigned by the MTC and ABAG governing bodies.

B. Roles/Expectations

1. Council Members Provide Interest-Based and/or Geographic Perspectives

Council members should represent the stakeholder interest under which they have been appointed. Although some Council members may be appointed based on an organizational affiliation, they should represent their constituency (not just their individual organization).

2. Responsibilities

Council members will be expected to regularly attend Council meetings and any assigned subcommittee meetings and to maintain ongoing engagement with organizations and individuals who make up the Council member's constituency.

3. Council Work Plan

The Council shall adopt an annual workplan and schedule as directed by MTC and ABAG leadership. MTC and ABAG leaders will identify priority areas for feedback from the Council, and establish appropriate goals and performance measures. Council members will also be able to recommend initiatives of potential relevance for inclusion in the work plan.

4. Reporting to the MTC and ABAG Governing Bodies

With the assistance of MTC and ABAG staff, the Council will report on its work plan progress and/or present recommendations to the full governing bodies of MTC and ABAG, or their standing committees, as appropriate.

5. Limitations on Council Activities

The role of the Council is to advise MTC and ABAG. Council members are not to advocate to or for, advise, or direct any outside organization on behalf of the Council, independent of MTC and ABAG Executive Board action approving such activities.

6. Conflict of Interest Policy

In order to avoid potential conflict of interest, no Council member shall participate in a Council agenda item involving an organization or business entity from which the member receives payment or income. In such cases, the Council member shall recuse themselves from the item.

7. Ethics Training

All Council members of the Council shall complete an ethics training course within the first six months of their term on the Council.

C. Membership

The Council shall be composed of twenty-seven (27) members as follows:

- A total of nine (9) members, one from each Bay Area county, shall be selected to represent interests of communities of color and low-income residents. A minimum of four members shall represent communities of color and a minimum of four shall represent low-income residents. The ninth member shall be selected from either category.

- A total of nine (9) members, one from each Bay Area county, shall be selected to represent the interests of disabled persons and older adults. A minimum of four members shall represent older adults, and a minimum of four shall represent persons with disabilities. The ninth member shall be selected from either category.
- A total of nine (9) at-large members representing one or more of the following regional interests:
 - Labor
 - Business/Employers
 - Environment
 - Transit advocacy
 - Youth
 - Civic organizations focusing on community service, advocacy and/or social welfare
 - Affordable housing

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

The Staff Liaison shall receive nominations via an open application process to fill terms and vacancies for the Council and present recommended appointees to the appropriate Commissioners and Board members for confirmation. The Staff Liaison will present recommended appointees to the MTC Chair and ABAG President, as well as to an ad hoc committee of members from MTC and ABAG. In the case of county-specific appointees, the Staff Liaison will present recommended appointees to MTC and/or ABAG member(s) representing the same county. Nominations for members of the Council may be solicited from a wide range of sources including, but not limited to: MTC Commissioners, ABAG Board members, current Council members, relevant organizations in the community, and via news releases or display ads sent to media outlets in the nine-county Bay Area. Final appointments will be made by the MTC Chair and ABAG President taking into consideration recommendations from the ad hoc committee and any recommendations for

county-specific appointments provided by MTC and ABAG members, subject to ratification by the Commission and ABAG Executive Board. If the MTC Chair and ABAG President disagree on a decision for a specific appointment, the decision will be made by the Executive Director of MTC/ABAG.

2. Terms of Appointment

In general, Council members will serve four-year terms. Although there are no term limits, MTC Commissioners and ABAG Board members are to consider length of service and effectiveness before recommending the reappointment of Council members. All Council members wishing to be reappointed must reapply.

E. Procedures, Attendance, and Participation

Council members must attend at least two-thirds of the Council's regularly scheduled meetings each year. Council members are expected to actively participate in discussions, offering insights and feedback on agenda items. Members should come prepared to meetings, having reviewed all relevant materials beforehand. Members should avoid conflicts of interest and must demonstrate respect and professionalism in all interactions. If a Council member has two consecutive unexcused absences from meetings, the member will be contacted and requested to attend the next meeting. If the Council member does not attend a third consecutive meeting, the member will be removed from the Council roster and dismissed from the Council. Council members are allowed to attend remotely, provided that they coordinate with staff and comply with the public notice and access provisions of the Ralph M. Brown Act. Council members attending remotely due to a qualifying disability may do so as long as they (1) use two-way video and audio streaming in real time, and (2) disclose the identity of any adults who are present with the member at the remote location.

1. Residency Requirements

Council members must live or work in one of the nine counties comprising the Bay Area: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, or Sonoma.

2. **Compensation**

Council members are entitled to receive a stipend of \$100 per meeting and be reimbursed for actual expenses for travel, with a maximum of five meetings per month. Meetings are defined as a) publicly noticed meetings of the Council or official subcommittee of the Council or meetings of designated ad hoc working groups of the Council; b) noticed MTC Commission or ABAG Board meetings where the designated Member attends to speak at the request of the MTC Commission, the ABAG Executive Board or the Community Advisory Council Chair; or c) attendance at a community meeting at the request of the MTC Commission or ABAG Board to provide outreach assistance. Virtual meetings must be attended via the Zoom attendee link provided on the first page of every publicly noticed meeting. ~~Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, and other remote locations as indicated on the agenda. In person attendees must adhere to posted public health protocols while in the building.~~ Please note that each month must have its own form, and illegible documents will not be accepted and must be resubmitted. Councilmembers must complete an MTC Advisors Monthly Meeting and Travel Expense Claim within a reasonable amount of time to claim a stipend or reimbursement for expenses. Claims submitted after the designated time period will result in forfeiture of the stipend.

3. **Meeting Frequency and Location of Meetings**

The Council will meet regularly as required by its annual work plan or as required by resolution. All meetings will be public and will be held at the MTC/ABAG offices or other locations at a regular time to be agreed upon by the members of the Council.

4. **Ad Hoc Working Groups**

To implement its work plan, the Council Chair may establish working groups, made up of solely members of the Council and including less than a quorum of Council members, on an ad hoc basis.

5. **Quorum Requirements**

A quorum constitutes a majority of the appointed membership of the Council, and formal decisions shall be by vote of a majority of the quorum.

6. Election of Council Chair and Vice Chair

The Council will have a Chair and a Vice Chair, to be elected by the Council for a two-year term. Although Council officers may be reelected, regular rotation of these positions among the Council membership is strongly encouraged.

7. Public Meetings

All Council meetings shall comply with the Ralph M. Brown Act, Cal. Gov. Code Sections 54950, *et seq.*

Date: March 26, 2025
W.I.: 1114
Referred by: Planning
Revised: 01/28/26-C
05/27/26-C

Attachment B
MTC Resolution No. 4686
Page 1 of 2

Term: January 2026 – December 2029: MTC ABAG Community Advisory Council

Advisor Name	Representing	County/At-Large	At Large Affiliation
Alexander Madrid	People with Disabilities	San Francisco	
Amanda Chang	Civic Organization	At-Large	Urban Habitat
Ashton Desmangles	Youth	At-Large	
Bryant Duong	People with Disabilities	Sonoma	
Carina Vinh Lieu	Communities of Color	Alameda	
Charles Lavery	Older Adults	San Mateo	
Chuck Cantrell	Communities of Color	Santa Clara	
Diana Benitez	Low-Income	Marin	
Dwayne Hankerson	People with Disabilities	Solano	
Gabriela Yamilet Orantes	Communities of Color	Sonoma	
Gaetano Trachtenberg	Affordable Housing	At-Large	Nonprofit Housing of Northern CA
Janelle Wong	Communities of Color	San Francisco	

MTC Resolution No. 4686

Page 2 of 2

Advisor Name	Representing	County/At-Large	At Large Affiliation
Joshua Saunders	Low-Income	Contra Costa	
Julia Gerasimenko	Transit Advocacy	At-Large	Transform
Karen Nemsick	Low-Income	Napa	
<i>Kathleen Cha</i>	<i>Civic Organization</i>	<i>At-Large</i>	<i>League of Women Voters</i>
Louis Mirante	Business/Employers	At-Large	Bay Area Council
Marlene Salazar	Affordable Housing	At-Large	Enterprise Community Partners
Michael Baldini	Older Adults	Napa	
Padma Balaji	Youth	At-Large	Bay Area Youth Climate Summit
Peter Saathoff-Harshfield	People with Disabilities	Santa Clara	
R. Shay Miles	Low-Income	Solano	
Sonja Shephard	Older Adults	Contra Costa	
Tim Sbranti	Labor	At-Large	Contra Costa Building & Construction Trades Council
Victorina Arvelo	Communities of Color	San Mateo	
Warren Cushman	People with Disabilities	Alameda	
Wendi Kallins	Older Adults	Marin	

Date: March 26, 2025
W.I.: 1114
Referred by: Planning

Attachment C
MTC Resolution No. 4686
Page 1 of 1

Former Advisors and Their Replacements

MTC ABAG Community Advisory Council

Former Advisor	Time Served	Representing	Replaced By	Replaced On



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0646, **Version:** 1

Subject:

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

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2b-26-0444

MTC Resolution Nos. 4764; 4731, Revised; and 4745. Allocation of \$57.5 million in Regional Measure 3 (RM3) Capital Funds to the Alameda County Transportation Commission (ACTC), the Metropolitan Transportation Commission (MTC), and the Transportation Authority of Marin (TAM).

Subject:

Recommended allocation of \$57.5 million in RM3 capital funds to three projects:

- RM3 Project 3, Goods Movement and Mitigation Program – \$25 million to the Alameda County Transportation Commission for the Railroad Safety Enhancement Program Project (RM3 Project #3.2).
- RM3 Project 4, San Francisco Bay Trail/Safe Routes to Transit Program – \$7.5 million to the Metropolitan Transportation Commission for the Multimodal Bay Skyway: West Oakland Link Project (RM3 Project #4.8).
- RM3 Project 23, State Route 37 Improvements Program – \$25 million to the Transportation Authority of Marin for the SR37 Flood Reduction Project, Phase 1 (RM3 Project #23.4).

Background:

Bay Area voters approved Regional Measure 3 (RM3) on June 5, 2018, and on December 19, 2018, the Bay Area Toll Authority (BATA) adopted a toll schedule phasing in the resulting toll increase. As of January 1, 2025, BATA has implemented the full three-dollar RM3 toll.

MTC Resolution No. 4404, Revised, establishes policies and procedures to guide the delivery of capital projects funded by RM3. The overall RM3 capital expenditure program in statute is listed in Attachment A, including Commission-programmed subprojects, Letters of No Prejudice (LONPs), and allocations. Through March 2026, a total of nearly \$1.97 billion in RM3 Capital Program allocations have been approved by the Commission and via Delegated Authority.

May RM3 Recommendations:

Staff recommends approval of \$57.5 million in RM3 allocations to three projects. The table below shows the recommended projects for this month's actions; summaries of each request are included in Attachment B, and further details are provided in each allocation resolution.

Project Sponsor	RM3 Project No.	MTC Resolution No.	Project Title	Requested Project Phase	Amount (\$millions)
ACTC	3.2	4764	Railroad Safety Enhancement Program Project	CON	\$25
MTC	4.8	4731, Revised	Multimodal Bay Skyway: West Oakland Link Project	CON	\$7.5
TAM	23.4	4745	SR37 Flood Reduction Project, Phase 1	CON	\$25
Allocation Total					\$57.5

Regional Compliance:

The Alameda County Transportation Commission's Railroad Safety Enhancement Program Project, MTC's Multimodal Bay Skyway: West Oakland Link Project, and TAM's SR37 Flood Reduction Project, Phase 1, are subject to the requirements of the Complete Streets Policy contained in MTC Resolution No. 4493. All sponsors submitted approved complete streets checklists and are in compliance with MTC Resolution No. 4493.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 4764, 4731, Revised, and 4745, to the Commission for approval.

Attachments:

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries
- MTC Resolution No. 4764
 - Attachments A1-D1
- MTC Resolution No. 4731, Revised
 - Attachments A8-D8
- MTC Resolution No. 4745
 - Attachments A1-D1



Andrew B. Fremier

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
1	BART Expansion Cars	\$ 500.00	BART		\$ 500.00	\$ 1,152.70	4636	4/24/2024-C	Vehicle Procurement	2026	\$ 372.22
2	Bay Area Corridor Express Lanes	\$ 317.00	MTC								
2.1	I-80 Express Lanes in Solano County	\$ 101.70	STA	\$ 70.42	\$ 70.42	\$ 248.70	4591	6/26/2023-C	Construction	2024	\$ 29.53
2.2	I-80 Express Lanes in Solano County (Toll System)		BAIFA	\$ 31.28	\$ 31.28	\$ 31.30	4592	3/27/2024-C	Construction	2025	\$ -
2.3	I-680 Southbound Express Lanes in Alameda County	\$ 80.00	ACTC	\$ 80.00	\$ 80.00	\$ 259.30	4597	7/26/2023-C	Construction	2025	\$ 62.04
2.4	US 101 Express Lanes: I-380 to Santa Clara County Line	\$ 75.00	SMCTA								
2.5	Interstate 680 Northbound Express Lane Completion	\$ 50.00	CCTA		\$ 33.91	\$ 238.34	4759	4/22/2026-C	Design, Right of Way, Construction	2026	\$ -
2.6	US-101 Silicon Valley Express Lanes Phase 5	\$ 10.00	VTA								
3	Goods Movement and Mitigation	\$ 160.00	MTC/ACTC								
3.1	GoPort 7th St Grade Separation East	\$ 55.00	ACTC	\$ 55.00	\$ 55.00	\$ 364.50	4598	7/26/2023-C	Construction	2023	\$ 9.87
3.2	Railroad Safety Enhancement Program	\$ 25.00	ACTC		\$ 25.00	\$ 107.09	4764	5/27/2026-C	Construction	2026	\$ -
3.3	Martin Luther King Jr. Way Streetscape Improvements	\$ 29.62	City of Oakland		\$ 29.62	\$ 59.23	4699	9/24/2025-C	Construction	2025	\$ -
3.4	Embarcadero West Rail Safety and Access Improvements	\$ 25.38	City of Oakland								
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150.00	MTC								
4.1	East Bay Greenway Multimodal Phase 1	\$ 25.00	ACTC			\$ 192.06					
4.2	Stargell Avenue Complete Street Project	\$ 4.90	City of Alameda		\$ 0.20	\$ 7.41	4731	04/22/2026-C	Design	2026	\$ -
4.3	Adeline Street Quick-Build	\$ 0.92	City of Berkeley		\$ 0.92	\$ 1.04	4731	10/22/2025-C	Construction	2026	\$ -
4.4	40th Street Multimodal Project	\$ 13.17	City of Emeryville			\$ 30.60					
4.5	San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study	\$ 0.43	CCPW		\$ 0.43	\$ 0.50	4731	2/25/2026-C	Construction	2027	\$ -
4.6	Canal Neighborhood Bellam Gateway Local Access Improvement Project	\$ 6.84	City of San Rafael			\$ 8.56					
4.7	Multimodal Bay Skyway: YBI MUP	\$ 16.25	SFCTA & MTC		\$ 16.25	\$ 209.05	4731	11/26/2025-C	Construction	2025	\$ -
4.8	Multimodal Bay Skyway: West Oakland Link	\$ 7.50	SFCTA & MTC		\$ 7.50	\$ 81.90	4731	5/27/2026-C	Construction	2026	\$ -
5	Ferry Enhancement Program	\$ 300.00	WETA								
5.1	Mission Bay Ferry Landing	\$ 26.00	WETA	\$ 25.00	\$ 26.00	\$ 74.40	4614	5/28/2025-C	Planning and Preliminary	2027	\$ 0.10
5.2	Shoreline Electrical Program	\$ 0.84	WETA		\$ 0.84	\$ 29.90	4614	3/27/2024-C	Planning and Preliminary	2028	\$ 0.61
5.3	Berkeley Marina Ferry Facility	\$ 3.00	WETA		\$ 3.00	\$ 11.00	4614	7/24/2024-C	Environmental and Design	2028	\$ 0.05

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
5.4	Three 149-Passenger Electric Ferry Vessels	\$ 32.14	WETA		\$ 32.14	\$ 58.40	4614	2/26/2025-C	Vehicle Procurement	2030	\$ 3.18
5.5	One 400-Passenger Vessel	\$ 5.46	WETA		\$ 5.46	\$ 36.33	4614	9/24/2025-C	Vehicle Procurement	2028	\$ -
5.6	Hydrus Vessel Conversion to All Battery Electric Ferry	\$ 8.89	WETA		\$ 8.89	\$ 23.46	4614	11/19/2025-C	Construction	2028	\$ -
5.7	Downtown San Francisco Gate G Universal Charging Float	\$ 10.27	WETA		\$ 10.27	\$ 30.50	4614	12/17/2025-C	Construction	2029	
5.8	Seaplane Ferry Terminal Universal Charging Float	\$ 16.19	WETA		\$ 16.19	\$ 28.36	4614	12/17/2025-C	Construction	2029	
6	BART to San Jose Phase 2	\$ 375.00	VTA								
7	Sonoma-Marin Area Rail Transit (SMART)	\$ 40.00	SMART	\$ 5.00							
8	Capitol Corridor	\$ 90.00	CCJPA		\$ -						\$ -
9	Caltrain Downtown Extension	\$ 325.00	TJPA		\$ 100.70	\$ 8,254.80	4612	11/15/2023-C	Design and Right of Way	2032	\$ 0.12
10	Muni Fleet Expansion & Facilities	\$ 140.00	SFMTA								
10.01	Potrero Modernization Project	\$ 45.90	SFMTA		\$ 45.90	\$ 580.00	4615	12/17/2025-C	Environmental and Design	2027	\$ 3.50
10.02	Light Rail Vehicle (LRV) Procurement	\$ 6.50	SFMTA		\$ 6.83	\$ 1,126.90	4615	1/24/2024-C	Vehicle Procurement	2026	\$ 6.50
10.03	40'/60' hybrid buses	\$ 27.01	SFMTA		\$ 27.01	\$ 147.30	4615	1/24/2024-C	Vehicle Procurement	2026	\$ 0.03
10.04	Kirkland Electrification	\$ 6.51	SFMTA		\$ 6.51	\$ 156.60	4615	7/24/2024-C	Planning and Environmental	2028	\$ 3.79
10.05	Battery Electric Bus procurement	\$ 14.76	SFMTA		\$ 14.43	\$ 44.40	4615	7/23/2025-C	Vehicle Procurement	2027	\$ 0.33
10.06	Presidio Yard Modernization	\$ 12.59	SFMTA		\$ 12.59	\$ 496.10	4615	3/27/2024-C	Planning and Environmental	2032	\$ 0.21
10.07	Vintage Streetcar Rehabilitation	\$ 6.72	SFMTA		\$ 6.72	\$ 12.10	4615	6/26/2024-C	Planning and Environmental	2029	\$ -
10.08	New Flyer Midlife Overhaul	\$ 12.44	SFMTA		\$ 11.34	\$ 146.20	4615	6/26/2024-C	Construction	2025	\$ 11.34
10.X	40' Motor coach replacement	\$ 2.25	SFMTA								
10.X	Paratransit Fleet Replacement Program	\$ 0.33	SFMTA								
10.X	Embarcadero Station Rehabilitation	\$ 5.00	SFMTA								
11	Core Capacity Transit Improvements	\$ 140.00	MTC/ACTC/AC Transit								
11.1	Training and Education Center Modernization	\$ 9.00	AC Transit		\$ 9.00	\$ 26.42	4722	7/23/2025-C	Construction	2027	\$ -
11.2	Hayward Facility Hydrogen Charging Infrastructure	\$ 4.10	AC Transit		\$ 4.10	\$ 20.27	4722	7/23/2025-C	Design and Construction	2028	\$ -
12	AC Transit Rapid Bus Corridor Improvements	\$ 100.00	AC Transit/ACTC								
12.1	Telegraph Rapid	\$ 2.70	AC Transit		\$ 2.70	\$ 15.40	4613	11/15/2023-C	Construction	2024	\$ 1.74

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
12.2	Quick Build Transit Priority Projects	\$ 1.50	AC Transit		\$ 1.50	\$ 3.30	4613	12/20/2023-C	Construction	2025	\$ 1.24
13	Transbay Rail Crossing	\$ 50.00	BART								
14	Tri-Valley Transit Access Improvements	\$ 100.00	MTC/tbd								
15	Eastridge to BART Regional Connector	\$ 130.00	VTA		\$ 130.00	\$ 530.00	4596	7/26/2023-C	Construction	2028	\$ 112.52
16	San Jose Diridon Station	\$ 100.00	VTA	\$ 30.00	\$ 65.12	TBD	4608	9/24/2025-C	Environmental and Early Right of	TBD	\$ 28.72
17	Dumbarton Corridor Improvements	\$ 130.00	BATA/ACTC/ SMCTD/SMCTA								
17.1	San Mateo Dumbarton Busway	\$ 5.00	SamTrans		\$ 4.10	\$ 143.90	4660	7/24/2024-C	Feasibility and Environmental	2029	\$ -
17.2	Union City BART At-grade Pedestrian Crossing	\$ 3.00	ACTC/Union City		\$ 3.00	\$ 8.40	4660	11/20/2024-C	Construction	2026	\$ -
17.3	Fremont Quarry Lakes Trail	\$ 10.80	ACTC/Fremont		\$ 1.03	\$ 32.80	4660	11/20/2024-C	Final Design	2028	\$ -
17.4	Marshland Road Bay Trail Segment Gap Closure	\$ 1.00	BATA/City of Fremont		\$ 1.00	TBD	4660	1/22/2025-C	Planning and Environmental	2027	\$ -
17.5	Quarry Lakes Parkway	\$ 25.00	Union City		\$ 16.73	\$ 334.48	4660	12/17/2025-C	Design, Right of Way and	2030	
17.6	Thornton Avenue Complete Streets & Bay Trail	\$ 15.00	ACTC/Newark		\$ 15.00	\$ 24.65	4660	1/28/2026-C	Construction	2028	
17.7	SR 84-US 101 Interchange Reimagined Project	\$ 48.00	Redwood City / SMCTA								
17.X	Decoto Road Complete Streets and I-880/Decoto Road Interchange Modernization	\$ 18.20	Fremont								
17.X	BATA Programming/ Dumbarton Forward Operational Improvements	\$ 4.00	BATA								
18	Highway 101/ State Route 92 Interchange	\$ 50.00	C/CAG/ SMCTA								
18.1	101/92 Area Improvements Project	\$ 21.96	SMCTA	\$ 0.03	\$ 21.96	\$ 51.60	4635	6/26/2024-C	Construction	2026	\$ 0.00
18.2	101/92 Direct Connector Project	\$ 24.00	SMCTA	\$ 2.00	\$ 2.00	TBD	4599	7/26/2023-C	Environmental	2029	\$ 0.55
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210.00	CCTA								
19.1	I-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 210.00	CCTA	\$ 8.00	\$ 24.00	\$ 431.10	4586	4/23/2025-C	Final Design	2028	\$ 10.21
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	\$ 1.00	CCTA		\$ 0.50	\$ 0.50	4586	3/27/2024-C	Feasibility Study	2025	\$ 0.18
20	Highway 101-Marin/Sonoma Narrows	\$ 120.00	TAM/SCTA								
20.1	Marin Segment	\$ 88.00	TAM	\$ 87.98	\$ 87.98	\$ 135.60	4593	6/28/2023-C	Final Design and Construction	2026	\$ 59.07
20.2	Marin Sonoma Narrows - Sonoma Segment	\$ 26.00	SCTA	\$ -	\$ 4.00	\$ 4.00	4640	5/28/2025-C	Design	2032	\$ 0.17
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133.00	STA	\$ 18.58							
21.1	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	\$ 50.00	STA		\$ 3.68	\$ 100.20	4594	06/26/24-DA	Construction Completed	2025	\$ 2.50

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	\$ 83.30	STA		\$ 11.00	\$ 84.30	4594	9/25/2024-C	Design	2028	\$ 2.93
22	Interstate 80 Westbound Truck Scales	\$ 105.00	STA	\$ 5.27	\$ 99.11	\$ 248.20	4595	2/25/2026-C	Design and Right of Way	2028	\$ 22.75
23	State Route 37 Improvements	\$ 100.00	TAM/NVTA/STA/SCTA								
23.1	SR 37 and Fairgrounds Drive Interchange	\$ 15.00	STA		\$ 15.00	\$ 29.00	4602	7/26/2023-C	Construction	2024	\$ 10.69
23.2	Interim Segment B	\$ 50.00	SCTA/MTC	\$ -	\$ 46.00	\$ 434.50	4607	4/22/2026-C	Right of Way and Construction	2026	\$ 3.26
23.3	Hwy 37/121 Long Term Improvements - PAED	\$ 10.00	SCTA		\$ 10.00	\$ 1,000.00	4725	9/24/2025-C	Environmental	2025	\$ -
23.4	SR37 Flood Reduction Project, Phase 1	\$ 25.00	TAM		\$ 25.00	\$ 270.00	4745	5/27/2026-C	Construction	2026	\$ -
24	San Rafael Transit Center	\$ 30.00	GGBHTD								
25	Richmond-San Rafael Bridge Access Improvements	\$ 210.00	BATA/CCTA/TAM								
25.1	US-101/I-580 Direct Connector	\$ 135.00	TAM	\$ 5.60	\$ 7.80	\$ 223.00	4606	10/25/2023-C	Environmental	2033	\$ 4.63
25.2	I-580 Richmond Parkway Interchange Operational Improvements	\$ 7.00	BATA/CCTA		\$ 0.95	\$ 7.00	4631	2/28/2024-C	Preliminary Engineering and	2026	\$ -
25.3	Cutting Boulevard Transit Improvements	\$ 3.00	BATA		\$ 0.75	\$ 7.09	4632	01/28/2026-DA	Construction	2026	\$ -
25.4	Open Road Tolling (ORT) & I-580 WB HOV Lane Extension	\$ 5.00	BATA		\$ 5.00	\$ 36.00	4726	9/24/2025-C	Construction	2028	\$ -
25.5	Point Richmond Traffic Improvements	\$ 0.78	BATA		\$ 0.18	\$ 0.78	4732	10/22/2025-C	Construction	2028	\$ -
25.6	Richmond Wellness Trail Phase II	\$ 2.50	BATA/CCTA/Richmond		\$ 2.50	\$ 6.86	4733	12/17/2025-C	Construction	2029	\$ -
25.7	Neighborhood Complete Streets Project	\$ 7.50	BATA/CCTA/Richmond		\$ 7.50	\$ 12.99	4734	12/17/2025-C	Construction	2029	\$ -
26	North Bay Transit Improvements	\$ 100.00	MTC								
26.01	Vine Transit Maintenance Facility	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	\$ 40.70	4584	6/28/2023-C	Completed	2024	\$ 20.0
26.02	Solano Rail Hub	\$ 10.00	STA		\$ 2.49	\$ 52.70	4584	7/26/2023-C	Environmental	2029	\$ -
26.03	County Connection Bus Replacements	\$ 5.00	CCTA		\$ 5.00	\$ 26.60	4584	9/27/2023-C	Completed	2023	\$ 5.00
26.04	ECCTA Hydrogen Fuel	\$ 0.08	ECCTA		\$ 0.08	\$ -	4584	4/22/2026-C	Canceled	2025	\$ 0.08
26.05	Windsor Extension - Windsor High School Undercrossing	\$ 2.80	SMART		\$ 2.80	\$ 2.80	4584	5/22/2024-C	Construction	2024	\$ 2.80
26.06	Zero Emission Bus and Infrastructure	\$ 6.67	WCCTA		\$ 6.67	\$ 28.40	4584	12/18/2024-C	Construction	2027	\$ -
26.07	State Route 37/Fairgrounds Drive Interchange Improvements Project	\$ 3.00	STA		\$ 3.00	\$ 35.40	4602	12/18/2024-C	Construction	2026	\$ 3.00
26.08	San Rafael Transit Center Replacement	\$ 2.00	TAM/GGBHTD		\$ 0.50	\$ 67.60	4584	3/26/2025-C	Preliminary Engineering and	2028	\$ 0.26
26.09	Bus Stop Rehabilitation	\$ 2.50	TAM/Marin Transit		\$ 0.30	\$ 2.50	4584	7/23/2025-C	Planning	2028	\$ -

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
26.10	SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector	\$ 0.22	TAM/SMART		\$ 0.22	\$ 1.72	4584	7/23/2025-C	Engineering Design	2028	\$ -
26.11	SMART Pathway in Novato	\$ 4.71	TAM/SMART		\$ 4.71	\$ 7.67	4584	7/23/2025-C	Design/Build	2027	\$ -
26.12	Petaluma Transit Facility Electrification	\$ 0.92	TAM/Marin Transit		\$ 1.04	\$ 3.52	4584	9/24/2025-C	Construction	2027	\$ -
26.13	Fixed Route Electric Vehicle Charging & Maintenance Facility	\$ 2.00	SCTA / Petaluma Transit		\$ 0.92	\$ 44.46	4584	9/24/2025-C	Design	2026	\$ -
26.14	Santa Rosa US 101 Bicycle Pedestrian Overcrossing	\$ 10.60	SCTA/City of Santa Rosa		\$ 10.60	\$ 43.75	4584	11/19/2025-C	Construction	2028	\$ -
26.15	City of Fairfield Transit Facility Expansion	\$ 1.20	STA		\$ 1.20	\$ 5.54	4584	2/25/2026-C	Construction	2026	
26.16	ECCTA Facility Rehabilitation	\$ 1.43	ECCTA		\$ 1.43	\$ 8.00	4584	4/22/2026-C	Construction	2027	
26.X	Replacement Electric Buses Purchase - 4 Buses	\$ 3.60	SCTA								
26.X	ECCTA Vehicle Replacement	\$ 5.16	CCTA/ECCTA								
26.X	Transit Hub Improvements	\$ 1.00	SCTA/Santa Rosa CityBus								
26.X	Transit Bus Replacements	\$ 1.50	TAM/Marin Transit								
26.X	TBD remaining funds for CCTA, STA, TAM	\$ 18.00	CCTA/STA/TAM								
27	State Route 29	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	\$ 54.00	4583	6/28/2023-C	Construction	2024	\$ 19.56
28	Next-Generation Clipper Transit Fare Payment System	\$ 50.00	MTC	\$ 30.00	\$ 50.00	\$ 207.40	4609	11/15/2023-C	Design and Implementation	2025	\$ -
29	I-680/I-880/Route 262 Freeway Connector	\$ 15.00	ACTC	\$ 10.00		TBD					
29.1	State Route 262 (Mission Boulevard) Cross Connector Project	\$ 15.00	ACTC		\$ 10.00	TBD	4601	7/26/2023-C	Environmental	2032	\$ 2.32
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85.00	ACTC	\$ 85.00	\$ 85.00	\$ 245.30	4600	7/26/2023-C	Construction	2025	\$ 76.13
31	I-80 Transit Improvements	\$ 25.00	CCTA								
31.1	San Pablo Multimodal Corridor	\$ 7.50	CCTA		\$ 1.00	\$ 124.00	4670	12/18/2024-C	Planning	2029	\$ -
31.2	Express Bus Service in I-80 Corridor (Bus Acquisition)	\$ 5.00	WestCat		\$ 1.75	\$ 10.60	4670	12/18/2024-C	Vehicle Procurement	2026	\$ 1.68
32	Byron Highway Vasco Road Airport Connector	\$ 10.00	CCTA								
33	Vasco Road Safety Improvements	\$ 15.00	CCTA								
34	East Contra Costa County Transit Intermodal Center	\$ 15.00	CCTA								
34.1	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	\$ 14.00	CCTA	\$ 13.00	\$ 14.00	\$ 16.30	4585	1/24/2024-DA	Construction Close out	2025	\$ 13.32
35	I-680 Transit Improvements	\$ 10.00	CCTA								
35.1	Martinez Amtrak Station Shared Mobility Hub	\$ 0.69	CCTA		\$ 0.48	\$ 3.70	4641	5/22/2024-C	Preliminary Engineering	2027	\$ 0.04

Regional Measure 3 Capital Expenditure Plan (Projects with Current-Month Proposed Allocations in **Bold**)

Project No.	Project Title ^{1,2}	Funding Amount (\$M)	Project Sponsor/ Implementing Agency ^{1,2}	LONP Issued (\$M)	Allocated Amount ³ (\$M)	Estimated Total Cost ⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Current Project Phase	Most Recent Allocation Date ⁶	Reimbursements to Date ⁵
35.2	<i>Bollinger Canyon Road Shared Mobility Hub</i>	\$ 2.07	CCTA		\$ 0.50	\$ 18.90	4641	1/22/2025-C	Environmental	2028	\$ -
35.3	<i>Walnut Creek Shared Mobility Hub</i>	\$ 1.94	CCTA		\$ 0.44	\$ 16.30	4641	1/22/2025-C	Environmental	2028	\$ 0.08
Total		\$ 4,450.00		\$ 602.15	\$ 2,057.65						\$ 908.86

Notes

- 1 For full legislated project description and project sponsor language, please refer to California Streets and Highways Code Section 30914.7, https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=SHC&sectionNum=30914.7.
- 2 Sub-projects are indicated with shading. Sub-project designation has been made under MTC Res. No. 4411 for MTC/BATA/BAIFA sponsored programmatic categories, and/or under MTC Res. No. 4412 for LONPs, and/or in allocating resolutions. Project 23 subprojects are as agreed upon by SR 37 Policy Committee, which includes representatives from the four project sponsor county transportation authorities.
- 3 Inclusive of current month requests, which are indicated in **bold font**.
- 4 Estimated project costs as approved in the allocating resolution
- 5 RM3 reimbursements paid to project sponsors as of FY2026 Q2.

May 2026 Recommended RM3 Allocations – Project Summaries

Project 3 – Goods Movement and Mitigation Program

RM3 provides \$160 million in toll funds to RM3 Project 3, Goods Movement and Mitigation Program. This RM3 programmatic category funds projects to reduce truck traffic congestion and mitigate its environmental effects in Alameda County. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. One allocation under this category is proposed this month:

RM3 #3.2 Alameda County Transportation Commission: Railroad Safety Enhancement Program Project (\$25,000,000)

The Alameda County Transportation Commission is the sponsoring agency for RM3 Project 3.2, the Railroad Safety Enhancement Program Project, and requests \$25,000,000 for the project's construction phase. This project will deliver pedestrian and roadway safety improvements at 26 at-grade railroad crossings and 2 trespass locations throughout Alameda County. The project will address safety and operational deficiencies along freight rail corridors and includes safety features designed to reduce conflicts and improve access. The project includes funding from Senate Bill 1 (SB1) Trade Corridor Enhancement Program (TCEP) and federal Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program funding. ACTC is expected to complete construction by July 2029.

Project 4 – San Francisco Bay Trail/Safe Routes to Transit Program

RM3 provides \$150 million in toll funds to RM3 Project 4, the San Francisco Bay Trail/Safe Routes to Transit Program. MTC is listed as the project sponsor for the San Francisco Bay Trail/Safe Routes to Transit Program and adopted the first cycle of programming on February 26, 2025, via MTC Resolution No. 4639, Revised. One allocation under this category is proposed this month:

RM3 #4.8 Metropolitan Transportation Commission: Multimodal Bay Skyway - West Oakland Link Project (\$7,500,000)

The Metropolitan Transportation Commission is the implementing agency for RM3 Project 4.8, Multimodal Bay Skyway- West Oakland Link, and requests \$7,500,000 for the construction phase of the project. The West Oakland Link project is an ADA-compliant Class I multi-use path connecting West Oakland streets to the existing Bay Bridge East Span path. The project will improve regional multimodal connectivity by linking downtown Oakland via forthcoming bike lanes and serving as a key segment of the broader Multimodal Bay Skyway corridor. The RM3 allocation will fund construction management services, including early constructability review support ahead of final design completion in November 2026. The project includes funding from the competitive Active Transportation Program (ATP). Construction is expected to be completed by the end of 2029.

Project 23 – State Route 37 Improvements

RM3 provides \$100 million in toll funds to complete projects in Marin, Napa, Solano, and Sonoma Counties along the State Route 37 corridor. One allocation under this category is proposed this month:

RM3 #23.4 Marin County: SR37 Flood Reduction Phase 1 Project (\$25,000,000)

The Transportation Authority of Marin (TAM) is the implementing agency for RM3 Project 23.4, the SR 37 Flood Reduction Phase 1 Project, and requests \$25,000,000 for the construction phase of the project. This project would replace the existing Novato Creek Bridge with a new, longer bridge structure that fully spans Novato Creek, improving flood resilience and regional connectivity along the SR 37 corridor. The new bridge would be approximately 1,000 feet long and 100 feet wide and would include a 14-foot-wide separated bicycle and pedestrian path. The project includes funding from the State Highway Operations and Protection Program (SHOPP) and federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program. TAM is expected to complete construction by June 2029.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4764

This resolution approves the allocation of Regional Measure 3 funds for the Railroad Safety Enhancement Program Project in Alameda County, sponsored by the Alameda County Transportation Commission (ACTC).

This Resolution includes the following attachments:

Attachment A – Allocation Summary and Conditions of Allocation

Attachment B – Project and Subproject Details

Attachment C – Project Funding Plan and Schedule

Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$25 million in RM3 funds to the construction phase for the Railroad Safety Enhancement Program Project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated May 13, 2026.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Railroad Safety Enhancement Program Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4764

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

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

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the Railroad Safety Enhancement Program Project in Alameda County (PROJECT) is part of the programmatic category of projects identified within capital project number 3 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Alameda County Transportation Commission (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

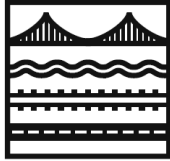
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on May 27, 2026.



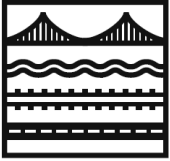
Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	3.2
Project Title	Rail Safety Enhancement Program - Phase A
Project Sponsor	Alameda County Transportation Commission

Activities to be funded with Allocation #1:					
This allocation will fund the construction phase of the Rail Safety Enhancement Program, Phase A project in Alameda County.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26476401	27-May-26	CON	FY 2025-26	30-Jun-30	\$ 25,000,000
Cumulative Total - Allocation 1					\$ 25,000,000
Cumulative Total - Project 3.2					\$ 25,000,000



Regional Measure 3

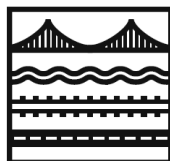
Allocation of Funds

Conditions of Allocation

RM3 Project Number	3.2
Project Title	Rail Safety Enhancement Program - Phase A
Project Sponsor	Alameda County Transportation Commission

MTC staff have reviewed the allocation request and materials and verified the funding plan for the phase receiving funding is complete and fully committed. The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.
2	

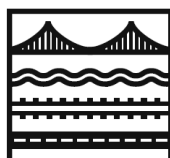


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	3.2	
Project Title	Rail Safety Enhancement Program - Phase A	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin		Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(3) Provide funding to reduce truck traffic congestion and mitigate its environmental effects. Eligible projects include, but are not limited to, improvements in the County of Alameda to enable more goods to be shipped by rail, access improvements on Interstate 580, Interstate 80, and Interstate 880, and improved access to the Port of Oakland. The Metropolitan Transportation Commission shall consult and coordinate with the Alameda County Transportation Commission to select projects for the program. Eligible applicants include cities, counties, countywide transportation agencies, rail operators, and the Port of Oakland.		\$160,000
Sponsor Programming and Allocation Request Action		
Alameda County Transportation Commission approved the allocation resolution on April 23, 2026.		
Detailed Project/Subproject Description		
The project will deliver pedestrian and roadway safety improvements at 26 at-grade railroad crossings and 2 trespass locations throughout Alameda County. The project will address safety and operational deficiencies along freight rail corridors and includes safety features designed to reduce conflicts and improve access.		



Regional Measure 3

Allocation of Funds

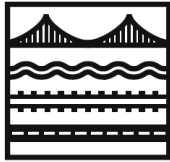
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	3.2
Project Title	Rail Safety Enhancement Program - Phase A
Project Sponsor	Alameda County Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Measure BB	Yes	\$ 2,283	Aug-20	Sep-23
	ENV Subtotal		\$ 2,283		
PSE	Measure BB	Yes	\$ 12,734	Jun-23	Apr-27
	PSE Subtotal		\$ 12,734		
ROW	Measure BB	Yes	\$ 1,675	Sep-24	Apr-27
	Local ACTC Funds	Yes	\$ 3,778		
	ROW Subtotal		\$ 5,453		
CON	RM3	Yes	\$ 25,000	Jun-26	Jul-29
	SB1 TCEP	Yes	\$ 30,000		
	FRA CRISI	Yes	\$ 25,000		
	Local ACTC Funds	Yes	\$ 17,632		
	CON Subtotal		\$ 97,632		
Capital Funding Total			\$ 118,102		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	3.2
Project Title	Rail Safety Enhancement Program - Phase A
Project Sponsor	Alameda County Transportation Commission

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)
Measure BB	ENV	\$ 2,283						\$ 2,283
								\$ -
								\$ -
ENV Subtotal		\$ 2,283	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,283
Measure BB	PSE	\$ 6,600	\$ 3,000	\$ 3,134				\$ 12,734
								\$ -
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ 6,600	\$ 3,000	\$ 3,134	\$ -	\$ -	\$ -	\$ 12,734
Measure BB	ROW	\$ 100	\$ 900	\$ 675				\$ 1,675
Local ACTC	ROW			\$ 3,778				\$ 3,778
								\$ -
ROW Subtotal		\$ 100	\$ 900	\$ 4,453	\$ -	\$ -	\$ -	\$ 5,453
RM 3	CON			\$ 2,525	\$ 11,238	\$ 11,237		\$ 25,000
SB1 TCEP	CON			\$ 5,205	\$ 12,398	\$ 12,397		\$ 30,000
FRA CRISI	CON			\$ 4,470	\$ 10,265	\$ 10,265		\$ 25,000
Local ACTC	CON			\$ 5,877	\$ 5,877	\$ 5,878		\$ 17,632
								\$ -
CON Subtotal		\$ -	\$ -	\$ 18,077	\$ 39,778	\$ 39,777	\$ -	\$ 97,632
RM 3 Funding Subtotal		\$ -	\$ -	\$ 2,525	\$ 11,238	\$ 11,237	\$ -	\$ 25,000
Capital Funding Total		\$ 8,983	\$ 3,900	\$ 25,664	\$ 39,778	\$ 39,777	\$ -	\$ 118,102

Date: October 22, 2025
W.I.: 1255
Referred by: PAC
Revised: 11/19/25-C 02/25/26-C
04/22/26-C 05/27/26-C

ABSTRACT
Resolution No. 4731, Revised

This resolution approves the allocation of Regional Measure 3 funds for the Safe Routes to Transit and Bay Trail Program Cycle 1 projects administered by the Metropolitan Transportation Commission (MTC) and implemented by various public agencies, as approved by MTC.

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates RM3 capital funds to one Safe Routes to Transit and Bay Trail Program Cycle 1 project. The action allocates \$922,000 in RM3 funds to the City of Berkeley for design and construction during the construction phase of Project 4.3, the Adeline Street Quick-Build project in Alameda County.

This resolution was amended via Commission action on November 19, 2025, to allocate \$16.25 million of RM3 funds to the San Francisco County Transportation Authority for the construction phase of the Bay Skyway - Yerba Buena Island Multi-Use Pathway project (RM3 Project #4.7).

This resolution was amended via Commission action on February 25, 2026, to allocate \$425,000 of RM3 funds to Contra Costa County for the construction phase of the San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study (RM3 Project #4.5).

This resolution was amended via Commission action on April 22, 2026, to allocate \$200,000 of RM3 funds to the City of Alameda for the design phase of the Stargell Avenue Complete Street Project (RM3 Project #4.2).

This resolution was amended via Commission action on May 27, 2026, to allocate \$7,500,000 of RM3 funds to the Metropolitan Transportation Commission for the construction phase of the Multimodal Bay Skyway: West Oakland Link Project (RM3 Project #4.8).

Further discussion of this action is contained in the Programming and Allocations Summary Sheet dated October 8, 2025, November 12, 2025, February 11, 2026, April 8, 2026, and May 13, 2026.

Date: October 22, 2025
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for the Safe Routes to Transit and Bay Trail Program Cycle 1 projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4731

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

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

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the Safe Routes to Transit and Bay Trail Program, administered by the Metropolitan Transportation Commission, is identified as capital project number 4 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Metropolitan Transportation Commission has approved a list of funding recipients (project sponsors), respective funding award amounts as identified in MTC Resolution No. 4639, Revised; and

WHEREAS, each project sponsor will submit an Initial Project Report (“IPR”), as required pursuant to Streets and Highway Code Section 30914.7(d), to MTC for review and approval for each project allocation request; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the project sponsor is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff’s review of the project sponsor’s IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance

with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the project sponsor's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon project sponsor complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

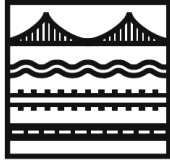
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on October 22, 2025.



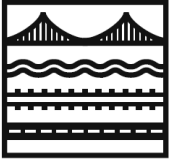
Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	4.8
Project Title	Multimodal Bay Skyway: West Oakland Link
Project Sponsor	Metropolitan Transportation Commission

Activities to be funded with Allocation #1:					
This allocation will fund the construction phase of the Multimodal Bay Skyway: West Oakland Link project in Alameda County.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26473105	27-May-26	CON	FY 2025-26	30-Jun-30	\$ 7,500,000
Cumulative Total - Allocation 1					\$ 7,500,000
Cumulative Total - Project 4.8					\$ 7,500,000



Regional Measure 3

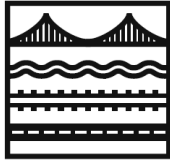
Allocation of Funds

Conditions of Allocation

RM3 Project Number	4.8
Project Title	Multimodal Bay Skyway: West Oakland Link
Project Sponsor	Metropolitan Transportation Commission

MTC staff have reviewed the allocation request and materials and verified the funding plan for the phase receiving funding is complete and fully committed. The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.
2	

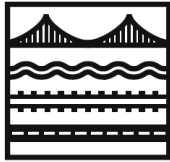


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	4.8	
Project Title	Multimodal Bay Skyway: West Oakland Link	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Metropolitan Transportation Commission		Metropolitan Transportation Commission
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(4) San Francisco Bay Trail/Safe Routes to Transit. Provide funding for a competitive grant program to fund bicycle and pedestrian access improvements on and in the vicinity of the state-owned toll bridges connecting to rail transit stations and ferry terminals. Eligible applicants include cities, counties, transit operators, school districts, community colleges, and universities. The project sponsor is the Metropolitan Transportation Commission. One hundred fifty million dollars (\$150,000,000).		\$150,000
Sponsor Programming and Allocation Request Action		
As the implementing agency MTC is not required to adopt an RM3 allocation resolution or take additional action to receive RM3 funding. ☐		
Detailed Project/Subproject Description		
The West Oakland Link project is an ADA-compliant Class I multi-use path connecting West Oakland streets to the existing Bay Bridge East Span path. The project will improve regional multimodal connectivity by linking downtown Oakland via forthcoming bike lanes and serving as a key segment of the broader Multimodal Bay Skyway corridor. The RM3 allocation will fund construction management services, including early constructability review support ahead of final design completion in November 2026.		



Regional Measure 3

Allocation of Funds

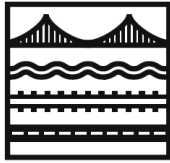
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	4.8
Project Title	Multimodal Bay Skyway: West Oakland Link
Project Sponsor	Metropolitan Transportation Commission

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	BATA Toll Revenue	Yes	\$ 1,700	Jul-25	Feb-26
	ENV Subtotal		\$ 1,700		
PSE	BATA Toll Revenue	Yes	\$ 15,000	Feb-26	Nov-26
	PSE Subtotal		\$ 15,000		
ROW	City of Oakland		\$ 1,800	Feb-26	Nov-26
	BATA Toll Revenue		\$ 6,000		
	ROW Subtotal		\$ 7,800		
CON	RM3	Yes	\$ 7,500	Dec-26	Aug-29
	ATP Regional	Yes	\$ 17,600		
	OBAG	Yes	\$ 16,100		
	ACTC Funding	Yes	\$ 10,844		
	ITIP	Yes	\$ 4,356		
	BATA Toll Revenue	Yes	\$ 1,000		
	CON Subtotal		\$ 57,400		
Capital Funding Total			\$ 81,900		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	4.8
Project Title	Multimodal Bay Skyway: West Oakland Link
Project Sponsor	Metropolitan Transportation Commission

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)
BATA	ENV	\$ 1,700						\$ 1,700
								\$ -
ENV Subtotal		\$ 1,700	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,700
BATA	PSE		\$ 15,000					\$ 15,000
								\$ -
PSE Subtotal		\$ -	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ 15,000
Oakland	ROW			\$ 1,800				\$ 1,800
BATA	ROW			\$ 6,000				\$ 6,000
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 7,800	\$ -	\$ -	\$ -	\$ 7,800
RM 3	CON			\$ 2,020	\$ 1,920	\$ 1,840	\$ 1,720	\$ 7,500
ATP Regional	CON				\$ 7,040	\$ 7,040	\$ 3,520	\$ 17,600
OBAG	CON				\$ 6,440	\$ 6,440	\$ 3,220	\$ 16,100
ACTC	CON				\$ 4,338	\$ 4,338	\$ 2,169	\$ 10,844
ITIP	CON				\$ 1,742	\$ 1,742	\$ 871	\$ 4,356
BATA	CON			\$ 280	\$ 280	\$ 260	\$ 180	\$ 1,000
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ 2,300	\$ 21,760	\$ 21,660	\$ 11,680	\$ 57,400
RM 3 Funding Subtotal		\$ -	\$ -	\$ 2,020	\$ 1,920	\$ 1,840	\$ 1,720	\$ 7,500
Capital Funding Total		\$ 1,700	\$ 15,000	\$ 10,100	\$ 21,760	\$ 21,660	\$ 11,680	\$ 81,900

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4745

This resolution approves the allocation of Regional Measure 3 funds for the SR37 Flood Reduction Phase 1 Project in Marin County, sponsored by the Transportation Authority of Marin (TAM).

This Resolution includes the following attachments:

- Attachment A – Allocation Summary and Conditions of Allocation
- Attachment B – Project and Subproject Details
- Attachment C – Project Funding Plan and Schedule
- Attachment D – RM3 Deliverable Segment/Product Cash Flow Plan

This resolution allocates \$25 million in RM3 funds to the construction phase for the SR37 Flood Reduction Phase 1 Project.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated May 13, 2026.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for SR37 Flood Reduction Phase 1 Project

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4745

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

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

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, BATA adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and programs and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC adopted RM3 Policies and Procedures for the implementation of the RM3 Expenditure Plan, specifying the allocation criteria and project compliance requirements for RM3 funding (MTC Resolution No. 4404); and

WHEREAS, the SR37 Flood Reduction Phase 1 Project in Marin County (PROJECT) is part of the programmatic category of projects identified within capital project number 23 under the RM3 expenditure plan and is eligible to receive RM3 funding as identified in Streets and Highways Code Sections 30914.7(a); and

WHEREAS, the Transportation Authority of Marin (SPONSOR) is the project sponsor for the PROJECT; and

WHEREAS, SPONSOR has submitted a request for the allocation of RM3 funds for the PROJECT; and

WHEREAS, SPONSOR has submitted an initial Project Report (IPR), as required pursuant to Streets and Highways Code Section 30914.7(d); and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the project and phase for which the SPONSOR is requesting RM3 funding and the amount recommended for allocation by MTC staff; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required project specific conditions which must be met prior to execution of the allocation and any reimbursement of RM3 funds; and

WHEREAS, Attachment C to this resolution, attached hereto and incorporated herein as though set forth at length, includes MTC staff's review of SPONSOR's IPR for this project; and

WHEREAS, Attachment D attached hereto and incorporated herein as though set forth at length, lists the cash flow of RM3 funds and complementary funding for the deliverable RM3 project segment or product; and

WHEREAS, the claimants to which funds are allocated under this resolution have certified that the projects and purposes listed and recorded in Attachment A are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.); now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of SPONSOR's IPR for this project as set forth in Attachment C; and, be it further

RESOLVED, that MTC approves the allocation and reimbursement of RM3 funds in accordance with the amount, reimbursement schedule, and allocation expiration dates for the phases and activities as set forth in Attachment A; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon SPONSOR complying with the provisions of the RM3 Policies and Procedures as set forth at length in MTC Resolution No. 4404, Revised; and, be it further

RESOLVED, that the allocation and reimbursement of RM3 funds are further conditioned upon the project specific conditions set forth in attachment B; and, be it further

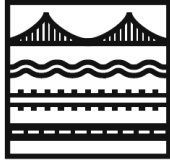
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

RESOLVED, that a certified copy of this resolution shall be forwarded to the project sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on May 27, 2026.



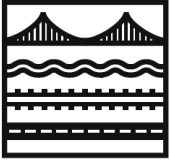
Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	23.4
Project Title	SR37 Flood Reduction Project, Phase 1
Project Sponsor	Transportation Authority of Marin

Activities to be funded with Allocation #1:					
This allocation will fund the construction phase of the SR37 Flood Reduction Phase 1 project in Marin County.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26474501	27-May-26	CON	FY 2025-26	30-Jun-29	\$ 25,000,000
Cumulative Total - Allocation 1					\$ 25,000,000
Cumulative Total - Project 23.4					\$ 25,000,000



Regional Measure 3

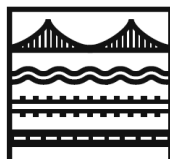
Allocation of Funds

Conditions of Allocation

RM3 Project Number	23.4
Project Title	SR37 Flood Reduction Project, Phase 1
Project Sponsor	Transportation Authority of Marin

MTC staff have reviewed the allocation request and materials and verified the funding plan for the phase receiving funding is complete and fully committed. The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.
2	

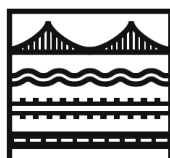


Regional Measure 3

Allocation of Funds

IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	23.4	
Project Title	SR37 Flood Reduction Project, Phase 1	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Transportation Authority of Marin		Caltrans
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
(23) Fund near-term and longer-term improvements to State Route 37 to improve the roadway’s mobility, safety, and long-term resiliency to sea level rise and flooding. For the purposes of the environmental review and design, the project shall include the segment of State Route 37 from the intersection in Marin County with Highway 101 to the intersection with Interstate 80 in the County of Solano. Capital funds may used on any segment along this corridor, as determined by the project sponsors. One hundred million dollars (\$100,000,000).		\$100,000
Sponsor Programming and Allocation Request Action		
Transportation Authority of Marin approved the allocation resolution on January 22, 2026.		
Detailed Project/Subproject Description		
The project will replace the existing Novato Creek Bridge with a new, longer bridge structure that fully spans Novato Creek, improving flood resilience and regional connectivity along the SR 37 corridor. The new bridge would be approximately 1,000 feet long and 100 feet wide and would include a 14-foot-wide separated bicycle and pedestrian path.		



Regional Measure 3

Allocation of Funds

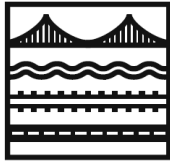
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	23.4
Project Title	SR37 Flood Reduction Project, Phase 1
Project Sponsor	Transportation Authority of Marin

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	SHOPP	Yes	\$ 10,000	Jul-21	Jan-24
	ENV Subtotal		\$ 10,000		
PSE	SB179	Yes	\$ 15,000	Jul-24	May-26
	PSE Subtotal		\$ 15,000		
ROW	SHOPP	Yes	\$ 5,000	Aug-26	Dec-26
	ROW Subtotal		\$ 5,000		
CON	RM3	Yes	\$ 25,000	May-27	Jun-29
	IIJA	Yes	\$ 155,300		
	SHOPP	Yes	\$ 59,700		
	CON Subtotal		\$ 240,000		
Capital Funding Total			\$ 270,000		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	23.4
Project Title	SR37 Flood Reduction Project, Phase 1
Project Sponsor	Transportation Authority of Marin

Cash Flow Plan for RM3 Deliverable Segment(s) - Funding by planned year of expenditure

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)
SHOPP	ENV	\$ 10,000						\$ 10,000
								\$ -
								\$ -
ENV Subtotal		\$ 10,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,000
SB179	PSE	\$ 11,250	\$ 3,750					\$ 15,000
								\$ -
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ 11,250	\$ 3,750	\$ -	\$ -	\$ -	\$ -	\$ 15,000
SHOPP	ROW			\$ 5,000				\$ 5,000
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ 5,000	\$ -	\$ -	\$ -	\$ 5,000
RM 3	CON			\$ 2,000	\$ 10,500	\$ 12,500		\$ 25,000
IIJA	CON			\$ 12,424	\$ 65,226	\$ 77,650		\$ 155,300
SHOPP	CON			\$ 4,776	\$ 25,074	\$ 29,850		\$ 59,700
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ 19,200	\$ 100,800	\$ 120,000	\$ -	\$ 240,000
RM 3 Funding Subtotal		\$ -	\$ -	\$ 2,000	\$ 10,500	\$ 12,500	\$ -	\$ 25,000
Capital Funding Total		\$ 21,250	\$ 3,750	\$ 24,200	\$ 100,800	\$ 120,000	\$ -	\$ 270,000



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0647, **Version:** 1

Subject:

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

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2c-26-0447

MTC Resolution No. 4763

Subject:

Adoption of the \$15.6 million FY2026-27 State Transit Assistance (STA) Regional Coordination Program

Background:

As the Regional Transportation Planning Agency for the nine county Bay Area, MTC is responsible for the programming and allocation of STA funds. STA funds are derived from a sales tax on diesel and split evenly at the state level into a population-based account and a revenue-based account. MTC has discretion over the programming of population-based funds and MTC Resolution No. 4321 establishes the framework (70 percent by County Block Grant formula, 30 percent to a Regional Coordination Program, and a small off the top set aside for a Transit Emergency Service Contingency Fund) for the apportionment of these funds. This item presents the proposed annual program for the 30 percent of these funds apportioned to support regional transit priorities.

Revenue Outlook:

Following a period of elevated diesel prices from FY2022-23 through FY2024-25, estimates from the California State Controller's office project STA revenues will likely be lower in FY2025-26 and FY2026-27. The latest estimates from the California State Controller's Office indicate that the Bay Area's share of revenues will total \$20.8 million in FY2026-27, down from a peak of \$27.9 million in FY2022-23. However, state officials have signaled that revenue estimates for the current year, FY2025-26, may be revised upwards slightly by roughly 1%.

FY2026-27 Program:

FY2026-27 STA Regional Coordination Program funds support four primary initiatives, which are described below. For detailed information about individual projects, please refer to Attachment B.

- Clipper (\$8 million): The Clipper operating program used the bulk of funds from this program until revenue increased through the Road Repair and Accountability Act of 2017

(Senate Bill 1). MTC's share of Clipper operating costs is expected to temporarily increase with early operational costs of the Clipper 2.0 system alongside the existing Clipper system.

- **Clipper BayPass (\$4.0 million):** The Clipper BayPass pilot program provides a group of users with unlimited access to all transit operators in the nine-county Bay Area. STA funding will only be used if revenue generated by the sales of Clipper BayPass are insufficient to fully reimburse participating transit agencies for fares lost due to participation in the program.
- **Transit Transformation Action Plan and Regional Network Management (\$1.5 million):** In June 2022, MTC approved the programming for \$85 million in funding to implement the Transit Transformation Action Plan. FY2026-27 funds will be used for staff support and other implementation activities.

MTC Resolution No. 4321 also commits to paying for the administrative costs and helping to offset transit fare revenue loss for a regional means-based fare program, with an estimated annual contribution of \$8 million in STA funds. In July 2020, MTC and Bay Area operators initiated Clipper START, a regional transit fare discount program for riders with lower incomes. As a result of the pandemic, transit ridership was significantly diminished, and ridership continues to return gradually. Between FY2021-22 and FY2025-26, programming of STA contributions was suspended because sufficient funding existed to fulfill MTC's commitment to fund the program. The pause in funding enabled MTC to increase its reserves of STA funds. Staff propose continuing to suspend this contribution in FY2026-27 in light of the significant draw on STA funds that occurred in FY2025-26 as part of the one-time Senate Bill 125 Regional Funding Framework operating assistance commitment, and the remaining sufficient balance in the means-based fare program available to satisfy Clipper START funding commitments.

In FY2026-27, MTC intends to use \$2.5 million in funds earmarked for the means-based program to support administration, operations and marketing costs of Clipper START in addition to studies to inform future fare affordability work.

In future years, the Commission may reassess the framework for using STA funds in response to changing revenues from diesel fuel sales or to provide additional support for regional priorities such as the Transit Transformation Action Plan and other regional transit coordination activities.

Issues:

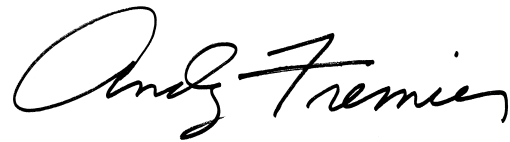
None identified.

Recommendations:

Refer MTC Resolution No. 4763 to the Commission for approval.

Attachments:

- MTC Resolution No. 4763
 - Attachment A: STA Regional Coordination Program Summary for FY2026-27
 - Attachment B: STA Regional Coordination Program for FY2026-27: Project Descriptions



Andrew B. Fremier

Date: May 27, 2026
W.I.: 1310, 1514, 1621
Referred by: PAC

ABSTRACT

Resolution No. 4763

This resolution establishes the FY2026-27 program for the MTC State Transit Assistance (STA) Regional Coordination Program funds.

The resolution includes the following attachments:

- Attachment A, STA Regional Coordination Program Summary for FY2026-27
- Attachment B, STA Regional Coordination Program: Project Descriptions for FY2026-27

Further discussion is contained in the MTC Programming and Allocations Committee Summary Sheet dated May 13, 2026.

Date: May 27, 2026
W.I.: 1310, 1514, 1621
Referred by: PAC

RE: FY2026-27 MTC Regional Coordination Program for State Transit Assistance (STA) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4763

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

WHEREAS, the State Transit Assistance (STA) fund is created pursuant to Public Utilities Code § 99310 et seq., and

WHEREAS, Public Utilities Code § 99313 provides for the allocation by the Controller of State Transit Assistance (STA) funds to MTC based on the ratio of the population of the area under MTC's jurisdiction to the total population of the State of California; and

WHEREAS, in accordance with Public Utilities Code § 99316(a) MTC has created the State Transit Assistance fund with Alameda County for deposit of STA funds received from the State Controller; and

WHEREAS, Public Utilities Code § 99313.6(d) provides that MTC is an eligible claimant for such population-based STA funds for projects to achieve regional transit coordination objectives; and

WHEREAS, MTC has adopted a Transit Coordination Implementation Plan pursuant to Government Code Section 66516.5 which identifies a number of projects to be implemented by MTC and the region's transit agencies to improve coordination of services; and

WHEREAS, the projects listed in Attachment A to this resolution, attached hereto, and incorporated herein as though set forth at length, are consistent with the STA Population-Based Consolidated policy established in MTC Resolution No. 4321; and

WHEREAS, MTC has provided information about the programming of STA funds for projects in FY2026-27 as shown in Attachment B to this resolution, attached hereto, and incorporated herein as though set forth at length; and

WHEREAS, the implementation of the projects and purposes listed in Attachment B comply with the requirements of the California Environmental Quality Act, Public Resources Code § 21000 et seq., and the State EIR Guidelines (14 Cal. Code of Regs. § 15000 et seq.); and

WHEREAS, MTC has complied with the applicable rules and regulations for an allocation of STA funds under 21 Cal. Code of Regs. § 6730 et seq.; now, therefore, be it

RESOLVED, that STA funds are programmed by MTC in the amounts and for the purposes that are specified in Attachment A and described in Attachment B to this resolution, attached hereto and made a part of this resolution; and be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$300,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations on May 27, 2026.

Date: May 27, 2026
W.I.: 1310, 1514, 1621
Referred by: PAC

Attachment A
MTC Resolution No. 4763
Page 1 of 1

STA Regional Coordination Program Summary for FY2026-27

Table 1. Summary of Revenue and Programming

Estimated New Revenue for FY2026-27 ¹	\$20,878,705
Carryover Balance ²	\$40,812,253
Carryover Commitments	(\$680,000)
New Programming	(\$14,490,000)
Estimated Balance	\$46,070,958

Table 2. Programming by Project

Project Name	Claimant	Prior Years' Carryover	FY2026-27 New Programming	FY2026-27 Total Programming
Clipper	MTC	\$ -	\$ 8,000,000	\$ 8,000,000
Transit Transformation Action Plan and Regional Network Management	MTC	\$ 240,000	\$ 1,545,000	\$ 1,785,000
Clipper BayPass	MTC	\$ -	\$ 4,000,000	\$ 4,000,000
Transit Funding Staff Support ³	MTC	See note 3	\$ 370,000	\$ 370,000
Transit Hub Signage	AC Transit	\$ -	\$ 329,000	\$ 329,000
Transit Hub Signage	MTC	\$ -	\$ 21,000	\$ 21,000
511 Transit	MTC	\$ 100,000	\$ 100,000	\$ 200,000
Regional Eligibility Database	CCCTA	\$ -	\$ 75,000	\$ 75,000
TDA/STA Portal	MTC	\$ 340,000	\$ -	\$ 340,000
Transit Projects Contingency	MTC	\$ -	\$ 500,000	\$ 500,000
Total		\$ 680,000	\$ 14,940,000	\$ 15,620,000

1. This amount is based on the February 2026 Fund Estimate.
2. Carryover amount is based on the February 2026 Fund Estimate and adjusted for allocations made after Fund Estimate approval and FY2025-26 programming that has not yet been allocated.
3. \$11.5 million in STA Regional Funds were programmed in FY2022-23. These funds are held in a dedicated account and will be allocated as needed to support MTC's TDA/STA staffing needs. Amounts included in Table 2 reflect use of current year's STA funds.

STA Regional Coordination Program for FY2026-27: Project Descriptions

The State Transit Assistance (STA) Regional Coordination Program funds have historically supported MTC's regional operations projects as well as other planning and operational efforts to improve coordination of, and access to, transit services in the Bay Area. The proposed FY2026-27 STA Regional Coordination Program is approximately \$15.6 million.

Programmed funds must be encumbered in FY2026-27 fiscal year. Funds not encumbered by the end of the fiscal year will not be available for the project. If a project team is unable to encumber funds, they should coordinate with the regional program administrator and request to have unencumbered funds included in next fiscal year's program.

Clipper

Programmed to MTC: \$ 8,000,000

The Clipper program in the San Francisco Bay Area is a regional transit fare payment system that enables transit riders to utilize a reloadable smart card or other fare media in order to pay fares across multiple transit systems. Oversight of this program falls under the Metropolitan Transportation Commission (MTC), which currently holds contracts with Cubic Transportation Systems, Inc. for the operation and maintenance of the Clipper system and the development and early operational costs of the next-generation Clipper system (Clipper 2.0), an account-based customer- forward solution that offers enhanced features such as a real-time communication, mobile app for account management and ticketing with mobile wallet integration, expanded fare options and fare products like ride or fare-capping, and acceptance of open payment credit and debit cards.

Transit Transformation Action Plan and Regional Network Management

Programmed to MTC: \$ 1,545,000 plus \$240,000 in carryover funds

Staff proposes to supplement investment in the Transit Transformation Action Plan by programming funds to support program implementation of the Regional Network Management program in FY2026-27 including RNM staffing. Implementation of the Transit Transformation Action Plan will primarily

focus on four initiatives – Fare Coordination, Regional Wayfinding, Transit Priority, and Accessibility Improvements. Fund will also be used to support the ongoing development of MTC’s regional fare programs, including Clipper START, Clipper BayPass, and free and discounted transfers.

Clipper BayPass

Programmed to MTC: \$ 4,000,000

The Clipper BayPass pilot program provides a group of users with unlimited access to all bus, rail and ferry services in the nine-county Bay Area, with the goal of measuring how an all-system pass could impact travel in the region. STA funding will only be used if revenue generated by the sales of Clipper BayPass are insufficient to fully reimburse participating transit agencies for fares lost due to participation in the program.

Transit Funding Staffing Support

Programmed to MTC: \$ 370,000

STA funding will support staff costs accrued by MTC in order to administer TDA and STA funds during FY2026-27, including salary, benefits, and related overhead.

Transit Hub Signage

Programmed to AC Transit: \$ 329,000

Programmed to MTC: \$ 21,000

MTC is committed to maintaining the information in transit information displays (TIDs) at 24 regional transit hubs and 80 other hubs of regional significance. MTC has an agreement with AC Transit compensating the agency for updating the information for these displays on behalf of the region, which is planned for renewal for FY2025-2026 through FY2027-28. The agreement with AC Transit documents the scope of work in exchange for the direct allocation of STA funds and identifies the anticipated amounts of STA funds that will be made available to AC Transit, subject to Commission programming and allocation actions. MTC will use STA funds for ongoing operations, maintenance of other hub signage, and transit connectivity projects.

511 Transit

Programmed to MTC: \$ 100,000 plus \$ 100,000 in carryover funds

STA funds will be used to supplement the funds for the 511 Transit program. 511 Transit collects, maintains, updates, and distributes region-wide transit service information for the benefit of the traveling public and MTC’s transit partners. In particular, funds in FY2026-27 will

support the development and implementation of a regionwide paratransit booking software to streamline the user experience for paratransit customers and reduce operator overhead.

Regional Eligibility Database

Programmed to CCCTA: \$ 75,000

STA funds will support the continued administration of the Regional Eligibility Database by CCCTA. The Regional Eligibility Database is used by the region's transit agencies and contains paratransit rider eligibility information.

TDA/STA Portal

Programmed to MTC: \$ 340,000 in carryover funds

MTC administers over \$800 million in funds each year through the Transportation Development Act (TDA) and STA programs in addition to other funding programs. These funds will support modernization of the funding and data collection processes, and may include a grants management portal and database. The goal of this effort is to realize efficiencies in the TDA and STA administration processes, and to increase data accessibility and transparency for all stakeholders.

Transit Project Contingency

Programmed to MTC: \$ 500,000

These funds would be used in the event of unforeseen project needs or operating shortfalls with respect to MTC's regional transit projects such as Clipper®, 511 Transit, Regional Transit Mapping, and transit planning. These funds would also allow MTC to respond to unexpected regional or sub-regional transit planning needs or requests as they arise. Unspent contingency funds will be returned to the STA Program.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0648, **Version:** 1

Subject:

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

Presenter:

Jack McDowell

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2d-26-0448

MTC Resolution No. 4757

Subject:

Adoption of the \$45.7 million FY 2026-27 Regional Measure 2 (RM2) Operating and Marketing Assistance Program.

Background:

MTC's RM2 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year. In addition, RM2 legislation provides for the annual allocation of a portion of RM2 funding for public information and advertising to support the services and projects funded with RM2 toll revenues.

The proposed Fiscal Year (FY) 2026-27 BATA budget will include the RM2 Operating and Marketing Programs, pending approval.

FY 2026-27 RM2 Operating Assistance Program

The RM2 Operating Program receives a maximum of 38 percent of the revenue generated from the \$1 RM2 toll in a fiscal year [SHC § 30915(d)]. With the prolonged suppression of travel due to factors stemming from the COVID-19 pandemic, such as the sustained prevalence of telework, traffic volumes have remained below pre-pandemic levels and the Bay Area Toll Authority (BATA) is projecting a gradual recovery. Looking ahead to FY 2026-27, BATA anticipates \$108.3 million in RM2 revenue, an increase of less than one percent relative to anticipated FY 2025-26 revenues based on receipts to date. The proposed FY 2026-27 RM2 Operating Program reflects the same increase, totaling \$41.2 million.

Operators will continue to have flexibility to direct funding to any eligible service so funds can be used where operators determine it is most needed. Last year, the Commission extended the waiver of the RM2 Operating Program performance requirements for FY 2019-20 through FY 2025-26 in recognition of the difficulty that operators would face in meeting farebox recovery and productivity performance standards associated with RM2 Operating Program funds. Staff recommends continued suspension of the metrics for FY 2026-27 as operators continue to adjust service and ridership recovers from the pandemic, though operators will still be required to report performance data to MTC for monitoring purposes.

FY 2026-27 RM2 Marketing Assistance Program

The RM2 Marketing Assistance Program includes \$4.6 million for marketing and public information activities which encourage utilization of RM2 projects. Funds are used primarily to support regional projects that enhance the transit customer experience. Funding primarily will be directed to support the Clipper Program including ongoing Clipper® operations and customer service at San Francisco and Oakland locations and other customer education, communication, and outreach activities. Approximately \$1.8 million will support marketing and public information activities related to other

regional coordination efforts, such as the Regional Traveler Information and regional marketing initiatives.

Issues:

The Transbay Joint Powers Authority started receiving RM2 Operating funds in FY 2017-18 to support operations of the Salesforce Transit Center for an initial five-year period, after which point, the need for funding would be reassessed. Staff recommend continuing RM2 operating funding through FY 2028-29, after which further funding would again be subject to an assessment of TJPA's financial need.

Due to the continued changes to travel behavior following the pandemic, ridership and fare revenues on RM2-eligible transit services remain below pre-pandemic levels, preventing operators from meeting the farebox recovery and productivity performance standards. As a result, the Commission has waived the RM2 Operating performance requirements each year since FY 2019-20. Prior to adoption of the FY 2027-28 RM2 Operating program in Spring 2027, staff will make recommendations on revised standards to account for the pandemic's long-term impacts to transit demand and enable full enforcement of the performance requirements going forward.

Recommendations:

Refer MTC Resolution No. 4757 to the Commission for approval.

Attachments:

- MTC Resolution No. 4757
 - Attachment A - RM2 Operating and Marketing Program of Projects



Andrew B. Fremier

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4757

This resolution adopts the Regional Measure 2 (RM2) Operating and Marketing Assistance Program for FY 2026-27.

This resolution includes the following attachment:

- Attachment A – FY 2026-27 RM2 Operating and Marketing Program

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 13, 2026.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

RE: Adoption of FY 2026-27 RM2 Operating and Marketing Assistance Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4757

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

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

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and identifies specific projects eligible to receive RM2 funding for operating assistance as identified in Section 30914(d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM2 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM2 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM2 operating subsidy amounts for FY 2026-27, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$350,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 27, 2026.

Attachment A
MTC Resolution No. 4757

FY 2026-27 RM2 Operating Assistance Program – Streets and Highways Code 30914(d)

Project #	Project Name	Sponsor	Service (note 1)	Program Amount (notes 1 and 2)
1	Richmond Bridge Express	Golden Gate Transit	Express Bus	\$ 2,087,159
2	Napa VINE Service	NVTA	Express Bus	\$ 362,008
3	Express Bus North	SolTrans/FAST	Express Bus	\$ 2,267,472
		ECCTA	Express Bus	\$ 451,170
		Golden Gate Transit	Express Bus	\$ 251,617
		WestCAT	Express Bus	\$ 211,483
		Total	\$	3,181,742
4	Express Bus South	AC Transit	Express Bus	\$ 4,610,103
		CCCTA	Express Bus	\$ 123,441
		WestCAT	Express Bus	\$ 781,005
		LAVTA	Express Bus	\$ 493,324
		Total	\$	6,007,873
5	Dumbarton Bus	AC Transit	Express Bus	\$ 3,171,509
6	Ferry Service	WETA	Ferry Services	\$ 13,095,689
7	Owl Service	AC Transit	OWL Service	\$ 1,280,481
		SF MUNI	OWL Service	\$ 158,935
		SamTrans	OWL Service	\$ 259,276
		Total	\$	1,698,692
8	MUNI Metro 3rd Street	SF MUNI	Metro 3rd Street extension	\$ 2,139,819
9	AC Transit Rapid Bus	AC Transit	Tempo	\$ 2,567,782
11	WETA Planning	WETA	Planning and operations	\$ 2,567,782
12	Clipper	MTC	Operations	\$ 1,711,855
13	Transbay Transit Center	TJPA	Terminal Operations	\$ 2,567,782
Grand Total				\$ 41,159,692

FY 2026-27 RM2 Marketing Assistance Program (notes 2 and 3)

Project Name	Sponsor	Program Amount
Clipper®	MTC	\$ 2,800,000
Regional Network Management	MTC	\$ 630,000
Implement Regional Traveler Information Services	MTC	\$ 100,000
Agency Website Operations, Maintenance, and Enhancements	MTC	\$ 100,000
Transit Month	MTC	\$ 100,000
Regional Marketing and Polling	MTC	\$ 375,000
Tri Delta Transit Service Promotion	ECCTA	\$ 100,000
Transit Enhancements	MTC	\$ 385,000
Grand Total		\$ 4,590,000

Notes:

1. Transit operators will be provided increased flexibility for FY 2026-27 to use funds on eligible service to accommodate changing service demand. Eligible routes for Projects 1-6 must serve an intended bridge corridor/s and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility.
2. Amounts shown are subject to approval of the FY 2026-27 BATA Budget and funding availability.
3. Marketing assistance program is funded with RM2 toll revenue receipts pursuant to Streets and Highways Code (SHC) 30914(f) and are outside of the 38% limit on operating funding as described in SHC 30914(d).



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0649, **Version:** 1

Subject:

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

Presenter:

Kate Fosburgh

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2e-26-0464

**MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment
– Participatory Budgeting and Implementation**

Subject:

Revisions to MTC Resolution No. 4604, the MTC Community Action Resource and Empowerment (CARE) program. Staff recommend updates to the Participatory Budgeting and Implementation component of CARE, including to establish county-level and regional funding amounts, and updates to the program guidelines.

Background:

MTC’s CARE Program, the successor to MTC’s Lifeline Transportation Program (the agency’s first program focused on improving social equity outcomes), was established in November 2023. CARE supports three program categories: (1) transportation-based community capacity power-building and engagement (Pb+E), (2) community-based transportation plan project development technical assistance (CBTP TA), and (3) participatory budgeting and implementation (PBI). Together, these three program categories support the Bay Area’s [Equity Priority Communities](#) — census tracts identified by MTC and ABAG as having a higher concentration of underserved populations, such as households with low incomes and people of color —and similar locally-designated geographies in the nine-county Bay Area region.

CARE is rooted in MTC/ABAG’s commitment to build a future valuing all--one rooted in dignity, belonging, and collective well-being. At the foundation of CARE is Power-building and Engagement (Pb+E), which seeks to build leadership and capacity among community-based organizations (CBOs) and local governments to foster authentic community engagement and strengthen trusted multi-sector partnerships. Through Pb+E’s capacity-building grants and Learning Lab, CBOs will be positioned to engage in the planning and project implementation phases of CARE, including advocating for local priorities, partnering in facilitating participatory budgeting processes, and involvement in other regional initiatives.

For the Pb+E component, grants have been issued and projects are underway. For the CBTP TA component, guidelines were adopted in February and project nominations are due in October

2026. This month, staff is proposing to program \$12.4 million for the PBI category, and to revise the CARE Program (MTC Resolution No. 4604) guidelines to advance PBI as detailed below.

Participatory Budgeting and Implementation (PBI) Overview:

The primary objective of the PBI program is to deliver smaller-scale neighborhood projects that have undergone a robust community-driven process. Projects may originate from community-driven planning efforts, such as a recent CBTP or Participatory Budgeting (PB) process. The PBI component also provides flexible funding to support CBTP planning and facilitation of PB processes across the region. The goal of the CBTP planning flexibility and PB process funding is to encourage continued planning and community engagement to identify future projects for prioritization.

PB is a community-centered process that allows residents to directly influence how public funds are spent by aligning community-identified needs and priorities with investment decisions. PB is typically a multi-step process guided by a steering committee made up of community representatives who help shape and oversee the work. Residents are involved in developing project ideas and voting on priorities, with engagement taking place in a variety of ways depending on the community. Through this collective decision-making, the projects that receive the most support are ultimately selected for implementation by the local jurisdiction.

This category builds directly on two 2018 PB pilot processes funded through CARE's predecessor program, Lifeline Cycle 5, which identified and funded community priorities from the Bayview community in San Francisco and the City of Vallejo, such as increased bus service, bus shelters, crosswalks, and wayfinding. It also builds on the foundation provided by MTC's longstanding CBTP program. Established in 2002, CBTPs are community driven plans that are developed with a focus on engaging residents of EPCs and community-based organizations that serve them, with the goal of identifying needs and recommending mobility improvements. These efforts have surfaced a wide range of priority projects within EPCs, which CARE seeks to now advance through the CBTP TA program and implement through the PBI program.

PBI Framework and Guidelines:

Staff propose to implement the PBI program in a streamlined and flexible way, allowing counties to use PBI funding to implement the projects that are highest priority and most beneficial to their communities while prioritizing equity and robust community engagement. To support this approach, staff recommend the following revisions to MTC Resolution No. 4604, Revised:

- Partner with County Transportation Agencies (CTAs) who will nominate a prioritized project list, propose project teams, and administer county-level project nominations. MTC staff will screen projects and help facilitate participatory budgeting process implementation as needed.
- Establish CARE PBI guidelines detailing eligible activities, funding availability, evaluation criteria, and requirements for demonstrating meaningful community support.
- Establish county funding targets by distributing 30% of total funds equally across counties, with the remaining 70% assigned based on each county's regional low-income (<200% FPL) population share. CTAs may use a portion of their PBI funding for CBTP planning (funding cap applies, as detailed in Attachment A). This methodology is consistent with that of the CBTP TA program, which the Commission approved in February 2026.
- Establish a regional set-aside of funding for PB process facilitation of \$400,000 available to counties on an opt-in basis. Prior to PB processes beginning, MTC will develop PB best practices resources, incorporating lessons learned from the 2018 PB pilots.
- Provide flexibility for CTAs to adjust CBTP TA funding by up to +/-30 percent, with corresponding equal and opposite adjustments to future PBI funding target amounts.

Issues:

None.

Recommendations:

Refer MTC Resolution No. 4604, Revised to the Commission for approval.

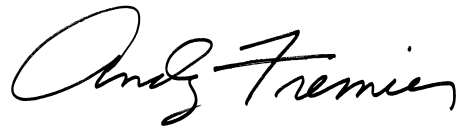
Attachments:

- MTC Resolution No. 4604, Revised

- Attachment A - Community Action Resource and Empowerment (CARE)

Program Cycle 1 Guidelines

- Appendix 1: Community Action Resource and Empowerment (CARE)
Program Cycle 1 Funding Source Information
- Appendix 2: CARE Program Cycle 1 Standard Evaluation Criteria
- Appendix 3: CBTP Technical Assistance Program Guidelines (*includes minor technical corrections*)
- Appendix 4: Participatory Budgeting and Implementation Program
Guidelines



Andrew B. Fremier

Date: November 15, 2023
W.I.: 1310
Referred by: PAC
Revised: 11/19/25-C 01/28/26-C
02/25/26-C 05/27/26-C

ABSTRACT

Resolution No. 4604, Revised

This resolution adopts MTC's First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines.

The following attachment is provided with this Resolution:

- Attachment A — First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines and Funding Fiscal Year (FY) 2022-23 through FY 2025-26.

On November 19, 2025, Attachment A was revised to reflect updated funding information.

On January 28, 2026, Attachment A was revised to reflect updated funding information.

On February 25, 2026, Attachment A was revised to reflect updated funding information and program guidance.

On May 27, 2026, Attachment A was revised to reflect updated funding information and program guidance.

Further discussion of the CARE Guidelines is provided in the Programming and Allocations Committee Summary sheet dated November 8, 2023, November 12, 2025, January 14, 2026, February 11, 2026, and May 13, 2026.

RE: First Cycle Community Action Resource and Empowerment (CARE) Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4604

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

WHEREAS, MTC adopted Resolution No. 4505, which established the One Bay Area Grant Program (OBAG 3) Project Selection and Programming Policies for programming FY2022-23 through FY 2025-26 federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, MTC adopted Resolution No. 4548, which authorized an allocation request and established a funding plan for MTC's Regional Early Action Plan (REAP 2.0) formula funds; and

WHEREAS, MTC Resolution Nos. 4505, Revised, 4548, and 3989, Revised, program OBAG 3, MTC Exchange Program and REAP 2.0 funds towards Community Choice initiatives; and

WHEREAS, MTC renamed "Community Choice" to the "Community Action Resource and Empowerment (CARE)" Program; and

WHEREAS, MTC has conducted a program evaluation of the Lifeline Transportation Program resulting in the design and formation of the Community Action Resource and Empowerment (CARE) Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 1 program of projects for the Community Action Resource and Empowerment (CARE) Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Cycle 1 CARE projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, the Executive Director of MTC shall forward a copy of this Resolution, and such other information as may be required, to such other agencies as may be appropriate.

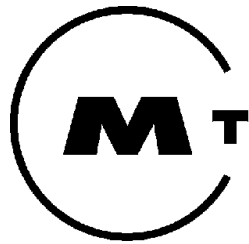
METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on November 15, 2023.

Date: November 15, 2023
W.I.: 1310
Referred by: PAC
Revised: 11/19/25-C 01/28/26-C
02/25/26-C 05/27/26-C

Attachment A
MTC Resolution No. 4604
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METROPOLITAN
TRANSPORTATION
COMMISSION

Community Action Resource and Empowerment (CARE) Program Cycle 1 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION

**COMMUNITY ACTION RESOURCE AND EMPOWERMENT (CARE) PROGRAM
CYCLE 1 GUIDELINES
FY 2022-23 AND FY 2025-26**

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Appendix 4. Participatory Budgeting and Implementation Program
Guidelines

**METROPOLITAN TRANSPORTATION COMMISSION
COMMUNITY ACTION RESOURCE AND EMPOWERMENT (CARE) PROGRAM
CYCLE 1 GUIDELINES**

FY 2022-23 AND FY 2025-26

1. **BACKGROUND.** The Community Action Resource and Empowerment (CARE) Program establishes the policy framework and commitments for supporting community-led transportation enhancements in Equity Priority Communities as referenced in Plan Bay Area 2050 (PBA2050): Implementation Strategy. PBA2050 outlines the region's Long-Range Plan, incorporating equity through investments and policies that affect historically and systemically marginalized, underserved and excluded groups, including people with low incomes, people with disabilities and communities of color. Funds for the program come from a four-year period covering federal fiscal years (FY) 2022-23 through FY 2025-26. Attachment A outlines the CARE program mission, goals, objectives, funding availability, program architecture, and programming policies.

Since 2005, the Lifeline Transportation Program (LTP) supported and advanced projects identified in Community Based Transportation Plans and the Coordinated Public Transit-Human Services Transportation Plan. The LTP was redesigned to form the Community Action Resource and Empowerment Program (CARE) to address administrative fund source barriers, to better align and advance high priority community-based transportation plans with project implementation, and to strengthen community assets by better resourcing community relationship and power-building.

2. **PROGRAM MISSION AND GOALS.** The Community Action Resource and Empowerment (CARE) Program is a capacity building, technical assistance, and participatory budgeting grant program for under-resourced communities (i.e., Equity Priority Communities, Priority Populations) in the 9-county Bay Area region.

a. **Mission:**

- i. To provide under-resourced communities (i.e., Equity Priority Communities, Priority Populations) with the opportunity to advance high priority community-based, multi-sector transportation-housing-climate initiatives that improve mobility.
- ii. To support community leaders in transformative change, working effectively in diverse, ambiguous, and challenging contexts in achieving multi-beneficial transportation mobility, housing, and climate outcomes.

b. **Goals:** The goals of the program are to:

- i. Strengthen multi-sector partnerships to advance more impactful, intersectional, and innovative projects. These initiatives must:
 - Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP), MTC Coordinated Public Transit-Human Services Transportation Plan, or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from

countywide or regional welfare-to-work transportation plans, or other documented assessment of need within the designated Equity Priority Community will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serving low-income constituencies within the county, as applicable.

- Support the development of projects to close the race and equity gap.
 - Invest in historically underserved communities, which may include projects prioritized in a Community-Based Transportation Planning (CBTP) or Participatory Budgeting process, or projects located within Equity Priority Communities with demonstrated community support. Equity Priority Communities are defined in Chapter 1 Plan Bay Area 2050 and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equitypriority-communities>;
 - Advance project readiness and further develop priority community ideas or concepts so that projects/initiatives can become competitive for local, state, and/or federal fund sources.
- ii. Build community power and engagement.
- Acknowledge and grow community leadership and knowledge.
 - Build mutually beneficial relationships for meaningful, inclusive collaboration that includes outreach, education and broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations, residents, and underrepresented, overburdened groups.
- iii. Support intersectional leadership and expertise with particular focus on increasing access to funding and resources for project planning and implementation within under-resourced communities to advance Community Based Transportation Plans or Coordinated Public Transit-Human Services Transportation Plan strategies.
- Improve diverse range of transportation solutions, and in particular transportation needs specific to older adults, youth, and people with disabilities of low-income communities.

3. **PROGRAM ADMINISTRATION.** The CARE Program will be administered by MTC, supported by county transportation agencies (CTAs) or other designated county-wide agencies as follows:

County	CARE Program Liaison
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa Valley Transportation Authority
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

This involves CTA coordination and a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include but are not limited to highlighting the program and application solicitation on the CTA website; sending e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes); and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC's Public Participation Plan.

For projects involving federal funds, MTC and CARE Program Liaisons must also consider fair and equitable outreach and selection of project candidates in accordance with federal Title VI requirements, i.e., funds must be distributed without regard to race, color, and national origin.

4. **FUNDING AVAILABILITY.** Fund sources for the Cycle 1 CARE Program (FY2022-23 through FY2025-26) include State Regional Early Action Planning Grant Program (REAP) 2.0 funds¹¹, **State Transit Assistance (STA)**, and One Bay Area Grant (OBAG), which encompasses federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and other local funds available to MTC, as shown in Table A. CMAQ funds may be used for eligible projects that demonstrate air quality benefits and implement Plan Bay Area's climate initiative goals and priorities.

Funding for CARE from REAP 2.0, **STA**, and OBAG will be assigned a minimum of \$1M to counties, for eligible projects based on a competitive process to be conducted by MTC and in coordination with CARE Program Liaisons in each county. All funded projects must meet the eligibility requirements of the respective funding source. See Appendix 1 for detailed eligibility requirements by fund source.

¹ REAP 2.0 Guidelines <https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf>

Table A: Funding Available FY2022-23 through FY2025-26

FUND SOURCE	CARE PROGRAM COMPONENTS			PROGRAM TOTAL (in millions)
	Project Development Technical Assistance for a CBTP Project*	Participatory Budgeting and Implementation (PBI) ~~Implementation of Neighborhood-level Projects (capital)~~	Community Power-Building and Engagement (Pb+E)	Overall CARE Program Total (in millions)
OBAG 3**	\$0	\$0	\$0	\$0
OBAG 4**	\$0	\$2.4	\$0	\$2.4
Exchange***	\$12.0	~~\$0~~ \$7.6	\$3.0	~~\$15.0~~ \$22.6
REAP 2	\$0	\$0	\$2.0	\$ 2.0
STA	\$0	\$2.4	\$0	\$2.4
Total	\$12.0	~~\$0~~ \$12.4	\$5.0	~~\$17.0~~ \$29.4
*Also includes strategies in MTC's Coordinated Plan or other substantive local planning effort. ** Local match of 11.47% required if federal funds are awarded ***Community power-building and engagement includes \$3.0 million in local/Exchange Program funds available to MTC within the OBAG framework.				
Minimum Project Amount	\$250K	~~\$250K~~ \$50K	\$20K	
Award Amounts	Minimum: \$1M for each of the 9-Counties Total for CARE Maximum: No County will receive more than 50% of the funding available.			

Table B. County Funding Targets*

County	Project Development Technical Assistance for a CBTP Project**	Participatory Budgeting and Implementation***
Alameda	\$2,379,000	\$2,379,000
Contra Costa	\$1,692,000	\$1,692,000
Marin	\$668,000	\$668,000
Napa	\$562,000	\$562,000
San Francisco	\$1,456,000	\$1,456,000
San Mateo	\$1,095,000	\$1,095,000
Santa Clara	\$2,110,000	\$2,110,000
Solano	\$1,044,000	\$1,044,000
Sonoma	\$994,000	\$994,000
Total	\$12,000,000	\$12,000,000

* Pb+E funds were allocated through an MTC-led call for projects, with funding awarded on a project basis. A list of awarded Pb+E projects is available on the [MTC website](#).

**Funding targets are subject to change. See Appendix 3 for additional funding details.

***Funding targets are subject to change. See Appendix 4 for additional funding details, including a \$400,000 PB set-aside not included in the County Funding Targets

- a. Local Fund Exchanges. Project Sponsors have the discretion to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 1. Project Sponsors must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the CARE Program.

5. ELIGIBLE LOCATION, RECIPIENTS/SUBRECIPIENTS

- a. Eligible Locations. All projects must be located in one or more of the following locations:
 - Equity Priority Communities (EPCs)
 - Priority Development Areas (PDAs)
 - Bay Area Air Quality Management District's (BAAQMD) Community Air Risk Evaluation Program Area or similar local designation
- b. REAP 2.0. Project sponsors selected for REAP funds through the CARE program may include: Bay Area counties, cities, a city and county, transit agencies or districts, county transportation agencies, Tribal Entities, community-based organizations, Public Housing Authorities, academic institutions, school districts, special districts, developers of Affordable Housing, or regional Housing Trust Fund (<https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf>).
- c. OBAG and Exchange. Project sponsors selected for OBAG or Exchange funding through the CARE program may include: Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and County Transportation Agencies (CTAs). Non-profit organizations are eligible for Exchange funds, and eligible for OBAG funds if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit, and if they have an eligible project.
- d. STA. Project sponsors selected for STA funding through the CARE program must be transit operators.

6. REAP 2.0 AND FEDERAL OBAG PROGRAMMING PROCESS. For REAP 2.0 and OBAG funds, MTC will solicit applications, in collaboration with CARE Program Liaisons.

- a. Outreach - Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC will conduct a broad, inclusive public involvement process, and use multiple methods of public outreach in collaboration with CARE Program Liaisons.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on websites, and sending e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

- b. Competitive Process. The CARE Program is a competitive grant program within the OBAG 3 and/or REAP 2.0 framework. Projects will be selected through an open, competitive process.
- c. Multi-Year Programming: The First Cycle CARE Program will cover a four-year

programming cycle, with funds available from FY2022-2023 to FY2025-2026.

7. ELIGIBLE ACTIVITIES

- a. Eligible Categories: Projects must advance “Community Based Transportation Plan” projects or strategies within “MTC’s Coordinated Public Transit-Human Services Transportation Plan” (or other substantive local planning efforts involving focused outreach to low-income populations) through:
 - i. Category 1: CBTP project development technical assistance
 - ii. Category 2: Participatory Budgeting Process, **CBTP Planning**, and Implementation **of or Advancing** High-priority neighborhood level projects through similar extensive outreach/engagement process
 - iii. Category 3: Community power-building and engagement initiatives
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to); bus stop improvements, including accessibility enhancements, the provision of bus shelters, benches, lighting, or sidewalk improvements at or near transit stops; art and cultural placemaking, rehabilitation, safety or modernization improvements; non-transit projects such as bike lanes, complete streets, streetscape improvements, safety improvements, crosswalk improvements; or other enhancements to improve transportation access for residents of low-income communities or people with disabilities. See Appendix 1 for additional details about eligibility by funding source.
- c. Projects must be eligible for STP, **or CMAQ**, **or REAP**, **or STA**.
 - i. For STP or CMAQ funds, refer to details in 23 USC Sec. 133 and at <https://www.fhwa.dot.gov/fastact/factsheets/stbgfs.cfm> (STP), and in 23 USC Sec. 149 and at https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ (CMAQ); Consistent with Plan Bay Area 2050, available at <https://planbayarea.org/>; and meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505 **or 4740**. Note: Projects selected for local funds within the OBAG framework do not need to meet STP/CMAQ eligibility requirements.
 - ii. For REAP funds, see Section 204 of REAP 2.0 Guidelines: <https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf>. Activities generally may include: Technical assistance, planning, staffing, consultant needs (CARE/CBTP or Coordinated Plan related). Projects must support one or more of the following REAP 2.0 objectives:
 - a) Accelerating infill development that facilitates housing supply, choice, and affordability through various planning programs, or services;
 - b) Realizing multimodal communities through programs, plans, and implementation actions shifting travel behavior by reducing driving through programs, ordinances, funds, and other mechanisms;
 - c) Shifting travel behavior through reducing driving; and,
 - d) Increasing transit ridership through implementation actions, and planning.

- iii. For exchange funds, projects must meet CARE goals.
- iv. For STA funds, projects must be capital transit improvements that meet CARE goals. More information on eligible uses may be found in the Caltrans Transportation Development Act Guidebook: <https://dot.ca.gov/programs/rail/transportation-development-act>.

8. LOCAL MATCHING REQUIREMENTS. The CARE Program requires a minimum local match of 11.47% of the total project cost for projects awarded federal funds.

a. Exceptions to the local match requirement:

- i. Projects selected for Community Power-Building and Engagement will be funded with local funds and do not require a local match.

ii. Exchange funds are not subject to the local match requirement.

- b. Sources of local match. Project sponsors may use certain state, or local funding sources (Transportation Development Act, operator-controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

Toll Credits are not an eligible source of local match for the CARE Program. However, for capital projects, sponsors that fully fund the project development or Preliminary Engineering (PE) phase with non-federal funds may use toll credits in lieu of a match for the Construction (CON) phase. For these projects, sponsors must still meet all federal requirements for the PE phase.

9. COORDINATED PLANNING. In the Bay Area's Coordinated Plan, through community outreach and engagement, MTC continues to identify the transportation needs of individuals with disabilities, older adults, and people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with CARE Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan.

Mobility management is among key coordination strategies recommended in the plan. The designation of and funding for countywide mobility managers is identified as an essential component of that strategy. For more information on the strategies within the Coordinated Plan, please see: mtc.ca.gov/coordinatedplan.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used. The application and guidelines are informed by input from the "call for project ideas" process. If a project proposal is a universally, regionally applied project, the project proposal could be elevated to a regional project.

- a. Applications for projects eligible for CMAQ funds must also provide inputs for air quality improvement calculations, using the Supplemental Air Quality Inputs v.1.1 template.

11. APPLICATION EVALUATION. Per OBAG 3 federal funding and REAP 2.0 guidelines, MTC evaluates and selects projects. MTC staff may solicit input from a panel of stakeholders, reflecting diverse perspectives to inform and advise MTC decision-making.

- a. Evaluation criteria. Standard evaluation criteria will be used to assess projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. MTC will establish the weight to be assigned for each criterion in the assessment process.
- b. Selection criteria considerations. In addition to the evaluation criteria, projects will be selected with considerations to the following: (1) geographic diversity; (2) need, with a priority on lower-capacity communities; and (3) range of project types: diverse range of project types, interdisciplinary approach, and focus on equity.

See Appendix 2 for the detailed standard evaluation criteria.

See Appendix 3 for detailed evaluation criteria for CBTP Project Development Technical Assistance.

See Appendix 4 for detailed evaluation criteria for Participatory Budgeting and Implementation.

12. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. As part of the grant award, project sponsors will be required to adopt a resolution of local support. The resolution shall state that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. This requirement only applies to project sponsors awarded federal funds.

13. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. REAP 2.0. If selected for REAP 2.0 funding, project sponsors must expend the CARE REAP 2.0 funds by December 31, 2026, or earlier, as required by the individual CARE program. The December deadline is established by state statute (Chapter 3.15 of California Health and Safety Code sections 50515.06 to 50515.10) and is the date by which MTC must fully expend its REAP 2 grant.
- b. OBAG 3. If selected for OBAG 3 funding, project sponsors must obligate CARE Program OBAG 3 funds by **January 31, 2027**, per OBAG 3 program deadline. Note: Project awards will be cancelled, and funds will be reverted for use in future CARE Program grants if projects are not obligated by January 31, 2027.
- c. OBAG 4. If selected for OBAG 4 funding, project sponsors must obligate CARE Program OBAG 4 funds by **September 30, 2031**, per OBAG 4 program deadline. Note: Project awards will be cancelled, and funds will be reverted for use in future CARE Program grants if projects are not obligated by September 30, 2031.

14. PROJECT OVERSIGHT. All project budget and scope of work changes must be approved by MTC CARE staff. All scope changes must be fully explained and must demonstrate consistency with CARE Program goals. Project sponsors must have a record of consistently meeting state and federal timely use of funds deadlines and requirements or demonstrate/identify revised/new internal processes to ensure they will meet funding deadlines and requirements moving forward at the time of project nomination.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

15. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the CARE projects. At a minimum, performance measures projects could include documentation of outcome-based metrics provided with the funding, and a qualitative summary of procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Project sponsors will forward reports containing performance measures to MTC for review and overall monitoring of the CARE Program.

16. FUND ADMINISTRATION

- a. OBAG. Project sponsors are responsible for entering OBAG funded projects into MTC's Fund Management System (FMS) for inclusion in the Transportation Improvement Program (TIP). Grantees will access their funds through the Caltrans federal-aid process.
- b. REAP 2.0. Project sponsors selected for REAP 2.0 funds are responsible for complying with fund administration and reporting requirements as stipulated in funding agreements with MTC or another pass-through agency. Eligible entities for REAP include community-based organizations (CBO), which can be their own project sponsor. MTC would enter into a funding agreement with the CBO directly.
- c. STA. Project sponsors selected for STA funds will access funds through the existing MTC claims process. Transit agencies receiving STA funds for a CARE project will incorporate the project into their annual claim workbook or amend their existing claim workbook if already submitted.

17. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Project Sponsor Responsibilities. OBAG applicants are required to comply with MTC's Regional Project Delivery Policy, MTC Resolution No. 3606 and all applicable federal requirements.

18. TIMELINE. The anticipated timeline for Cycle 1 is as follows:

Fund Source	Action	Anticipated Date*
All	Commission approves Cycle 1 Program Guidelines	November 15, 2023
REAP 2.0	MTC launches Power-building and Engagement Call for Projects process, in coordination with County Transportation Agencies (CTAs)	September 2, 2025
REAP 2.0/ Exchange	Application deadline for Project Sponsors to submit eligible project(s) to MTC	October 9, 2025
REAP2.0/ Exchange	MTC Commission approval of Program of Projects (Added Round – Round 2)	November 19, 2025 January 2026
REAP 2.0/ Exchange	Project Sponsor notification of Power-building and Engagement award. Round 2	December 1, 2025* February 2026*
Exchange	MTC opens CTA-led project nomination process for CBTP Project Development Technical Assistance.	February 2026
REAP 2.0/ Exchange	Project sponsors awarded REAP and Exchange funds submit project(s) in MTC's fund system. Round 2	March 1, 2026* April 2026*
OBAG/ Exchange/ STA	MTC opens CTA-led project nomination process for Participatory Budgeting and Implementation.	May 2026
OBAG/ Exchange/ STA	Project nominations deadline for CBTP Project Development Technical Assistance and Participatory Budgeting and Implementation Phase 1.	October 2026*
OBAG/ Exchange/ STA	MTC Commission approval of projects for CBTP Project Development Technical Assistance and Participatory Budgeting and Implementation Phase 1.	Early 2027*
OBAG/ Exchange/ STA	Project nominations deadline for Participatory Budgeting and Implementation Phase 2.	Summer 2027
OBAG/ Exchange/ STA	MTC Commission approval of projects Participatory Budgeting and Implementation Phase 2.	Fall 2027

*All dates are subject to change.

Appendix 1
Community Action Resource and Empowerment (CARE) Program Cycle 1
Funding Source Information

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
Purpose of Fund Source	The One Bay Area Grant, now in its ~~third~~ fourth iteration, guides how MTC distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals.	To accelerate infill housing development, reduce Vehicle Miles Traveled (VMT), increase housing supply at all affordability levels, affirmatively further fair housing (AFFH).	To improve transit systems statewide.
Detailed Guidelines	OBAG 3: https://mtc.ca.gov/digital-library/5022851-obag-3-appendix-1-county-local-program-call-projects-guidelines OBAG 4: https://mtc.ca.gov/digital-library/5135523-one-bay-area-grant-obag-4-mtc-resolution-no-4740-revised-february-2026	https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf	https://dot.ca.gov/programs/ra-il/transportation-development-act
Eligible Recipients	Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and County Transportation Agencies (CTAs) are eligible to apply for OBAG funds. Non-profit organizations are only eligible for OBAG funds if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit, and if they have an eligible project.	Bay Area cities, counties, transit agencies, federally recognized Tribal governments, County Transportation Agencies (CTAs), community-based organizations, Public Housing Authorities, academic institutions, school districts, special districts, developers of Affordable Housing, or regional Housing Trust Fund.	Transit operators

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
Eligible Sub-recipients (must partner with an eligible recipient that will serve as a pass-through agency)	Other entities, such as non-profit organizations and community-based organizations may apply as co- applicants, under an agreement with an eligible recipient.	Other entities may apply as co-applicants, under an agreement with an eligible recipient.	N/A
Eligible Projects	Projects must be: Eligible for STP or CMAQ funds, as detailed in 23 USC Sec. 133 and at https://www.fhwa.dot.gov/fastact/factsheets/stbgs.cfm (STP), and in 23 USC Sec. 149 and at https://www.fhwa.dot.gov/environment/air_quality/cmaq/policy_and_guidance/ Consistent with Plan Bay Area 2050, available at https://www.planbayarea.org/; and Meet all OBAG 3 or OBAG 4 programming policy requirements described in these guidelines and in MTC Resolution 4505 and 4740, respectively. Focus areas: 1. “Community Based Transportation Plan” Project Development or “Coordinated Plan” strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB); - Technical assistance for implementation of a PB process - Project Implementation: Funding projects resulting from a PB process, eligible for REAP funding (capital)	See Section 204 of REAP 2.0 Guidelines: https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf Activities generally may include: • Technical assistance, planning, staffing, consultant needs (CARE/CBTP/Coordinated Plan related) • Outreach and engagement activities • Project must support one or more of the following categories: a. Accelerating Infill Development that facilitates Housing supply, choice, and affordability through various planning programs, or services. b. Realizing multimodal communities through programs, plans, and implementation actions c. Shifting travel behavior by reducing driving through programs, ordinances, funds, and other mechanisms; and d. Increasing transit ridership through implementation actions, and planning Focus areas: 1. “Community Based Transportation Plan” Project	Transit improvement projects

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
	3. Community Power-Building and Engagement - Customized outreach and engagement activities by community-based organizations (CBOs) focused on low-income, underserved groups. - Capacity Building for CBOs and local government to advance CBTPs.	Development or “Coordinated Plan” strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB): - Technical assistance for implementation of a PB process - Project Implementation: Funding projects resulting from a PB process, eligible for REAP funding (capital) 3. Community Power-Building and Engagement - Outreach and engagement activities are eligible as priority setting and components of other proposed uses.	
CARE Program Local Match	11.47% No local match required for Community Power-Building and Engagement or Exchange	No local match is required for REAP 2 funding.	No local match is required for STA funding.
Estimated timing for availability of funds to project sponsor	Eligible project sponsors may initiate the Transportation Improvement Program (TIP) programming request process to program their project in the TIP immediately following MTC approval of program of projects. After the project is in the approved TIP, sponsors may seek to obligate the funds through the Caltrans federal-aid process. Funds will be available on a reimbursement basis after the funds have been obligated. For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding	For sub recipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of programs of projects. Funds will be available on a reimbursement basis after execution of the agreement.	Funds will be available on a reimbursement basis after allocation.

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)	State Transit Assistance (STA)
	agreement following MTC approval of programs of projects. Funds will be available on a reimbursement basis after execution of the agreement.		
Accountability & Reporting Requirements	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Depending on the arrangement with a pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to CARE Program Administrators and MTC for review.	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Grantees are responsible for following all applicable REAP 2.0 requirements for preparing and maintaining their grants. Depending on the arrangement with a pass-through agency, sub recipients will likely submit quarterly performance reports with invoices, first to CARE Program Administrators for review, and then to the pass-through agency for reimbursement.	Eligible sponsors (i.e., cities and counties) must submit performance (i.e., outcome-based performance metrics) statistics for the project, to CARE Program Administrators and MTC. Requirements will align with CARE Program Guidelines.

Note: Information on this chart is accurate as of August 2023. MTC will strive to make CARE Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e., HCD, FHWA)

Appendix 2 CARE Program Cycle 1 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance in prioritizing and selecting projects to receive CARE Program funds. MTC, in consultation with other stakeholder representatives, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives and demonstrate how the project is consistent with the goals of the CARE Program.
- b. Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP), MTC's Coordinated Public Transit-Human Services Transportation Plan, or other substantive local planning effort involving focused inclusive engagement to low-income populations. Applicants should identify the CBTP, Coordinated Plan or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, or other documented assessment of needs within designated Equity Priority Communities. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serving low-income constituencies within the county, as applicable. Equity Priority Communities are defined in Chapter 1 Plan Bay Area 2050 and described at <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>.

- c. Implementation Plan and Project Management Capacity:** For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones, and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience serving low-income persons, and experience as a recipient of state or federal transportation funds.

- d. Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with community stakeholders. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the project in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the project, as well as steps to be taken if original goals are not achieved.
- f. Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and/or revenues, including documentation of matching funds (OBAG/REAP). Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

Appendix 3
CARE Program Cycle 1
Community-Based Transportation Plan Project Development Technical
Assistance (CBTP TA) Program Guidelines

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1. Overview

The Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA) Program, which is part of MTC’s [Community Action Resource and Empowerment \(CARE\) Program](#), will provide funding to advance transportation projects from Community-Based Transportation Plans (CBTPs), participatory budgeting (PB) processes, or other substantive community-driven planning efforts. The program seeks to strengthen the pipeline between planning and implementation by supporting activities that move community-prioritized concepts from early-stage development toward design and construction readiness. This call for projects is specifically focused on taking project concepts through to final design, along with related outreach, so that they are ready to move to construction.

This program builds directly on the long-standing [CBTP Program](#). Established in 2002, CBTPs are community-driven plans funded by MTC and administered by County Transportation Agencies (CTAs). These plans emphasize robust engagement with residents of Equity Priority

Communities¹ (EPCs) with the goal of identifying transportation needs and recommending improvements that reflect local priorities. Over more than two decades, CBTP efforts have generated a wide range of mobility solutions and community-identified project concepts across EPCs, some of which have been implemented through MTC-funded PB pilots in San Francisco's Bayview and Solano's Vallejo alongside their CBTP activities.

The broader CARE Program continues to bridge PB and CBTP through its Participatory Budgeting and Project Delivery Implementation (PBI-PD)² component, which focuses on delivering community-identified transportation projects. While PBI-PD operates independently, it may generate a pool of community-prioritized concepts that can be further advanced and designed through the CBTP TA Program. Projects that have reached 100% design through CBTP TA may also be eligible for PBI-PD funding to support construction.

By aligning planning outcomes with project development and implementation pathways, the CBTP TA Program helps advance community priorities identified in CBTPs. These outcomes include, but are not limited to, enhanced active transportation options, improved transit access, and strengthened multimodal connectivity, addressing persistent mobility barriers experienced by historically underserved populations across the Bay Area.

2. Key Information

This program is administered by MTC in partnership with CTAs. While MTC oversees the overall process and reviews final project selections, CTAs are responsible for managing the project nomination process. This process may be coordinated with the fourth round of the One Bay Area Grant (OBAG 4) County Program Call for Projects or conducted through an alternative approach, subject to MTC staff approval.

Project nomination lists must be submitted to MTC by October 31, 2026³, in alignment with the OBAG 4 County Program deadline, unless an alternative project nomination approach and timeline are approved by MTC staff.

For questions, contact Janica Mendillo at jmendillo@bayareametro.gov.

3. Funding Overview

\$12 million in non-federal funds will be distributed among the nine Bay Area counties for the CBTP TA Program. Each county will receive 30 percent of available funds as a base allocation, with the remaining 70 percent distributed based on the county's share of the region's

¹ Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. For more information, please visit MTC's [website](#).

² The CARE PBI-PD component is under development. Additional program details will be shared later in 2026.

³ Submittal deadline will be aligned with any future OBAG 4 guidance.

low-income population, defined as households earning below 200 percent of the federal poverty level.

CTAs shall nominate projects consistent with their assigned funding targets. At their discretion, CTAs may adjust their CBTP TA funding amount by up to +/- 30 percent, with any adjustment reflected as an equal and opposite change to their **PBI-PD** funding targets. For example, if a CTA requires less funding for CBTP TA, their **PBI-PD** budget will be increased by an amount equal to the reduction in CBTP TA. County-specific funding targets, along with the corresponding 30 percent maximum flexible funding available for CBTP TA, are presented in the table below.

Nominated projects must meet the \$250,000 minimum project amount threshold.

Please note that this program cannot fund any post-award cost increases. Project sponsors will be expected to deliver the approved project scope within the awarded funding amount.

County	CTA	Total Funding	Flexible Funding
Alameda	Alameda County Transportation Commission	\$2,379,000	+/- \$713,700
Contra Costa	Contra Costa Transportation Authority	\$1,692,000	+/- \$507,600
Marin	Transportation Authority of Marin	\$668,000	+/- \$200,400
Napa	Napa Valley Transportation Authority	\$562,000	+/- \$168,600
San Francisco	San Francisco County Transportation Authority	\$1,456,000	+/- \$436,800
San Mateo	City/County Association of Governments of San Mateo County	\$1,095,000	+/- \$328,500
Santa Clara	Santa Clara Valley Transportation Authority	\$2,110,000	+/- \$633,000
Solano	Solano Transportation Authority	\$1,044,000	+/- \$313,200
Sonoma	Sonoma County Transportation Authority	\$994,000	+/- \$298,200
Total		\$12,000,000	+/- \$3,600,000

4. Eligibility Requirements

Eligible Applicants

Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and CTAs are eligible to apply for CBTP TA funds.

Non-profit organizations are only eligible if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds.

Eligible Projects

To qualify for funding, projects must meet the following criteria:

- Consist of capital transportation improvements, as defined in MTC Resolution No. 4740 under Complete Streets and Community Choice. Operational studies may be eligible for funding, subject to MTC review.
- Located within an EPC. If a project is not physically located within an eligible geography but is designed to serve the intended beneficiaries of the program, such as older adults, people with low incomes, people with disabilities and communities of color, the project sponsor must clearly demonstrate a nexus between the project location and the community served. Visit [the interactive web map](#) for EPC locations.
- Originate from a CBTP, MTC-funded PB⁴, a locally led PB process⁵, or a comparable community-driven planning effort that includes community voting or project prioritization.
- Provide clear and verifiable evidence of current community support, particularly from historically underserved populations and organizations representing these communities.

The required documentation varies based on the project's origin and the recency of the engagement process:

- **Projects originating from a PB process completed in 2022 or later** must include the originating planning or engagement document and do not require supplemental documentation.
- **Projects originating from a PB process completed in 2021 or earlier** must include the originating planning or engagement document and at least one additional form of supplemental documentation.
- **Projects not generated by a PB process** must include the originating planning or engagement document and at least one supplemental documentation item, depending on the age of the originating plan:
 - **CBTPs or other community-driven plans from 2022 or later:** At least one type of supplemental documentation demonstrating current community support is required.
 - **CBTPs or other community-driven plans from 2021 or earlier:** At least two types of supplemental documentation demonstrating current community support are required.

Projects that do not meet the minimum documentation requirements will be deemed ineligible.

Applicants may submit any of the following forms of supplemental documentation:

⁴ MTC funded participatory budgeting pilots in 2018 through the Bayview and Vallejo CBTPs.

⁵ Examples of participatory budgeting efforts include Marin County, the City of Oakland, and San Francisco's District 7.

- **Letters of Support:** Minimum of three letters from separate community-based organizations (CBOs), non-profit organizations, or local elected officials.
- **Collective Petitions or Sign-On Letters:** At least ten signatures from trusted organizations broadly representing the community (e.g., CBOs, non-profits, Parent Teacher Organizations, food banks, faith-based groups).
- **Formal Endorsements:** Minimum of two official endorsements from community councils, boards, commissions, or advisory committees (e.g., Bicycle and Pedestrian Advisory Committee, Equity Advisory Committee).
- **Community Prioritization Workshops:** Documentation showing that CTAs, city staff, CBOs, and members of the public participated in reviewing and prioritizing candidate projects.
- **Engagement Reports or Completed Plans:** Reports or plans with documented engagement may be submitted in combination with other types of documentation to strengthen evidence of community support.

Eligible Expenses

Eligible activities include:

- Early- to final-stage project development activities, including project initiation and scoping, environmental review and approval, and preliminary engineering needed to advance a project toward final design and implementation.
- Outreach activities to gather input for the design and/or to show the updated design to the public and stakeholders.

Project sponsors will be responsible for selecting their own consultants to carry out project development activities as listed above. Sponsors may choose to utilize MTC's on-call Design Services consultant bench to support their work.

5. General Program Requirements

The following general MTC programming requirements apply to the project nomination process.

- **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the [MTC Public Participation Plan](#). Additional details on CTA public involvement requirements for a call for projects are available in the OBAG 4 project selection and programming policies (MTC Resolution No. 4740).
- **Adherence to MTC's Complete Streets Policy ([MTC Resolution No. 4493](#)).** Sponsors must comply with MTC's Complete Streets Policy, and its successor, including the requirements to submit a Complete Streets Checklist and solicit input from a local Bicycle and Pedestrian Advisory Committee for each applicable project. **The Complete Streets Checklist is only required for projects seeking \$250,000 or more in CARE funds.**

- **Adherence to MTC's Bay Area Transit Priority Policy for Roadways ([MTC Resolution No. 4739](#))**. Sponsors must comply with [MTC's Bay Area Transit Priority Policy for Roadways](#) (TPPR), and any updates or successor policies. TPPR transit agency review requirements are incorporated into the updated Complete Streets Checklist online portal. Once the regional Transit Priority Network (TPN) is adopted (anticipated no sooner than early 2027), projects along the TPN should incorporate reasonable best-practice transit-supportive design elements. TPPR transit agency review is only required for projects seeking \$250,000 or more in CARE funds.

6. Project Review and Evaluation

CTAs, in coordination with MTC, will nominate projects, evaluate projects for program eligibility, and score and/or rank projects. CTAs will develop evaluation materials, deadlines, and procedures for their project nomination process. At minimum, CTAs must incorporate the following regional criteria into their project evaluations:

- **Eligibility:** CTAs should review projects and potential sponsors for eligibility.
- **Alignment:** CTAs should evaluate projects for alignment with relevant regional plans and policies. Additional weight should be given to projects that demonstrate consistency with one or more of the following regional plans and policies:
 - Current iteration of [Plan Bay Area](#) at the time of submittal to MTC
 - [Coordinated Public Transit-Human Services Transportation Plan](#)
 - [Regional Safety/Vision Zero Policy](#) (MTC Resolution No. 4400)
 - [Equity Platform](#)
- **Level of Community Support:** CTAs should evaluate projects based on the demonstrated level of community support. Beyond meeting eligibility requirements, additional consideration should be given to projects that include support letters and other documentation, as described above, that reflect meaningful community endorsement.
- **Scope:** CTAs should assess projects based on scope, prioritizing those that aim to advance project concepts to 100% PS&E.
- **Deliverability:** CTAs must evaluate projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that potential projects sponsors have sufficient capacity and technical expertise to complete projects in accordance with MTC's Regional Project Delivery Policy and meet expenditure deadlines, which will be developed as part of the funding agreement process.

CTA project evaluation criteria must be approved by both MTC staff and the CTA's governing board prior to initiating the project nomination process.

Project Nominations

CTAs will submit project nominations, evaluations, and associated documentation to MTC for review. CTAs coordinating project nominations with the OBAG 4 County Program Call for

Projects process are encouraged to submit CBTP TA nominations with their OBAG 4 County Program project nominations as part of a single, integrated nomination packet. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. CTA project nomination packets are due to MTC by October 31, 2026³, unless an alternative project nomination approach and timeline are approved by MTC staff. Regardless of the project nomination approach used, CTA project nomination packets must include the following elements:

- **Nomination List:** list of eligible projects for the CBTP TA Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. The list must include the CTA's final funding recommendations as well as projects that were considered but not recommended for funding.
- **Scoring Documentation:** supporting materials, such as project scoring sheets, demonstrating that project selection was conducted in accordance with adopted criteria and procedures, with consistent and equal consideration of all projects.
- **Board Approval:** signed resolution documenting CTA governing board action approving the project nomination list.
- **Community Support Documentation:** materials verifying project eligibility as described above.

Regional Project Review

Using the nomination packets submitted by CTAs, MTC CARE staff will review documentation to ensure CTA, sponsor and project compliance with applicable policies for the CBTP TA Program. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects and may refine the recommended program of projects accordingly.

Program Approval

Staff plan to recommend CBTP TA projects to the Commission for award in early 2027.

7. Post-Selection Process Roles and Responsibilities

Following program approval, each CTA will complete a Funding Agreement with MTC. The Funding Agreement would include each agency's approved list of projects and each project's associated tasks.

Each CTA or project sponsor will be responsible for selecting consultants to conduct project development activities and may choose to consider consultants from MTC's on-call Design Services consultant bench.

8. Schedule

The following schedule is coordinated with the OBAG 4 County Program.

Milestone	Date*
Call for Projects Release	February 2026
Project Nomination List Deadline	October 31, 2026 ⁶
MTC Review of Nominations	November 2026
MTC Committee Approval	Anticipated Early 2027
Funding Agreement Execution	Anticipated Spring 2027

**All dates are subject to change.*

⁶ Submittal deadline will be aligned with any future OBAG 4 guidance, unless an alternative project nomination approach and timeline are approved by MTC staff.

Appendix 4
CARE Program Cycle 1
Participatory Budgeting and Implementation (PBI) Program Guidelines

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1. Overview

The Participatory Budgeting and Implementation (PBI) Program, which is part of MTC's [Community Action Resource and Empowerment \(CARE\) Program](#), will provide funding for three primary buckets of projects:

1. Implementation of projects from Community-Based Transportation Plans (CBTPs), participatory budgeting (PB) processes, or other substantive community-driven planning efforts
2. Development of CBTP plans
3. Implementation of PB processes

PB is a process through which community-selected needs and priorities align with investment decisions. Traditional PB is multi-stepped and involves a steering committee of community representatives. Residents are involved in developing project ideas and voting for priorities and local jurisdictions implement “winning” projects. CARE’s PBI Program builds directly on PB pilot projects funded through CARE’s predecessor program, Lifeline Cycle 5 in 2018, which constructed community priorities from the Bayview community in San Francisco and the City of Vallejo, such as increased bus service, bus shelters, crosswalks, and wayfinding. The program now seeks to expand these pilot efforts and incorporate lessons learned as part of the CARE program.

This program also builds directly on the long-standing [CBTP Program](#). Established in 2002, CBTPs are community-driven plans funded by MTC and administered by County Transportation Agencies (CTAs). These plans emphasize robust engagement with residents of Equity Priority Communities¹ (EPCs) with the goal of identifying transportation needs and recommending improvements that reflect local priorities. Over more than two decades, CBTP efforts have generated a wide range of mobility solutions and community-identified project concepts across EPCs, some of which have been implemented through MTC-funded PB pilots in San Francisco’s Bayview and Solano’s Vallejo alongside their CBTP activities.

Building on these prior efforts, the PBI Program is intended to strengthen the pipeline between community-driven planning and project implementation, helping to realize the full objectives of the broader CARE Program. The Power-Building and Engagement (Pb&E) component focuses on building community capacity and strengthening partnerships to support meaningful civic engagement; the CBTP Technical Assistance (TA) component advances community-identified projects from planning to construction-ready status; and the PBI component provides the resources needed to deliver those projects.

By aligning planning outcomes with project development and implementation pathways, the CARE Program helps advance community priorities identified in CBTPs and supports communities in identifying additional high priority projects. Program outcomes include, but are

¹ Equity Priority Communities are census tracts that have a significant concentration of underserved populations, such as households with low incomes and people of color. A combination of additional factors helps define these areas. For more information, please visit MTC’s [website](#).

not limited to, enhanced active transportation options, improved transit access, and strengthened multimodal connectivity, addressing persistent mobility barriers experienced by historically underserved populations across the Bay Area.

2. Key Information

This program is administered by MTC in partnership with CTAs. While MTC oversees the overall process and reviews final project selections, CTAs are responsible for managing the project nomination process and determining an allocation of flexible funds. The program seeks to provide flexibility for CTAs to balance funding for planning and implementation based on community needs and priorities at each CTA's discretion.

Considering the flexible use of funding between CBTP planning and implementation, project nomination and implementation timelines will be phased. Each CTA will be required to report their desired breakdown of funding between CBTP planning and implementation to MTC along with their implementation project nominations. The program will include a small funding set-aside of \$400,000 to support PB processes in the region. If CTAs are interested in opting in for a portion of the set aside for a PB process, they should submit their PB process implementation plan and budget to MTC by July 1, 2026 for consideration. If CTAs require an alternative timeline, they should also submit this request to MTC for consideration by July 1, 2026.

MTC will accept project nominations for implementation projects in two phases. The first project nomination deadline will be October 31, 2026. Phase 1 is coordinated with the fourth round of the One Bay Area Grant (OBAG 4) County Program Call for Projects and the CBTP TA Program nomination deadline. The second project nomination deadline will be June 30, 2027. These implementation project nomination deadlines also serve as the deadlines for CTAs to submit their desired amount of funding for CBTP planning.

Please note that CBTP Program Guidelines are not included in this document. The opportunity to opt into funding amounts across CBTP planning, PB processes, and implementation is intended to give CTAs as much flexibility as possible for project prioritization. Specific guidelines for the CBTP program are forthcoming.

For questions, contact Kate Fosburgh at kfosburgh@bayareametro.gov.

3. Funding Overview

\$12 million in non-federal and federal² funds will be distributed among the nine Bay Area counties for the PBI Program. Each county will receive 30 percent of available funds as a base allocation, with the remaining 70 percent distributed based on the county's share of the region's low-income population, defined as households earning below 200 percent of the

² Federal funds through OBAG 4 will be used for planning only, not construction projects.

federal poverty level. An additional \$400,000 will be made available specifically for PB processes on an opt-in basis.

Of this \$12M, CTAs will be eligible to opt in to spend up to \$2M for CBTP planning. Each county has a maximum allocation of CBTP planning eligible funding following the above formula. MTC strongly encourages each CTA to set aside sufficient funding to complete at least one CBTP in order to ensure a continued pipeline of relevant projects. If a CTA opts to not dedicate any funding to CBTP planning, the CTA must submit to MTC their rationale for doing so.

CTAs shall nominate projects consistent with their assigned funding targets. At their discretion, CTAs have the option to adjust their CBTP TA funding amount by up to +/- 30 percent, with any adjustment reflected as an equal and opposite change to their PBI funding targets. For example, if a CTA requires less funding for CBTP TA, their PBI budget will be increased by an amount equal to the reduction in CBTP TA. The +/- 30 percent funding amount will add to or be removed from implementation funding.

CTAs allocated less than \$200,000 in CBTP planning funds may flex CBTP TA funds to supplement their allocation, in order to reach a maximum of \$200,000 total available for CBTP planning. Otherwise, the maximum CBTP planning allotments may not be flexed.

County-specific funding targets, along with the corresponding 30 percent maximum flexible funding available for PBI, are presented in the table below.

Nominated capital transportation improvement projects must meet the \$50,000 minimum project amount threshold. Project nominations may include bundled projects to reach the minimum threshold, such as bus stop improvements at multiple locations within a community.

Please note that this program cannot fund any post-award cost increases. Project sponsors will be expected to deliver the approved project scope within the awarded funding amount.

County	CTA	Total Funding	CBTP Planning Maximum*	30% Flexible Funding (CBTP-TA or PBI)
Alameda	Alameda County Transportation Commission	\$2,379,000	\$396,000	+/- \$713,700
Contra Costa	Contra Costa Transportation Authority	\$1,692,000	\$282,000	+/- \$507,600
Marin	Transportation Authority of Marin	\$668,000	\$111,000	+/- \$200,400
Napa	Napa Valley Transportation Authority	\$562,000	\$94,000	+/- \$168,600
San Francisco	San Francisco County Transportation Authority	\$1,456,000	\$243,000	+/- \$436,800
San Mateo	City/County Association of Governments of San Mateo County	\$1,095,000	\$182,000	+/- \$328,500

Santa Clara	Santa Clara Valley Transportation Authority	\$2,110,000	\$352,000	+/- \$633,000
Solano	Solano Transportation Authority	\$1,044,000	\$174,000	+/- \$313,200
Sonoma	Sonoma County Transportation Authority	\$994,000	\$166,000	+/- \$298,200
Opt-In: Participatory Budgeting Process		\$400,000	N/A	N/A
<i>Total</i>		<i>\$12,400,000</i>	<i>\$2,000,000</i>	<i>\$3,600,000</i>
* CBTP Planning Maximum funds are included within Total Funding and do not add to the total funding available. Counties with a CBTP Planning Maximum of less than \$200,000 may use a portion of their 30% Flexible Funding to increase their CBTP Planning Maximum to \$200,000.				

4. Eligibility Requirements

Eligible Applicants

Bay Area cities, counties, transit agencies, federally recognized Tribal governments, and CTAs are eligible to apply for PBI funds.

Non-profit organizations are only eligible if they partner with an eligible OBAG recipient (e.g., CTA, transit operator) that is willing to serve as the recipient of the funds.

Eligible Projects – Implementation Funds

To qualify for project delivery funding, projects must meet the following criteria:

- Consist of capital transportation improvements, as defined in MTC Resolution No. 4740 under Complete Streets and Community Choice. Operational investments may be eligible for funding, subject to MTC review.
- Located within an EPC. If a project is not physically located within an eligible geography but is designed to serve the intended beneficiaries of the program, such as older adults, people with low incomes, people with disabilities and communities of color, the project sponsor must clearly demonstrate a nexus between the project location and the community served. Visit [the interactive web map](#) for EPC locations.
- Originate from a CBTP, MTC-funded PB³, a locally led PB process⁴, or a comparable community-driven planning effort that includes community voting or project prioritization.
- Provide clear and verifiable evidence of current community support, particularly from historically underserved populations and organizations representing these communities.
- Have full funding secured, through this program alone or including others, for implementation.

³ MTC-funded participatory budgeting pilots in 2018 through the Bayview and Vallejo CBTPs.

⁴ Examples of participatory budgeting efforts include Marin County, the City of Oakland, and San Francisco's District 7.

- Be construction ready at the time of nomination, or in the case of a project planned for CBTP TA funding, by the conclusion of CBTP TA activities.

The required documentation varies based on the project's origin and the recency of the engagement process:

- **Projects originating from a PB process completed in 2022 or later** must include the originating planning or engagement document and do not require supplemental documentation.
- **Projects originating from a PB process completed in 2021 or earlier** must include the originating planning or engagement document and at least one additional form of supplemental documentation.
- **Projects not generated by a PB process** must include the originating planning or engagement document and at least one supplemental documentation item, depending on the age of the originating plan:
 - **CBTPs or other community-driven plans from 2022 or later:** At least one type of supplemental documentation demonstrating current community support is required.
 - **CBTPs or other community-driven plans from 2021 or earlier:** At least two types of supplemental documentation demonstrating current community support are required.

Projects that do not meet the minimum documentation requirements will be deemed ineligible.

Applicants may submit any of the following forms of required supplemental documentation:

- **Letters of Support:** Minimum of three letters from separate community-based organizations (CBOs), non-profit organizations, or local elected officials.
- **Collective Petitions or Sign-On Letters:** At least ten signatures from trusted organizations broadly representing the community (e.g., CBOs, non-profits, Parent Teacher Organizations, food banks, faith-based groups).
- **Formal Endorsements:** Minimum of two official endorsements from community councils, boards, commissions, or advisory committees (e.g., Bicycle and Pedestrian Advisory Committee, Equity Advisory Committee).
- **Community Prioritization Workshops:** Documentation showing that CTAs, city staff, CBOs, and members of the public participated in reviewing and prioritizing candidate projects.
- **Engagement Reports or Completed Plans:** Reports or plans with documented engagement may be submitted in combination with other types of documentation to strengthen evidence of community support.

In the case that a CTA applies to fund a project through both CBTP TA through PBI:

- The criteria above are the same as the criteria within the CBTP TA Guidelines. Therefore, there is no need to resubmit proof of the above requirements.

- In this case, if the project will advance to construction readiness through participation in the CBTP TA program, the project does not need to be construction ready to be awarded funding for construction through PBI.
- The CTA acknowledges responsibility to complete implementation as described in the application, including identifying additional funding to cover any costs exceeding the amount applied for and awarded.

Eligible Projects – Participatory Budgeting Funds

To qualify for funding to support PB process, projects must meet the following criteria:

- Have identified a framework for conducting the PB process
- Must meet, at a minimum, the engagement requirements identified above

Eligible Projects – Community-Based Transportation Plans

MTC anticipates issuing guidance for CBTPs in Summer 2026.

Eligible Expenses

Eligible activities include:

- Construction of eligible projects
- PB process to identify eligible priority projects
 - Staff salaries are not an eligible expense for the PB process set-aside
 - Eligible expenses include stipends, materials, venue rentals, and contracts with consultants or CBOs
- CBTP planning
 - Eligible expenses for CBTP planning will be detailed in updated CBTP Program Guidelines planned for adoption in Summer 2026

Project sponsors will be responsible for selecting their own consultants to carry out project development activities as listed above. Sponsors may choose to utilize MTC's on-call Construction Management consultant bench to support their work.

5. General Program Requirements

The following general MTC programming requirements apply to the project nomination process.

- **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides opportunities for continuing involvement, comprehensive information, timely public notice, and public access to key decisions. MTC provides many methods to fulfill this commitment, as outlined in the [MTC Public Participation Plan](#). Additional details on CTA public involvement requirements for a call for projects are available in the OBAG 4 project selection and programming policies (MTC Resolution No. 4740).
- **Adherence to MTC's Complete Streets Policy ([MTC Resolution No. 4493](#)).** Sponsors must comply with MTC's Complete Streets Policy, and its successor, including the

requirements to submit a Complete Streets Checklist and solicit input from a local Bicycle and Pedestrian Advisory Committee for each applicable project. The Complete Streets Checklist is only required for projects seeking \$250,000 or more in CARE funds.

- **Adherence to MTC’s Bay Area Transit Priority Policy for Roadways ([MTC Resolution No. 4739](#))**. Sponsors must comply with [MTC’s Bay Area Transit Priority Policy for Roadways](#) (TPPR), and any updates or successor policies. TPPR transit agency review requirements are incorporated into the updated Complete Streets Checklist online portal. Once the regional Transit Priority Network (TPN) is adopted (anticipated no sooner than early 2027), projects along the TPN should incorporate reasonable best-practice transit-supportive design elements. TPPR transit agency review is only required for projects seeking \$250,000 or more in CARE funds.

6. Project Review and Evaluation – Implementation Funds

CTAs, in coordination with MTC, will nominate implementation projects, evaluate projects for program eligibility, and score and/or rank projects. CTAs will develop evaluation materials, deadlines, and procedures for their project nomination process. At minimum, CTAs must incorporate the following regional criteria into their project evaluations:

- **Eligibility:** CTAs should review projects and potential sponsors for eligibility.
- **Alignment:** CTAs should evaluate projects for alignment with relevant regional plans and policies. Additional weight should be given to projects that demonstrate consistency with one or more of the following regional plans and policies:
 - Current iteration of [Plan Bay Area](#) at the time of submittal to MTC
 - [Coordinated Public Transit-Human Services Transportation Plan](#)
 - [Regional Safety/Vision Zero Policy](#) (MTC Resolution No. 4400)
 - [Equity Platform](#)
- **Level of Community Support:** CTAs should evaluate projects based on the demonstrated level of community support. Beyond meeting eligibility requirements, additional consideration should be given to projects that include support letters and other documentation, as described above, that reflect meaningful community endorsement.
- **Scope:** CTAs should assess projects based on scope, prioritizing construction ready, community driven projects for implementation, or plans that prioritize engagement in a new, robust PB process to identify priority projects.
- **Deliverability:** CTAs must evaluate projects for potential deliverability issues, deprioritizing or excluding projects as needed based on risk. CTAs should ensure that potential projects sponsors have sufficient capacity and technical expertise to complete projects in accordance with MTC’s Regional Project Delivery Policy and meet expenditure deadlines, which will be developed as part of the funding agreement process.

CTA project evaluation criteria must be approved by both MTC staff and the CTA’s governing board prior to initiating the project nomination process.

Project Nominations

CTAs will submit project nominations, evaluations, and associated documentation to MTC for review. CTAs have been encouraged to coordinate project nominations for CBTP TA with the OBAG 4 County Program Call for Projects as part of a single, integrated nomination packet due October 31, 2026. The Phase 1 deadline for PBI project nominations is October 31, 2026, to align with CBTP TA and OBAG 4 Call for Projects.

CTAs opting into a PB process or that otherwise need more time for project nominations may wait for the Phase 2 deadline of June 30, 2027. Any alternative project nomination approach and timeline must be approved by MTC staff. Nomination lists must be approved by the CTA's governing board prior to submission to MTC. Regardless of the project nomination approach used, CTA project nomination packets must include the following elements:

- **Nomination List:** list of eligible projects for the PBI Program, ranked or scored according to the evaluation criteria developed by the CTA and approved by MTC staff. The list must include the CTA's final funding recommendations as well as projects that were considered but not recommended for funding.
- **Scoring Documentation:** supporting materials, such as project scoring sheets, demonstrating that project selection was conducted in accordance with adopted criteria and procedures, with consistent and equal consideration of all projects.
- **Board Approval:** signed resolution documenting CTA governing board action approving the project nomination list.
- **Community Support Documentation:** materials verifying project eligibility as described above.

Regional Project Review

Using the nomination packets submitted by CTAs, MTC CARE staff will review documentation to ensure CTA, sponsor and project compliance with applicable policies for the PBI Program. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.

Using this process, MTC staff will develop a draft program of recommended projects for Commission adoption. MTC staff will coordinate with CTA staff to provide comments and feedback on the draft program of projects and may refine the recommended program of projects accordingly.

Program Approval

Staff plan to recommend PBI projects in the Implementation category to the Commission for award in Early 2027 for Phase 1, and Fall 2027 for Phase 2.

7. Project Review and Evaluation – CBTP Planning and Participatory Budgeting Funds

CTAs will determine the total amount of PBI funding for CBTP planning at the time of their chosen project nomination deadline, and will retain discretion over which communities participate in a CBTP planning process.

CTAs also have the option to opt in to receive funding from the PB set-aside. MTC will review CTA's PB process plans and award funds to projects that satisfy the conditions below.

Project Nominations for Participatory Budgeting Processes

CTAs will submit plans for Participatory Budgeting processes to MTC for review. CTAs should identify the following as part of their plans for use of PB funds:

- **PB Process Goals and Approach:** discussion of the CTA's goals for the PB process and the proposed approach for conducting the PB process, including any partnerships with community-based organizations, timeline for holding the PB outreach, and whether the process would be consultant-led or staff-led.
- **Community Summary:** description of the geographic area where PB process would be centered, including a summary of any overlap with EPCs or other relevant demographic or socioeconomic data that aligns with the EPC description.
- **Engagement Plan and Partner Organizations:** description of the CTA's plan to engage with the community before, during, and after the PB process, including any community-based organizations or peer implementing agencies (e.g., Departments of Public Works, transit agencies) that would partner in the effort.
- **Commitment to PB:** board resolution or signed letter from CTA executive director affirming the CTA's commitment to make a good-faith effort to submit eligible projects prioritized through the PB process for PBI implementation funds.
- **Prior Planning Efforts:** inventory of past planning efforts that have taken place in the community where PB is proposed, dating back at least to 2022.
- **Funding Request:** total funding requested to complete the PB process.

Regional Project Review

Using the nomination packets submitted by CTAs, MTC CARE staff will review documentation to ensure CTA, sponsor and project compliance with applicable policies for the PB set-aside. Any issues identified will be communicated to CTA staff, and projects with unresolved issues will be excluded from further consideration.

Using this process, MTC staff will develop a draft program of recommended PB process awards for Commission adoption.

Program Approval

Staff plan to recommend PB funds to the Commission for award in August 2026 and CBTP planning funds to the Commission for award in Early 2027 or Fall 2027, following the two-phased approach.

8. Post-Selection Process Roles and Responsibilities

Following program approval, each CTA will complete a Funding Agreement with MTC. The Funding Agreement would include each agency's approved list of projects and each project's associated tasks as well as CTA reporting requirements. If a CTA already has a funding agreement for the CBTP TA program, an amendment to the existing agreement with additional funding and associated requirements for PBI may be acceptable.

CTAs will be responsible for working with sponsors to develop a project scope of work, schedule, and budget. The scope of work must include a task to prepare a Project Evaluation Report, which will include reporting metrics and required data collection to measure project effectiveness. The Project Evaluation Report should be submitted within one year of project completion.

Projects must adhere to project delivery milestones, invoice deadlines, and funding expiration deadlines. Funding expiration dates are set by MTC. Should priorities or conditions change, or if a project is not ready to advance, funds may be reassigned to another project.

9. Schedule

Milestone	Date*
Begin Project Nomination List Development	May 2026
PB Request Deadline	July 1, 2026
MTC Committee Approval: PB Funding Approval	August 2026
CBTP Planning Request & Implementation Project Nomination List Deadline: Phase 1	October 31, 2026
MTC Review of Implementation Project Nominations: Phase 1	November 2026
MTC Committee Approval: Phase 1 Implementation Projects & CBTP Planning Funding	Anticipated Early 2027
CBTP Planning Request & Implementation Project Nomination List Deadline: Phase 2	June 30, 2027
MTC Review of Implementation Project Nominations: Phase 2	July 2027
MTC Committee Approval: Phase 2 Implementation Projects & CBTP Planning Funding	Anticipated Fall 2027
Funding Agreement Execution	May vary by county based on phased approach

**All dates are subject to change.*



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0650, **Version:** 1

Subject:

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

Presenter:

Mallory Atkinson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2f-26-0630

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

Subject:

Programming of \$8.8 million in FY2025-26 Federal Transit Administration (FTA) World Cup funds apportioned to the region.

Background:

In March 2026, the FTA announced apportionment of \$100.3 million nationwide, funded through the 2026 federal Consolidated Appropriations Act, into public transit systems related to hosting the 2026 International Association Football Federation (FIFA) World Cup. These funds were distributed relatively flatly across the eleven host regions in the United States, with number of World Cup matches and stadium seating capacity serving as distribution factors. An apportionment of \$8,807,888 was made to the San Jose Urbanized Area (UZA) by virtue of the six World Cup matches to be held in June and July 2026 at Levi's Stadium in Santa Clara. As designated recipient of FTA formula funds for the large UZAs in the region, MTC is responsible for providing FTA with a suballocation letter determining the funding distribution among eligible operators. FTA has asked for this distribution by June 1, 2026.

Information Gathering and Proposed Distribution Process:

Along with apportionments, FTA published Frequently Asked Questions (FAQs) and hosted a webinar that helped clarify the purpose and eligible uses of these funds. Overall, the purpose is to reimburse public transportation expenses incurred to support matches or other events for the FIFA World Cup. Public transportation services are eligible for reimbursement.

Due to the stated purpose of the funds and the relatively small amount of funding available compared to the total expected transit costs of hosting the World Cup, MTC staff issued a request for information to regional transit operators focused on:

1. Additional service hours or miles directly serving the six World Cup matches in Santa Clara or transfer service, and costs thereof

2. Additional service hours or miles for World Cup-focused events generally (e.g., fan events throughout the region), and costs thereof

Staff noted that a proportional distribution would be considered based on responses received, with significantly heavier weight given to match-focused service. Staff received and verified responses from six operators, totaling \$16.7 million in funding requests. These include direct and transfer service by VTA, direct service by ACE, and transfer service by Caltrain, BART, SFMTA, and AC Transit.

Today's proposed distribution would weight match-based needs 90% and other requests 10%. Although no operator receives its full request, a meaningful amount will be available to defray the added costs of providing efficient and safe transit service to and from the matches, as well as throughout the system on gameday.

Issues:

Because this funding apportionment was made only to the San Jose UZA, only operators providing service directly into that UZA are eligible to claim funds. Of the six operators recommended for funding, only SFMTA does not serve the San Jose UZA. Therefore, the amount recommended today will need to be attained through a funding swap. The details of this proposed swap are memorialized on Attachment A to MTC Resolution No. 4672.

Recommendations:

Refer MTC Resolution No. 4672 to the Commission for approval.

Attachments:

- MTC Resolution No. 4672
 - Attachment A - 2026 FTA World Cup Funding Program of Projects



Andrew B. Fremier

Date: May 27, 2026
W.I.: 1512
Referred By: PAC
Revised:

ABSTRACT

Resolution No. 4762

This resolution approves the program of projects for 2026 FTA World Cup Funding.

This Resolution includes the following attachments:

- Attachment A – 2026 FTA World Cup Funding Program of Projects

Further discussion of the program of projects is contained in the Programming and Allocations Committee summary sheet dated May 13, 2026.

Date: May 27, 2026
W.I.: 1512
Referred By: PAC

RE: 2026 FTA World Cup Funding Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4762

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

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC is the designated recipient of the Federal Transit Administration (FTA) Section 5307 Urbanized Area, Section 5337 State of Good Repair, and Section 5339 Bus and Bus Facilities funds for the large urbanized areas of San Francisco-Oakland, San Jose, Concord-Walnut Creek, Antioch, Livermore-Pleasanton-Dublin, and Santa Rosa, and has been authorized by the California Department of Transportation (Caltrans) to select projects and recommend funding allocations subject to state approval for the FTA Section 5307 and Section 5339 funds for the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Gilroy-Morgan Hill, and Petaluma in MTC's Federal Transportation Improvement Program; and

WHEREAS, on March 3, 2026, FTA announced \$100.3 million nationwide for public transportation supporting the 2026 FIFA World Cup and apportioned \$8,807,888 to the San Jose urbanized area; and

WHEREAS, six 2026 FIFA World Cup matches are scheduled to be played in Santa Clara, along with numerous other World Cup-related events in the region; and

WHEREAS, MTC has coordinated with public transit providers serving FIFA World Cup matches and major events in the region to understand the costs of providing such service; now, therefore, be it

RESOLVED, that MTC adopts the 2026 FTA World Cup Funding program of projects as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 27, 2026.

Date: May 27, 2026
W.I.: 1512
Referred By: PAC

Attachment A
Resolution No. 4762
Page 1 of 1

2026 FTA World Cup Funding Program of Projects		
Operator	Project	Funding Amount
ACE	FTA World Cup Funding-eligible expenses	\$162,395
AC Transit	FTA World Cup Funding-eligible expenses	\$37,338
BART	FTA World Cup Funding-eligible expenses	\$1,062,003
Caltrain*	FTA World Cup Funding-eligible expenses	\$1,634,914
SFMTA*	FTA World Cup Funding-eligible expenses	\$140,106
VTA	FTA World Cup Funding-eligible expenses	\$5,771,132
Total		\$8,807,888

*SFMTA operates exclusively within the San Francisco-Oakland urbanized area, and thus is not eligible to directly claim these funds, which were apportioned only to the San Jose urbanized area. In the final suballocation letter furnished to FTA, MTC will attribute SFMTA's \$140,106 to Caltrain, for a Caltrain total of \$1,775,020. To provide this amount to SFMTA, MTC will program an additional \$140,106 to SFMTA in the FY2027 Transit Capital Priorities program, and reduce Caltrain's FY27 programming by like amount. The additional amount made available to SFMTA in FY27 may be used for any FTA-eligible purpose under the programmed fund source (FTA Section 5307 or Section 5337 funding, to be determined).



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0651, **Version:** 1

Subject:

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

Presenter:

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

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 2g-26-0445

**MTC Resolution Nos. 3989, Revised and 4578, Revised – Transit Oriented Affordable
Housing (TOAH) Fund Reprogramming**

Subject:

Request to refer MTC Resolutions No. 3989, Revised and 4578, Revised to the Commission for authorization to reprogram the remaining \$5 million in the Transit Oriented Affordable Housing (TOAH) Fund to support the Bay Area Housing Finance Authority (BAHFA)'s new Mixed Income Housing Program.

Background:

In 2011, MTC invested \$10 million in non-federal MTC exchange funds in the TOAH program, an affordable housing fund created in partnership with community development financial institutions (CDFIs) to help developers acquire properties for affordable housing. Since the TOAH fund was established, MTC's contribution has served as catalytic funding to facilitate the construction of approximately 1,600 homes (see Attachment C: List of TOAH-funded Projects). However, utilization of the program has slowed down significantly in recent years. Of the five lenders that partner with MTC on the TOAH fund, only one lender has utilized TOAH dollars to originate new acquisition loans since 2019.

The initial loan origination period for the TOAH Fund expired in April 2023, which provided MTC an opportunity to re-evaluate its investment in the program. CDFI partners noted that the TOAH program's loan-to-value limit and predevelopment funding limit made TOAH funds less attractive than alternative funding sources available at the time, rendering many prospective projects infeasible.

MTC took action in May 2023 to continue the TOAH program with a reduction in MTC's investment from \$10 million to \$5 million and with minor revisions to specific loan terms to make the TOAH product more competitive. The reduction of \$5 million of MTC's original investment in TOAH was diverted to enable investment in the urgent need of supporting vulnerable renters at risk of homelessness through a new Rental Assistance Pilot administered by BAHFA.

Despite the term revisions adopted in 2023 to make the TOAH funds more favorable to prospective borrowers, no new loans have been originated since then. Utilization of the TOAH

program has continued to be low due to a challenging financing landscape more broadly. TOAH provides short-term acquisition loans, and developers have limited permanent financing options to take out TOAH loans when they expire and ultimately build housing projects. Meanwhile, as part of its Strategic Planning process launched in Spring 2025, BAHFA has been exploring a suite of financing tools that would not only increase the feasibility of housing projects in today's market but would also build towards BAHFA's financial self-sufficiency. As such, staff propose that the remaining \$5 million in the TOAH fund be reprogrammed to support BAHFA's new Mixed-Income Financing Program.

Discussion:

One of the core components of BAHFA's Strategic Plan is to develop a new, small-scale regional Mixed-Income Financing Program before a successful ballot measure that would both demonstrate and test BAHFA's potential as a public lender and create a stable revenue stream for the agency. The four primary objectives for the new program are to: (1) improve affordability by filling an unmet need or outperforming existing products in the marketplace, (2) generate revenue for BAHFA to support the agency on its path towards self-sufficiency, (3) serve as proof-of-concept for BAHFA's role as regional lender, and (4) incrementally grow the agency's lending capacity.

Staff presented proposed elements of the new Mixed-Income Financing Program to the BAHFA Advisory and BAHFA Oversight Committees in Spring, Summer and Fall of 2025. A five-year draft operating budget, combining proposed program elements with financial modeling, has informed the development of BAHFA's broader fundraising strategy and financial sustainability plan.

The Mixed Income Financing Program would generate income to BAHFA through interest, closing costs, and monitoring fees. Unlike the current TOAH program, the new Mixed Income Financing Program would provide flexible, long-term funding that would be available at rates lower than the market, which would assist projects to achieve greater affordability than otherwise possible. The TOAH fund currently has about \$1 million in uncommitted funds that could support the Mixed-Income Financing Program now. Of the remaining \$4 million in outstanding loans, \$2.8 million will be repaid by summer of 2026 and \$1.2 million will be repaid by spring of 2027.

Next Steps:

For the reasons described above, staff recommend winding down the TOAH program and reallocating the remaining \$5 million in MTC exchange funds from the TOAH Fund to BAHFA's new Mixed-Income Financing Program. To achieve this:

- Staff seeks PAC approval of the following actions:
 - Refer MTC Resolution No. 4578, Revised to the Metropolitan Transportation Commission for approval to authorize the Executive Director to negotiate and enter into an amendment to the agreement between MTC and Low Income Investment Fund (LIIF), the TOAH Fund manager, which will require LIIF to repay \$5 million in TOAH funds to MTC upon repayment of outstanding acquisition loans by borrowers.
- Refer MTC Resolution No. 3989, Revised to the Metropolitan Transportation Commission to reprogram \$5 million in non-federal MTC exchange funds from the Transit Oriented Affordable Housing program to BAHFA's new Mixed-Income Financing Program.
- Staff will seek approval of MTC Resolution Nos. 3989, Revised and 4578, Revised by the Commission on May 27, 2026.
- Staff will seek approvals for the Subordinate Debt component of the Mixed-Income Financing Program in the coming months.
- Pending approvals, staff will launch the Subordinate Debt Program in summer 2026.

Issues:

None identified.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised and 4578, Revised to the Commission for approval.

Attachments:

- MTC Resolution No. 4578, Revised
- Attachment A: Principles of Agreement Bay Area Transit Oriented Affordable Housing Fund: Amendment No. 2 to TOAH II
- MTC Resolution No. 3989, Revised

- Attachment B: MTC Exchange Program Funding Commitments
- Attachment C: List of TOAH-funded Projects

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is written in a cursive, flowing style with a large initial "A".

Andrew B. Fremier

Date: May 10, 2023
W.I.: 1611
Referred by: Administration Committee
Revised: 05/27/26

ABSTRACT

Resolution No. 4578, Revised

This resolution authorizes the Executive Director with respect to the BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING FUND (the “FUND”), to negotiate and enter into Amendment No. 1 to the Amended and Restated Funding Agreement with BAY AREA TRANSIT ORIENTED AFFORDABLE HOUSING LLC, a California limited liability company, as the “FUND LLC”, and the LOW INCOME INVESTMENT FUND, a California non-profit public benefit corporation, as the “Program Manager,” for the purposes of 1) extending the origination period for the “TOAH II” lending program, which expired on April 19, 2022, and 2) redirecting approximately 50% of the Fund (\$5 million) to the Bay Area Housing Finance Authority (BAHFA) to establish a new Rental Assistance Program to prevent homelessness.

The resolution was revised on May 27, 2026, to authorize the Executive Director to negotiate and enter into Amendment No. 2 to the Amended and Restated Funding Agreement with the FUND LLC and the Program Manager for the purpose of redirecting the remaining \$5 million in the FUND to the Bay Area Housing Finance Authority (BAHFA) to support a new Mixed-Income Financing Program.

Further discussion of this action is contained in a memorandum to the MTC Administration Committee dated May 10, 2023, and in a memorandum to the MTC Programming and Allocations Committee dated May 13, 2026.

Date: May 10, 2023
W.I.: 1611
Referred by: Administration Committee

RE: Transit Oriented Affordable Housing Fund Reprogramming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4578

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

WHEREAS, MTC and Association of Bay Area Governments (ABAG) adopted Plan Bay Area 2050 which outlines strategies to protect and preserve affordable housing, spur housing production for residents at all income levels, and to create inclusive communities; and

WHEREAS, Plan Bay Area 2050, adopted by MTC on October 21, 2021, includes Housing Strategy #7, which recommends, among other things, the provision of rental assistance to the residents of Equity Priority Communities as a means of creating inclusive communities; and

WHEREAS, in 2011, the LOW INCOME INVESTMENT FUND (LIIF), a community development financial institution, was selected to create and manage the Transit Oriented Affordable Housing Fund (FUND) through the FUND LLC; and

WHEREAS, on March 23, 2011, MTC adopted Resolution No. 3991, authorizing the MTC Executive Director to enter into a funding agreement with LIIF for MTC to contribute \$10 million towards the FUND, based on the Principles of Agreement outlined in the attachment to Resolution no. 3991, and the LIIF and MTC entered into a certain Funding Agreement dated March 30, 2011 pursuant to Resolution No. 3991; and

WHEREAS, on December 20, 2017, to address the challenges in the development of Bay Area affordable housing near existing and proposed transit stations, MTC adopted Resolution No. 4306 to authorize the MTC Executive Director to enter into an amended and restated funding agreement with LIIF and the FUND LLC in order to convert the FUND and the existing FUND loan program to

MTC Resolution No. 4578, Revised

“TOAH II” and to continue MTC’s \$10 million investment of funding toward the converted FUND based on the Principles of Agreement attached in Resolution No. 4306; and

WHEREAS, on April 1, 2018, MTC, LIIF, and FUND LLC executed the Amended and Restated Funding Agreement for the TOAH II Loan Program (“TOAH II Funding Agreement”); and

WHEREAS, under the terms and conditions of the TOAH II Funding Agreement, approximately \$5.8 million of the \$10 million initially contributed by MTC has been repaid, with the repaid funds to be distributed to MTC at the end of the term of the TOAH II Funding Agreement in 2035; and

WHEREAS, there is a limited but ongoing number of projects that could continue to benefit from the FUND, to be managed by LIIF; and

WHEREAS there is an emerging and urgent need for rental assistance to support housing stability for vulnerable and low-income renters, such as seniors, who are at imminent risk of displacement and funds for this purpose are not available elsewhere; and

WHEREAS there is a pressing need for subordinate debt to bridge the financing gap for prospective mixed-income housing projects; and

WHEREAS, the Bay Area Housing Finance Authority was created pursuant to Government Code section 64500, et seq., to raise, administer, and allocate funding and provide technical assistance at a regional level for tenant protection, affordable housing preservation, and new affordable housing production and could use the repaid funds being held pursuant to the TOAH II Funding Agreement to establish a Rental Assistance Program for low-income and vulnerable renters from displacement and to support a new Mixed-Income Financing Program; and

WHEREAS, on May 24, 2023, MTC adopted Resolution No. 4578 to authorize the Executive Director to enter into Amendment No.1 to the Amended and Restated Funding Agreement with LIIF and the FUND LLC in order to continue the FUND loan program with a reduced \$5 million investment of funding toward the FUND based on the revised Principles of Agreement outlined in Attachment A, with the remaining \$5 million to be paid to the Bay Area Housing Finance Authority to establish a rental assistance program for low-income and vulnerable renters; and

MTC Resolution No. 4578, Revised

WHEREAS, FUND LLC has repaid to BAHFA Five Millions Dollars (\$5,000,000) in accordance with Amendment No. 1; and

WHEREAS, there is a limited but ongoing number of projects that could continue to benefit from the FUND, to be managed by LIIF; and

WHEREAS, MTC endeavors to support the ongoing mission and impact of the Bay Area Housing Finance Authority (“BAHFA”); and

WHEREAS, MTC has determined proceeds from the FUND can be more effectively used to support programs originating from the BAHFA strategic planning process; and now therefore be it

RESOLVED, that the Commission revises MTC Resolution No. 4578 to authorize the Executive Director to negotiate and enter into Amendment No. 2 to the Amended and Restated Funding Agreement with LIIF and the FUND LLC in order to wind down the FUND loan program based on the revised Principles of Agreement outlined in Attachment A, with the remaining \$5 million in the FUND to be paid to the Bay Area Housing Finance Authority to support a new Mixed-Income Financing Program.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on May 23, 2023 and supersedes all prior resolutions.

Date: May 10, 2023
W.I.: 1611
Referred by: Administration

Attachment A
Resolution No. 4578,
Revised: 05/27/26
Page 1 of 2

Principles of Agreement
Bay Area Transit Oriented Affordable Housing Fund: Amendment No. 2 to TOAH II

The Commission adopts the following Principles of Agreement to govern the AMENDED AND RESTATED FUNDING AGREEMENT between MTC and the FUND LLC to wind down \$5 million of MTC's investment in the FUND's TOAH II lending program.

1. Pursuant to Amendment No. 2 to the Amended and Restated Funding Agreement between MTC and the FUND LLC, the FUND LLC shall return the remaining balance of MTC's \$5 million investment in the FUND to MTC as Project Loans currently outstanding are repaid.
2. The FUND term will continue until the remaining balance of MTC's \$5 million investment in the FUND is returned to MTC, but no later than December 31, 2035;
3. LIIF, a non-profit public benefit corporation, will continue to manage the FUND as the Program Manager;
4. The FUND's origination period for the TOAH II loan program will terminate as of the effective date of Amendment No. 2 to the Amended and Restated Funding Agreement between MTC and the FUND LLC;
5. After the FUND LLC returns the remaining balance of MTC's \$5 million investment in the FUND to MTC, the FUND will no longer retain any MTC investment.
6. LIIF, as the Program Manager, will cause the FUND to use standard accounting controls, and MTC will have the right to review all financial reports of the FUND;
7. No representative from MTC will participate in the FUND in any paid capacity;
8. MTC funds will remain in the subordinate position to the funds advanced by the CDFI Lenders for repayment during the life of the FUND and at the close of the FUND. As such, after all CDFI Lenders have been fully repaid and reimbursed and all unpaid FUND expenses

are paid or reimbursed at the close of the FUND, any balance remaining in the FUND will be returned to MTC unless MTC agrees to reinvest in a new fund, facility or program that promotes transit-oriented development.

9. As of the effective date of Amendment No. 2 to the Amended and Restated Funding Agreement between MTC and the FUND LLC, the following Principles of Agreement shall no longer apply:
 - I. \$5 million of MTC's investment will be held by the FUND and deployed in the TOAH II loan program to acquire participation interests in direct project loans to be made by the CDFI Lenders;
 - II. The FUND will leverage MTC's \$5 million in the TOAH II lending program by at least three (3) times (\$15 million) with capital from that portion of funds in each participated loan that are directly advanced by the CDFI Lenders, equity from the project borrowers, and/or support from government and philanthropic sources, to the extent then committed. With such leveraging, the total anticipated funding for the TOAH II lending program will be at least \$20 million;
 - III. The FUND will prioritize applications for eligible projects that address housing needs in North Bay fire-affected areas up to \$5 million.
 - IV. All TOAH II program loans made by the CDFI Lenders (and in which the FUND LLC will acquire participation interests) will be made to projects in Plan Bay Area 2050 Growth Geographies, excluding Priority Production Areas, as these designations may be revised in future Plan Bay Area updates, or Transit Priority Areas;
 - V. MTC will continue to be represented on the Fund Advisory Committee to monitor the Fund's progress against the business plan. MTC will not participate in the selection of specific projects;

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

ABSTRACT

Resolution No. 3989, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

Page 2 of 6

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

Page 3 of 6

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

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

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

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

Attachment A and B were revised on March 23, 2022 to add the \$500,000 exchange agreement with Midpeninsula Regional Open Space District for programming an equal amount of federal funds to VTA's Highway 17 Bicycle/Pedestrian Trail and Wildlife Crossing project; and to remove the \$251,000 funding commitment for Albany's Albany Hill Access Improvements project, as the sponsor will not be moving forward with the project scope as originally proposed.

Attachment A was revised June 22, 2022 to add the Capitol Corridor Joint Powers Authority's (CCJPA's) State Route 84 Ardenwood Intermodal Bus Facility project for \$100,000, as part of a fund exchange agreement with CCJPA.

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

Page 4 of 6

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

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

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

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

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

Attachments A and B were revised on May 22, 2023 to add the \$30,000,000 exchange agreement with MTC for programming an equal amount of federal funds to MTC's Next-Generation Clipper (C2) Capital project, as part of a Regional Measure 3 (RM3) loan arrangement, and program \$350,000 to MTC for Bay Trail Implementation.

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

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

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

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

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

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

MTC Exchange Program Funding Commitments Attachment B

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

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	CCRCD: Livestock Pond Restoration	4505	11/20/2024	\$280,000
MTC	EBRPD: Tidewater Expansion	4505	11/20/2024	\$1,000,000
MTC	GGNPC: Bothin Marsh Evolving Shorelines	4505	11/20/2024	\$670,000
MTC	NCRPOSD: Phinney Fee Acquisition	4505	11/20/2024	\$1,000,000
MTC	SCVHA: Richmond Ranch Acquisition	4505	11/20/2024	\$1,000,000
MTC	SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	4505	11/20/2024	\$250,000
MTC	Santa Clara County: Upper Stevens Creek Trail	4505	11/20/2024	\$500,000
MTC	SFRPD: Visitacion Ave Bike/Ped Safety Improvements	4505	3/26/2025	\$750,000
MTC	Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	4505	9/24/2025	\$1,000,000
MTC	PCA Grant Implementation	4505	9/24/2025	\$1,600,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	4505	10/25/2023	\$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	\$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	\$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	\$500,000
MTC	TAM/SCTA: Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000

MTC Exchange Program Funding Commitments Attachment B

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

MTC Exchange Program

Funding Commitments

Attachment B

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

MTC Exchange Program

Funding Commitments

Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Marin County: TOC Housing Policy Development	4505	3/26/2025	\$400,000
MTC	Menlo Park: TOC Housing Policy Development	4505	3/26/2025	\$250,000
MTC	Belmont: TOC Housing Policy Development in San Mateo County	4505	3/26/2025	\$500,000
MTC	Morgan Hill: TOC Housing Policy Development	4505	3/26/2025	\$200,000
MTC	Windsor: TOC Housing Policy Development	4505	3/26/2025	\$200,000
MTC	RHTA Implementation	4505	3/26/2025	\$865,000
MTC	TOC Policy Implementation	4505	3/26/2025	\$400,000
Total Committed:				\$117,563,381

*\$10 million original contribution fully repaid and reprogrammed

Attachment C: List of TOAH-Funded Projects

Project Name	Borrower/Sponsor	Jurisdiction	County	Originating CDFI	Loan Maturity Date	Total Loan Amount	MTC Allocation	Non-Residential Loan Amount	Affordable Units
Eddy & Taylor Family Housing	Eddy & Taylor Associates, LP	San Francisco	San Francisco	Low Income Investment Fund	6/23/2018	\$7,055,000	\$1,411,000	\$0	112
West Grand	East Bay Asian Local Development Corporation	Oakland	Alameda	Northern California Community Loan Fund	10/1/2016	\$1,800,000	\$360,000	\$0	146
Leigh Avenue Senior Apartments	First Community Housing	San Jose	Santa Clara	Low Income Investment Fund	3/1/2016	\$2,992,000	\$598,400	\$0	64
Mercy Laguna	Mercy Housing California	San Francisco	San Francisco	Northern California Community Loan Fund	8/1/2015	\$4,460,000	\$892,000	\$0	110
2nd Street Studios	First Community Housing	San Jose	Santa Clara	Corporation for Supportive Housing	12/13/2016	\$4,961,000	\$992,200	\$0	134
Hayward Senior Apartments	Meta Housing Corporation	Hayward	Alameda	Enterprise Community Loan Fund, Inc.	1/30/2016	\$1,575,000	\$315,000	\$0	60
Allied Housing, Inc.	Allied Housing, Inc.	Fremont	Alameda	Northern California Community Loan Fund	2/10/2020	\$5,280,000	\$1,056,000	\$0	90
5th & Howard	Tenderloin Neighborhood Development Corporation	San Francisco	San Francisco	Enterprise Community Loan Fund, Inc.	3/31/2020	\$4,000,000	\$1,000,000	\$0	203
Swan's Marketplace	East Bay Asian Local Development Corporation	Oakland	Alameda	Low Income Investment Fund	6/30/2021	\$3,084,706	\$771,177	\$3,084,706	1
Pinole Apartments	MRK Partners	Pinole	Contra Costa	Enterprise Community Loan Fund, Inc.	4/2/2022	\$1,900,000	\$475,000	\$0	70

Blake Apartments	Satellite Affordable Housing Associates	Berkeley	Alameda	Northern California Community Loan Fund	5/23/2021	\$5,046,000	\$1,261,500	\$0	63
Journey's End	Burbank Housing Development Corporation	Santa Rosa	Sonoma	Enterprise Community Loan Fund, Inc.	4/30/2022	\$2,200,000	\$187,500	\$0	162
Lake Merritt Bart	East Bay Asian Local Development Corporation	Oakland	Alameda	Enterprise Community Loan Fund, Inc.	9/30/2024	\$750,000	\$187,500	\$0	97
International Apartments	The Unity Council	Oakland	Alameda	Enterprise Community Loan Fund, Inc.	3/31/2026	\$4,510,000	\$1,127,500	\$0	90
Mark Twain Apartments	Memar Properties, Inc	Oakland	Alameda	Enterprise Community Loan Fund, Inc.	6/30/2026	\$6,500,000	\$1,625,000	\$0	109
934 E. Santa Clara	Milestone Housing Group	San Jose	Santa Clara	Enterprise Community Loan Fund, Inc.	4/30/2026*	\$4,845,000	\$1,211,250	\$0	103

Total: 1,614

*Milestone Housing Group has requested a 1-year loan extension through 4/30/2027, pending approval by Originating CDFI



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0644, **Version:** 1

Subject:

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.

Presenter:

Gillian Adams

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

May 27, 2026

Agenda Item 9a - 26-0644

MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy

Subject:

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.

Background:

At its meeting on May 8, 2026, the MTC Planning Committee recommended approval of proposed revisions to the TOC Policy (MTC Resolution No. 4530) consistent with the Commission's February 2026 action on the TOC Incentive Program. As part of the committee discussion, Commissioner Burt requested consideration of language to clarify the impact on TOC consistency if a TOC standard is in conflict with state or federal law. In response to that request, MTC staff are proposing additional language as part of today's Commission action on MTC Resolution No. 4530, Revised, augmenting the staff recommendation brought forward to the committee to address this area of concern:

Where state or federal law precludes a jurisdiction from meeting a TOC Policy standard, state or federal law supersedes the TOC Policy. In such cases, MTC staff shall evaluate the jurisdiction under the legally applicable standard and provide guidance on how the affected scoring criterion will be credited, adjusted, or deemed not applicable.

Issues:

None identified.

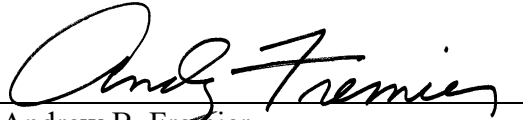
Recommendations:

Staff request that the Commission adopt MTC Resolution No. 4530, Revised, amending the Transit-Oriented Communities Policy to: (1) provide greater flexibility to transit extension projects seeking non-OBAG regional discretionary funding or MTC endorsements for federal or state discretionary capital funding; (2) clarify that the Commission will further consider the

evolving role of the TOC Policy at the start of the next OBAG cycle; (3) align nomenclature with the TOC Evaluation Framework approved under MTC Resolution No. 4754; and (4) clarify the relationship between state or federal law and TOC Policy standards.

Attachments:

- MTC Resolution 4530, Revised
 - Attachment A
- May 8, 2026 Joint MTC Planning Committee and ABAG Administrative Committee Summary Sheet and associated materials


Andrew B. Frasier

Date: September 28, 2022
W.I.: 1611
Referred by: PLNG
Revised: 10/25/23 05/27/26

ABSTRACT

MTC Resolution No. 4530, Revised

This Resolution sets forth MTC's regional Transit-Oriented Communities (TOC) Policy, which seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work and access services, such as education, childcare, and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA2050) as well as Plan Bay Area 2050+, the region's Long Range Plan, which serves as the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area. The TOC Policy applies to areas within one half-mile of the following types of existing and planned fixed-guideway transit stops and stations: regional rail, commuter rail, light-rail transit, bus rapid transit, and ferries. The policy requirements consist of the following four elements: 1) minimum required and allowed residential and/or commercial office densities for new development; 2) policies focused on housing production, preservation and protection, and commercial anti-displacement and stabilization policies; 3) parking management; and 4) transit station access and circulation. Further discussion of the Transit-Oriented Communities Policy is contained in the Joint MTC Planning with the ABAG Administration Committee summary sheet dated September 9, 2022.

On October 25, 2023, Appendix 1 was added and related changes were made to Attachment A to clarify the scope of the TOC Policy's application to transit extensions. Further discussion of the amendment to the Resolution is contained in the Joint MTC Planning with the ABAG Administrative Committee summary sheet dated October 13, 2023.

On May 27, 2026, Attachment A related to transit extensions was revised to replace the previous 2026 deadline for TOC compliance with a requirement based on project milestones. MTC Resolution No. 4530 was also revised to clarify the Metropolitan Transportation Commission's

commitment to continue to consider leveraging regional discretionary funds to incentivize local jurisdiction progress on TOC Policy standards. Terminology throughout MTC Resolution No. 4530 was also updated to align with the language of the TOC Evaluation Framework adopted under MTC Resolution No. 4754 (e.g., updating references to TOC “compliance” to reflect the 85-point consistency standard). These terminology changes do not alter any substantive policy requirements. Additionally, MTC Resolution No. 4530 was revised to add language to clarify the impact on TOC consistency if a TOC standard is in conflict with state or federal law. Further discussion of the amendment to the Resolution is contained in the Joint MTC Planning with the ABAG Administrative Committee summary sheet dated May 8, 2026.

Date: September 28, 2022
W.I.: 1611
Referred by: PLNG

Re: Adoption of a Transit-Oriented Communities (TOC) Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4530

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

WHEREAS, MTC adopted Resolution No. 3434 which set forth MTC's Regional Transit Expansion Program of Projects in 2001, which was amended to add the Transit-Oriented Development Policy in 2005; and

WHEREAS, the TOD Policy successfully increased zoned capacity for residential development in key transit expansion corridors and initiated the regional Station Area Planning Program by requiring major transit expansion projects to meet minimum housing density thresholds around stations in new transit corridors before programming regional discretionary funds for project construction; and

WHEREAS, the TOD Policy applied to a specific set of transit expansion projects listed in Resolution No. 3434, the majority of which have been completed or are under construction; and

WHEREAS, the Station Area Planning program was expanded to become the Priority Development Area Program in 2008 which has resulted in over 61 completed plans with zoning for more than 100,000 housing units and more than 75 million square feet of commercial development near transit to date; and

WHEREAS, California law (California Government Code Section 65080) requires development of a regional Sustainable Communities Strategy to achieve a specified greenhouse gas (GHG) reduction target; and

WHEREAS, in 2021, MTC unanimously adopted Plan Bay Area 2050, the region's Long Range Transportation Plan/Sustainable Communities Strategy, which includes designated Growth Geographies, including Priority Development Areas and Transit-Rich Areas, where future growth in housing and jobs would be focused over the next 30 years, as well as strategies to allow a greater mix of housing densities and types and greater commercial densities in Growth Geographies, both of which are high-impact strategies for achieving the Plan's GHG reduction target; and

WHEREAS, incentivizing local jurisdictions to plan and zone for higher residential and commercial densities in areas within one half-mile of existing and planned fixed-guideway transit stops and stations supports the region's transit investments and implements key GHG reduction strategies from Plan Bay Area 2050; and

WHEREAS, incentivizing local jurisdictions to also adopt policies focused on increasing housing production of all types, particularly affordable housing production, preservation and protection, commercial anti-displacement and stabilization, parking management, and transit station access and circulation further supports regional transit investments and Plan Bay Area 2050 implementation, now, therefore, be it

RESOLVED, that MTC adopts the 2022 Transit-Oriented Communities Policy, developed, as detailed in Attachment A, and attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on September 28, 2022.

Date: September 28, 2022
W.I.: 1611
Referred by: PLNG
Revised: 10/25/23 05/27/26

Attachment A
MTC Resolution No. 4530, Revised

TRANSIT-ORIENTED COMMUNITIES POLICY

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GOALS

MTC's Transit-Oriented Communities (TOC) Policy seeks to support the region's transit investments by creating communities around transit stations and along transit corridors that not only support transit ridership, but that are places where Bay Area residents of all abilities, income levels, and racial and ethnic backgrounds can live, work, and access services, such as education, childcare, and healthcare. The TOC Policy is rooted in Plan Bay Area 2050 (PBA2050) as well as Plan Bay Area 2050+ (PBA2050+), the region's Long Range Transportation which serves as the Regional Transportation Plan/Sustainable Communities Strategy for the San Francisco Bay Area, and addresses components in all four elements of the Plan, including transportation, housing, the economy, and the environment. Four goals guide the TOC Policy and advance PBA 2050 implementation:

- Increase the overall housing supply and residential densities for new development and prioritize affordable housing in transit-rich areas.
- Increase commercial densities for new development in transit-rich areas near regional transit hubs served by multiple transit providers.
- Prioritize bus transit, active transportation, and shared mobility within and to/from transit-rich areas, particularly to Equity Priority Communities located more than one half-mile from transit stops or stations.
- Support and facilitate partnerships to create equitable transit-oriented communities within the San Francisco Bay Area Region.

DEFINITIONS

Transit-oriented communities (TOCs) are locations within one half-mile from transit stops and stations that are designed to enable people to access and use transit more often for more types of trips. TOCs accomplish this through greater land use density and diversity of uses, implementation of Complete Streets¹, effective parking management, and robust multimodal access that maximizes the geographic area accessible from a stop or station via space-efficient

¹ See [MTC Resolution No. 4493](https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493) (https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493)

forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single-occupancy vehicle travel). **Equitable TOCs** seek to ensure opportunity for people of all abilities, income levels, and racial and ethnic backgrounds to live and work in transit-accessible locations by prioritizing the production, preservation, and protection of affordable housing and community-serving businesses from potential displacement that may result from new development and increasing land values or rents. Equitable TOCs also prioritize access to transit for people with disabilities and/or mobility impairments by ensuring that all state and federal accessibility laws, codes, and guidelines are followed and that universal design principles, which enable access not only for people with disabilities but also for people with a wide range of ages, sizes, and abilities, are employed to the greatest extent possible.

TOCs directly support implementation of PBA2050 *Strategies H3: Allow a greater mix of housing densities and types in Growth Geographies* and *EC4: Allow greater commercial densities in Growth Geographies*. More specifically, the TOC Policy applies to areas within one half-mile of the following types of existing and planned **fixed-guideway transit² stops and stations**: regional rail (e.g., Bay Area Rapid Transit, Caltrain), commuter rail (e.g., Capitol Corridor, Altamont Corridor Express, Sonoma-Marín Area Rail Transit, Valley Link), light-rail transit (LRT), bus rapid transit (BRT), and ferries.

Existing Transit and Transit Enhancements or Improvements

As noted, the TOC Policy will apply to jurisdictions with fixed-guideway transit service stops and stations, as defined above, as well as any enhancements and improvements to these services, including infill stops and stations. ~~Future One Bay Area Grant (OBAG) funding cycles (i.e., OBAG 4 and subsequent funding cycles) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy. (Please see FUNDING section for further detail.)~~ **Implementation of the TOC Policy by local governments is critical for achieving Plan Bay Area's vision for a future Bay Area that is**

² “Fixed guideway means a public transportation facility that uses and occupies a separate right-of-way or rail line for the exclusive use of public transportation and other high occupancy vehicles, or uses a fixed catenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, ferry boat service, and fixed-guideway facilities for buses (such as bus rapid transit) and other high occupancy vehicles.” (49 CFR § 611.105)

affordable, connected, diverse, healthy, and vibrant for all, and is critical for achieving the State's GHG emission reduction targets. The Commission will consider leveraging regional discretionary funds, including future cycles of the One Bay Area Grant (OBAG) program or its successor, to incentivize jurisdictions to make further progress toward TOC Policy standards.

Transit Extensions

In the case of fixed-guideway transit extensions, jurisdictions and project sponsors must ~~comply~~ be consistent with TOC Policy ~~requirements~~ standards as set forth in Appendix 1 to receive allocation(s) of regional discretionary capital funding or endorsement(s) for the transit project extension.

Opt-In for Jurisdictions Not Served by Fixed-Guideway Transit Service

Jurisdictions with transit stops and stations that are not served by fixed-guideway service (e.g., areas that are only served by regular fixed-route bus transit) may choose to “opt in” and voluntarily meet TOC Policy ~~requirements~~ standards.³

TOC POLICY REQUIREMENTS STANDARDS

~~The~~ TOC Policy ~~requirements consist~~ consists of the following four elements: 1) minimum and allowable residential and/or commercial office densities for new development; 2) policies focused on affordable housing production, preservation and protection, and commercial anti-displacement and stabilization policies; 3) parking management; and 4) transit station access and circulation. These ~~requirements~~ standards, described further below, apply to areas within one half-mile of existing and planned fixed-guideway transit stops and stations: regional rail, commuter rail, light-rail transit (LRT), and bus rapid transit (BRT), and ferries.

~~Where state or federal law precludes a jurisdiction from meeting a TOC Policy standard, state or federal law supersedes the TOC Policy. In such cases, MTC staff shall evaluate the jurisdiction under the legally applicable standard and provide guidance on how the affected scoring criterion will be credited, adjusted, or deemed not applicable.~~

³ For locations with no fixed-guideway transit service, the Tier 4 density and parking management ~~requirements~~ standards will apply in addition to all other TOC Policy ~~requirements~~ standards.

1. Density Requirements Standards for New Development

The TOC Policy seeks to ensure that local planning and zoning will enable new development built within one half-mile of existing or planned fixed-guideway transit stops or stations to be built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit. The density requirements standards do not require specify that local jurisdictions plan or zone for a particular type of land use, nor do they apply to parcels occupied by existing dwelling units to minimize the risk of displacement.

1A. Calculation of Minimum and Allowable Maximum Residential and Commercial Office Density

On *average*, minimum and allowable maximum densities should be at or above the ranges specified in the TOC Policy (see Tables 1 and 2) within the half-mile station area. This includes parcels where it may not be physically possible to construct new residential, commercial office, or mixed-use buildings within the specified density ranges due to small parcel sizes, environmental factors, or conflicts with Airport Land Use Compatibility Plans, etc.

1B. Minimum and Allowable Maximum Density for New Residential Development

The TOC Policy seeks to ensure that local jurisdiction planning and zoning will enable new residential development built within one half-mile of existing or planned fixed-guideway transit stops or stations to be built at sufficiently high densities to support transit ridership and increase the proportion of trips taken by transit. The TOC Policy does not require specify that areas within a station area be zoned for residential uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

As shown in Table 1 below, the TOC Policy establishes the following zoning standards for parcels where residential uses are allowed but that are not occupied by existing single- or multi-family residential units:

- **Minimum Density:** Land use plans and zoning must require that new residential development be built at or above the minimum densities specified in Table 1, on average. In other words, a local jurisdiction's plans/zoning could require minimum densities that are higher than those specified in Table 1, but plans/zoning could not allow new

development to be built at densities that are lower than those specified in Table 1, on average.

- **Allowable Maximum Density:** If a local jurisdiction's land use plans and zoning set an allowable maximum density for new residential development, then the allowable maximum density must be the same as or higher than the specified allowable maximum density in Table 1, on average. In other words, a local jurisdiction's plans/zoning could allow higher densities than those specified in Table 1, but plans/zoning could not set a density limit (or maximum allowable density) that is *lower* than that specified in Table 1, on average. The allowable maximum densities are consistent with PBA2050 modeling for Strategy H3 (see [Forecasting and Modeling Report](https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf) (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf, pp.44-45) and apply to base zoning (i.e., any density bonuses would be in addition to or on top of the allowable maximum densities specified in Table 1).
- While the TOC Policy does not specify **requirements standards** for building heights, local jurisdictions should not limit building heights such that new residential development at the densities specified by the TOC Policy becomes infeasible.

Table 1: Minimum and Allowable Maximum Density for New Residential Development

<i>Level of Transit Service</i>	<i>Minimum Density¹</i>	<i>Allowable Maximum Density^{1, 2}</i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	100 units/net acre or higher	150 units/net acre or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	75 units/net acre or higher	100 units/net acre or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	50 units/net acre or higher ³	75 units/net acre or higher ³
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	25 units/net acre or higher	35 units/net acre or higher
Notes: 1. Or equivalent in Floor Area Ratio, or Form-Based development standards; excludes parcels currently occupied by homes. 2. The allowable densities are consistent with PBA2050 modeling for Strategy H3 (see Forecasting and Modeling Report (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf, pp.44-45)). 3. Tier 3 jurisdictions with a population of 30,000 or less may comply with use Tier 4 residential density requirements standards.		

1C. Minimum and Allowable Maximum Density for New Commercial Office Development

The TOC Policy seeks to ensure that any new commercial office development built within one half-mile of existing or planned fixed-guideway transit stops or stations is built at sufficiently high densities to support transit ridership, increase the proportion of work trips taken by transit, and increase the number of jobs that are accessible via transit. While the TOC Policy does not specify density **requirements standards** for other types of commercial uses, jurisdictions are strongly encouraged to plan and zone for a diverse mix of land uses within transit station areas to support the service and recreational needs of residents, workers, and/or visitors.

The TOC Policy does not **require specify** that areas within a station area be zoned for commercial office uses. It also does not specify any zoning standards for parcels that are currently occupied by existing single- or multi-family dwelling units to minimize the risk of potential displacement.

As shown in Table 2 below, the TOC Policy establishes the following zoning standards for parcels where commercial office uses are allowed but that are not occupied by existing single- or multi-family residential units:

- **Minimum Density:** Land use plans and zoning must require that new commercial office development be built at or above the minimum densities specified in Table 2, on average. In other words, a local jurisdiction's zoning could require minimum densities that are higher than those specified in Table 2, but zoning could not allow densities that are lower than those specified in Table 2, on average.
- **Allowable Maximum Density:** If a local jurisdiction's land use plans and zoning set an allowable maximum density for new commercial office development, then the allowable maximum density must be the same as or higher than the specified allowable maximum density in Table 2, on average. In other words, a local jurisdiction's zoning could allow higher densities than those specified in Table 2, but zoning could not set a density limit that is lower than that specified in Table 2, on average. The allowable maximum densities are consistent with PBA 2050 modeling for Strategy EC4 (see [Forecasting and Modeling Report](#))

(https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf, pp. 57-58).

- While the TOC Policy does not specify ~~requirements~~ standards for building heights, local jurisdictions should not limit building heights such that new commercial office development at the densities specified by the TOC Policy becomes infeasible.

Table 2: Minimum and Allowable Maximum Density for New Commercial Office Development

<i>Level of Transit Service</i>	<i>Minimum Density¹</i>	<i>Allowable Maximum Density^{1, 2}</i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	4 Floor Area Ratio (FAR) or higher	8 FAR or higher
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	3 FAR or higher	6 FAR or higher
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	2 FAR or higher	4 FAR or higher
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	1 FAR or higher	3 FAR or higher
Note: 1. For mixed-use projects that include a commercial office component, this figure shall not be less than the equivalent of the applicable allowed or permitted FAR standard. 2. The allowable densities are consistent with PBA 20505 modeling for Strategy EC4 (see Forecasting and Modeling Report (https://www.planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Forecasting_Modeling_Report_October_2021.pdf, pp. 57-58).		

2. Affordable Housing Production, Preservation, and Protection Policies and Commercial Protection and Stabilization Policies

While the production of all housing is a key goal of the TOC Policy, the provision of more affordable housing as well as the protection and preservation of existing affordable housing, particularly in locations that provide good access to transit, is an important means of advancing equity in the region. The affordable housing and anti-displacement policy options included in ~~this requirement~~ the TOC Policy are based upon the most comprehensive review to date of the efficacy of policies in this arena, the 2021 “White Paper on Anti-Displacement Strategy Effectiveness” commissioned by the California Air Resources Board to support evidence-based state and local policy.⁴ Furthermore, the experience of Bay Area and California communities points to the need for a comprehensive approach that includes a mix of production, preservation, and protection policies.

Given the region’s diverse needs and housing and land use contexts, a “menu” of policy options is provided such that local jurisdictions can ~~fulfill~~ meet TOC Policy ~~requirements~~ standards by implementing the affordable housing production, preservation, and protection policies that best meet local needs. Policies may be implemented jurisdiction wide, or as an overlay in transit station areas, and should address a jurisdiction’s Regional Housing Needs Allocation and other housing needs as identified in the Housing Element. In some cases, state housing laws already require some of the policy options that are included here. However, many of these laws have sunset dates or more limited provisions. Jurisdictions that opt to enact local ordinances that either eliminate the sunset date or provide more significant legal protections can use such actions to satisfy this TOC Policy ~~requirement~~ standard.

2A. Affordable Housing Production

~~Two~~ To be consistent with the TOC Policy, two (2) or more of the policies listed in Table 3 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent

⁴ Karen Chapple and Anastasia Loukaitou-Sideris, “White Paper on Anti-Displacement Strategy Effectiveness”, February 28, 2021, available at <https://ww2.arb.ca.gov/sites/default/files/2021-04/19RD018%20-%20Anti-Displacement%20Strategy%20Effectiveness.pdf>.

guidance that provides further detail as to what should be included in affordable housing production policies for them to be considered **compliant consistent** with the TOC Policy **requirement standards**.

Table 3: Affordable Housing Production Policies that **Fulfill Meet** TOC Policy **Requirement Standards**

<i>Affordable Housing Production Policy</i>	<i>Description</i>
Inclusionary Zoning	Requires that 15% of units in new residential development projects above a certain number of units be deed-restricted affordable to low-income households. A lower percentage may be adopted if it can be demonstrated by a satisfactory financial feasibility analysis that a 15% requirement is not feasible.
Affordable Housing Funding	Dedicated local funding for production of deed-restricted affordable housing.
Affordable Housing Overlay Zones	Area-specific incentives, such as density bonuses and streamlined environmental review, for development projects that include at least 15% of units as deed-restricted affordable housing; exceeds any jurisdiction-wide inclusionary requirements or benefits from state density bonus.
Public Land for Affordable Housing	Policies to prioritize the reuse of publicly owned land for affordable and mixed-income housing that go beyond existing state law, typically accompanied by prioritization of available funding for projects on these sites.
Ministerial Approval	Grant ministerial approval of residential developments that include, at a minimum 15% affordable units if projects have 11 or more units, or that exceed inclusionary or

<i>Affordable Housing Production Policy</i>	<i>Description</i>
	density bonus affordability requirements and do not exceed 0.5 parking spaces per unit.
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation ~~requirement standards~~ , but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Development Certainty and Streamlined Entitlement Process	Include the vested rights and five hearing limit provisions currently outlined in SB330 (2019, Skinner) without a sunset date.

2B. Affordable Housing Preservation

~~Two~~ To be consistent with the TOC Policy, two (2) or more of the policies listed in Table 4 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing preservation policies for them to be considered ~~compliant~~ consistent with the TOC Policy ~~requirement standards~~.

Table 4: Affordable Housing Preservation Policies that ~~Fulfill Meet~~ TOC Policy ~~Requirement Standards~~

<i>Affordable Housing Preservation Policy</i>	<i>Description</i>
Funding to Preserve Unsubsidized Affordable Housing	Public investments to preserve unsubsidized housing affordable to lower- or moderate-income residents (sometimes referred to as “naturally occurring affordable housing”) as permanently affordable.

<i>Affordable Housing Preservation Policy</i>	<i>Description</i>
Tenant/Community Opportunity to Purchase	Policies or programs that provide tenants or mission-driven nonprofits the right of first refusal to purchase a property at the market price when it is offered for sale, retaining existing residents and ensuring long-term affordability of the units by requiring resale restrictions to maintain affordability.
Single-Room Occupancy (SRO) Preservation	Limits the conversion of occupied SRO rental units to condominiums or other uses that could result in displacement of existing residents.
Condominium Conversion Restrictions	Require that units converted to condos be replaced 1:1 with comparable rental units, unless purchased by current long-term tenants or converted to permanently affordable housing with protections for existing tenants.
Public/Community Land Trusts (This policy may be used to fulfill either the housing production or preservation requirement standards , but not both.)	Investments or policies to expand the amount of land held by public- and non-profit entities such as co-operatives, community land trusts, and land banks with permanent affordability protections.
Funding to Support Preservation Capacity	Dedicated local funding for capacity building or other material support for community land trusts or other community-based organizations engaged in affordable housing preservation.
Mobile Home Preservation	Policy or program to preserve mobile homes from conversion to other uses that may result in displacement of existing residents.

<i>Affordable Housing Preservation Policy</i>	<i>Description</i>
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection requirement standards , but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities.

2C. Affordable Housing Protection and Anti-Displacement

~~Two~~ **To be consistent with the TOC Policy, two** (2) or more of the policies listed in Table 5 below should apply in transit station areas that are subject to the TOC Policy. The adopted policies should address a documented local housing need. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in affordable housing protection and anti-displacement policies for them to be considered **compliant consistent** with the TOC Policy **requirement standards**.

Table 5: Affordable Housing Protection and Anti-Displacement Policies that ~~Fulfill Meet~~ TOC Policy **Requirement Standards**

<i>Affordable Housing Protection and Anti-Displacement Policy</i>	<i>Description</i>
“Just Cause” Eviction ⁵	Defines the circumstances for evictions, such as nonpayment of rent, violation of lease terms, or permanent removal of a dwelling from the rental market, with provisions that are more protective of tenants than those

⁵ Just Cause protections have been found to have a high impact on preventing displacement soon after its implementation ([Chapple, 2021](https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf)) (<https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf>). A 2019 study found that cities with just cause eviction laws had much lower eviction and eviction filing rates than those who did not ([Cuellar, 2019](https://jpia.princeton.edu/news/effect-just-cause-eviction-ordinances-eviction-four-california-cities)) (<https://jpia.princeton.edu/news/effect-just-cause-eviction-ordinances-eviction-four-california-cities>).

<i>Affordable Housing Protection and Anti-Displacement Policy</i>	<i>Description</i>
	established by AB 1482 (2019, Chiu) (https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482). ⁶
No Net Loss and Right to Return to Demolished Homes	Include the no net loss provisions currently outlined in SB 330 (2019, Skinner) (https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201920200SB330) <i>without a sunset date</i> . Require one-to-one replacement of units that applies the same or a deeper level of affordability, the same number of bedrooms and bathrooms, and comparable square footage to the units demolished. Provide displaced tenants with right of first refusal to rent new comparable units at the same rent as demolished units.
Legal Assistance for Tenants ⁷	Investments or programs that expand access to legal assistance for tenants threatened with displacement. This could range from a “right to counsel” ⁸ to dedicated public funding for tenant legal assistance.
Foreclosure Assistance	Provide a dedicated funding source to support owner-occupied homeowners (up to 120% AMI) at-risk of foreclosure, including direct financial assistance (e.g., mortgage assistance, property tax delinquency, HOA dues,

⁶ This could include, for example, greater limitations on no fault evictions such as “substantial remodels” and/or permanently implementing just cause protections (the protections provided by AB 1482 expire on January 1, 2030).

⁷ Tenant right to counsel has been shown to decrease the rate of evictions and eviction filings. In New York City, where it was first implemented, 84% of tenants facing eviction were able to remain in their homes. In the first six months of San Francisco’s program, two-thirds of tenants who received full scope representation avoided eviction and eviction filings decreased by 10% ([Chapple, 2021](#)) (<https://www.urbandisplacement.org/wp-content/uploads/2021/08/19RD018-Anti-Displacement-Strategy-Effectiveness.pdf>).

⁸ “Right to counsel” extends the right to an attorney, required in criminal procedures, to tenants in eviction trials, which are civil procedures.

<i>Affordable Housing Protection and Anti-Displacement Policy</i>	<i>Description</i>
	etc.), foreclosure prevention counseling, legal assistance, and/or outreach.
Rental Assistance Program	Provide a dedicated funding source and program for rental assistance to low-income households.
Rent Stabilization	Restricts annual rent increases based upon a measure of inflation or other metric, with provisions exceeding those established by AB 1482 (2019, Chiu) (https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201920200AB1482). ⁹
Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities (This policy may be used to fulfill either the housing preservation or protection requirement standards , but not both.)	Policies, programs, or procedures designed to minimize the risk of displacement caused by substandard conditions, including through local code enforcement activities. This may include, but not be limited to, proactive rental inspection programs, assistance to landlords for property improvements in exchange for anti-displacement commitments, and enhanced relocation assistance requirements for temporary displacement due to substandard conditions that pose an immediate threat to health and safety.
Tenant Relocation Assistance	Policy or program that provides relocation assistance (financial and/or other services) to tenants displaced through no fault of their own, with assistance exceeding that required under state law.
Mobile Home Rent Stabilization	Restricts annual rent increases on mobile home residents based upon a measure of inflation or another metric.

⁹ For example, restricting maximum annual rent increases to the percent change in the Consumer Price Index, or permanently implementing rent stabilization protections.

<i>Affordable Housing Protection and Anti-Displacement Policy</i>	<i>Description</i>
Fair Housing Enforcement	Policy, program, or investments that support fair housing testing, compliance monitoring, and enforcement.
Tenant Anti-Harassment Protections	Policy or program that grants tenants legal protection from unreasonable, abusive, or coercive landlord behavior.

2D. Commercial Protection and Stabilization

~~One~~ To be consistent with the TOC Policy, one (1) or more of the policies in Table 6 should apply in transit station areas that are subject to the TOC Policy unless the jurisdiction can document that there are no potential impacts to small businesses and/or community non-profits. MTC/ABAG will issue subsequent guidance that provides further detail as to what should be included in commercial protection and stabilization policies for them to be considered ~~compliant~~ **consistent** with the TOC Policy ~~requirement standards~~.

Table 6: Commercial Protection and Stabilization Policies that ~~Fulfill Meet~~ TOC Policy Requirements Standards

<i>Commercial Protection and Stabilization Policy</i>	<i>Description</i>
Small Business and Non-Profit Overlay Zone	Establish boundaries designated for an overlay, triggering a set of protections and benefits should development impact small businesses (including public markets) or community-serving non-profits.
Small Business and Non-Profit Preference Policy	Give priority and a right of first offer to local small businesses and/or community-serving non-profits when selecting a tenant for new market-rate commercial space.
Small Business and Non-Profit Financial Assistance Program	Dedicated funding program for any impacted small business and community-serving non-profits.
Small Business Advocate Office	Provide a single point of contact for small business owners and/or a small business alliance.

3. Parking Management

Reducing automobile trips and prioritizing the limited land area near transit for other shared transportation modes and active transportation is a key complement to residential and commercial density increases that support higher transit ridership on the region's existing and planned fixed-guideway transit investments.

Off-street vehicle parking standards for new residential or general and neighborhood-serving commercial¹⁰ development should meet the standards listed in Table 7. These standards do not supersede other applicable requirements for parking for people with disabilities that is required by the California Building Code, or other state or federal laws, or off-street parking for deliveries. Standards may apply to individual projects or may be met through creation of a parking district that provides shared vehicle parking for multiple land uses within an area.

In addition to the **requirements standards** listed in Table 7, all new residential or general and neighborhood-serving commercial development must provide the following:

- A minimum of one secure bicycle parking space per dwelling unit.
- A minimum of one secure bicycle parking space per 5,000 occupied square feet for office commercial.
- Allow unbundled parking.
- Allow shared parking between different land uses.

Jurisdictions should also adopt policies or programs included in [MTC/ABAG's Parking Policy Playbook](https://abag.ca.gov/technical-assistance/parking-policy-playbook) (<https://abag.ca.gov/technical-assistance/parking-policy-playbook>) to address transportation demand management (TDM) and curb management in these locations.

¹⁰ This generally includes retail and service businesses.

Table 7: Parking Management Requirements Standards

<i>Level of Transit Service</i>	<i>New Residential Development</i>	<i>New Commercial Development</i>
Tier 1: Rail stations serving regional centers (i.e., Downtown San Francisco, Downtown Oakland, and Downtown San José)	No minimum parking requirement allowed. Parking maximum of 0.375 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum equivalent to 0.25 spaces per 1,000 square feet or lower.
Tier 2: Stop/station served by two or more BART lines or BART and Caltrain	No minimum parking requirement allowed. Parking maximum of 0.5 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 1.6 per 1,000 square feet or lower.
Tier 3: Stop/station served by one BART line, Caltrain, light rail transit, or bus rapid transit	No minimum parking requirement allowed. Parking maximum of 1.0 spaces per unit or lower.	No minimum parking requirement allowed. Parking maximum of 2.5 spaces per 1,000 square feet or lower.
Tier 4: Commuter rail (SMART, ACE, Capitol Corridor, Valley Link) stations, Caltrain stations south of Tamien, or ferry terminals	Parking maximum of 1.5 spaces per unit or lower.	Parking maximum of 4.0 spaces per 1,000 square feet or lower.

4. Transit Station Access and Circulation

This **requirement standard** seeks to facilitate robust multimodal access to transit stations that maximizes the geographic area accessible from a stop or station via space-efficient forms of mobility (walking, cycling, shared mobility, and public transit) over space-intensive modes (single-occupancy vehicle travel). This helps enable increased residential and commercial density within transit station areas, but also enables those living, working, or accessing

destinations beyond the half-mile station area to utilize the region's transit network for more of their trips without having to rely on private automobiles.

Transit station access and circulation should prioritize access to transit for people with disabilities and/or mobility impairments by ensuring that all state and federal accessibility laws, codes, and guidelines are followed and that universal design principles, which enable access not only for people with disabilities but also for people with a wide range of ages, sizes, and abilities, are employed to the greatest extent possible.

Local jurisdictions, in coordination with transit agencies, community members, and other stakeholders, should complete the following in all transit station areas subject to the TOC Policy:

1. Adopt policies and design guidelines that comply with MTC's Complete Streets Policy¹¹ and prioritize implementation of the regional Active Transportation Network and any relevant [Community Based Transportation Plans](#) (<https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>).
2. Complete an access gap analysis and accompanying capital and/or service improvement program for station access via a 10-minute walk (including for people who use wheelchairs or other mobility aids), and 15-minute bicycle or bus/shuttle trip either as a separate study or analysis or as part of a specific or area plan, active transportation plan, or other transportation plan or study that, at a minimum, includes the following:
 - a. The geographic area that can currently be accessed via a 10- or 15-minute trip by these modes, with particular focus on access to Equity Priority Communities and other significant origins and/or destinations;
 - b. Infrastructure and/or service improvements that would expand the geographic area that can be accessed via a 10- or 15-minute trip by these modes; and
 - c. Incorporation of recommended improvements into a capital improvement or service plan for the local jurisdiction and/or transit agency (if applicable).

¹¹ See [MTC Resolution No. 4493](#) (<https://mtc.legistar.com/LegislationDetail.aspx?ID=5518024&GUID=F0D771EA-EEBF-4080-A9FE-303DF0DF3100&Options=ID|Text|&Search=4493>).

3. In coordination with transit operators, other mobility service providers, and the community, identify opportunities for [Mobility Hub](https://mtc.ca.gov/planning/transportation/mobility-hubs) (<https://mtc.ca.gov/planning/transportation/mobility-hubs>) planning and implementation using [MTC Mobility Hub locations](https://mtc.ca.gov/planning/transportation/mobility-hubs/universe-bay-area-mobility-hubs) (<https://mtc.ca.gov/planning/transportation/mobility-hubs/universe-bay-area-mobility-hubs>) and MTC's [Mobility Hub Implementation Playbook](https://mtc.ca.gov/sites/default/files/MTC%20Mobility%20Hub%20Implementation%20Playbook_4-30-21.pdf) ([https://mtc.ca.gov/sites/default/files/MTC Mobility Hub Implementation Playbook_4-30-21.pdf](https://mtc.ca.gov/sites/default/files/MTC%20Mobility%20Hub%20Implementation%20Playbook_4-30-21.pdf)).

FUNDING

To assist jurisdictions with TOC Policy **compliance consistency**, MTC's One Bay Area Grant (OBAG-3) program and the Regional Early Access Planning Grants of 2021 (REAP 2.0) will offer planning support to jurisdictions subject to the Policy. **Future OBAG funding cycles (starting with OBAG4) will consider funding revisions that prioritize investments in transit station areas that are subject to and compliant with the TOC Policy.**

IMPLEMENTATION

The TOC Policy shall be implemented by requiring local jurisdictions with transit station areas subject to the policy to provide documentation to MTC demonstrating that the policy **requirements standards** have been satisfied. Within six months of policy adoption, MTC will provide guidance regarding documentation that local jurisdictions should provide to demonstrate **consistency with the** TOC Policy **compliance**.

The TOC Policy complements the regional PDA Planning and Technical Assistance Program, which provides funding and technical guidance for comprehensive community planning in PDAs. MTC/ABAG will update PDA planning guidelines to include TOC Policy **requirements standards**, as well as guidance on how to achieve TOC Policy **compliance consistency**, and will use the PDA Planning and Technical Assistance Program to assist local jurisdictions with TOC Policy implementation.

EVALUATION AND POLICY UPDATES

In conjunction with Plan Bay Area updates, MTC will evaluate the TOC Policy and its outcomes every four (4) years. Staff will recommend any revisions or modifications to the TOC Policy based on these evaluations.

TECHNICAL ASSISTANCE

In addition to the guidance referenced in the Policy, MTC will provide further guidance on TOC Policy ~~requirements~~ standards to local jurisdictions with transit station areas subject to the Policy, including assistance with determining appropriate housing policies, transportation demand management, parking and curb management policies and programs, and transit station access and circulation.

Date: September 28, 2022
W.I.: 1611
Referred by: PLNG
Revised: 10/25/23 05/27/26

Attachment A
MTC Resolution No. 4530, Revised

APPENDIX 1 – TRANSIT EXTENSIONS

This Appendix 1 details the application of the TOC Policy compliance requirements for to fixed-guideway transit extension projects seeking allocations of regional discretionary capital funding or endorsements for federal or state discretionary capital funding. The requirements in this attachment are intended The Appendix intends to:

- Honor the purpose and goals of the TOC Policy including the aim to be comprehensive and not focused solely on transit investments.
- Avoid delaying delivery timelines for projects moving into construction phases, which could hamper or disadvantage transit investments.
- Allow appropriate time for local jurisdictions to comply demonstrate consistency with the TOC Policy.

Accordingly, this Appendix details the applicability of the TOC Policy during stages phases of project delivery in which a project may be seeking funding, with a focus on implementation for projects with sufficiently defined station areas that are not yet entering construction. Given the many nuances involved in project delivery, MTC staff will work with project sponsors and exercise discretion in terms of placing projects in their appropriate phase at the time of allocation for the purposes of determining TOC Policy compliance requirements consistency.

This Appendix is limited to defining the TOC Policy's application to transit extensions and does not alter other portions of the Resolution that expect local governments to demonstrate compliance consistency with the TOC Policy requirements by the OBAG 4 cycle, anticipated in 2026 for OBAG cycles.

Additionally, beginning in 2026, the requirements contained herein TOC Policy will also apply to fixed guideway transit extension projects seeking MTC endorsement for federal or state discretionary capital funding.

Transit Extension TOC Applicability by Project Phase

1. Project Development/Environmental Review

*Allocations **and endorsements** can proceed so long as project sponsors, and local jurisdictions as applicable, provide a letter acknowledging that future allocation **or endorsement** requests to MTC will be subject to the TOC policy **pursuant to standards for** later phases. These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.¹² For any project funding falling in this category, MTC staff will work with the project sponsor and applicable jurisdictions to ensure successful TOC Policy implementation as the project is further developed.*

Generally, projects in this category are in the earliest stages of development (planning/pre-environmental) and lacking defined station areas. Funding sought under this category would seek to further define the project, determine station location(s), assess environmental compliance, etc. Funding for environmental documents on proposed transit extensions with pre-determined station locations, but which have not been adopted for further advancement by the project sponsor, will fall into this category.

2. Project Design and Early Right-of-Way Acquisition

*Jurisdictions shall commit in writing **at the time of the allocation/endorsement** to take steps toward ~~achieving compliance by 2026~~ **achieving a TOC consistency threshold of 85 points¹³** **based on the TOC Evaluation Framework for the OBAG 4 TOC Incentive Program** for the station area(s) attached to the transit extension project(s) that seek **regional discretionary funding/endorsement before project construction begins or within five years of the funding allocation/endorsement, whichever is later.** The written commitment must ~~state specific steps being taken for each of the four TOC Policy areas (density, affordability, parking, and access/circulation)~~ **include a work plan and timeline of specific steps for achieving the 85-***

¹² For projects requesting allocations between now and December 2023, jurisdictions must submit the letter by Dec. 31, 2023. For projects seeking allocations thereafter, jurisdictions must submit the letter with their allocation request.

¹³ Defining the stations attached to the transit extension project seeking funding/endorsement is the discretion of MTC. MTC will issue subsequent guidance that provides further detail as to how the TOC consistency score is calculated for transit extension projects with multiple station areas.

point threshold by the specified deadline. These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.¹⁴

Generally, these projects will have approved environmental documents, be adopted for advancement by a project sponsor, have defined station areas, and be in a pre-construction phase. This project category also applies to funding for early right of way purchases, which suggest reasonable certainty on station area location. Funding for various project phases could apply to this category, including supplemental environmental studies for an adopted project which do not re-assess station location, preliminary and final design, and advanced right of way acquisition.

3. Project Construction

Jurisdictions do not need to submit a letter of commitment, but they should work with MTC staff to achieve compliance by 2026.

For projects that have advanced to the construction phase, funding allocations can proceed without TOC compliance or commitments.

For projects that did not previously submit a work plan during Phase 2 above, at the time of allocation/endorsement jurisdictions must submit a written work plan and timeline of specific steps for achieving the 85-point threshold for the station area(s) attached to the transit extension project(s) that seek funding/endorsement within five years of the funding allocation or endorsement.

These commitments can take the form of a City Council resolution or a letter signed by the Mayor or City Manager.

This category generally applies to projects that are imminently issuing bid documents, contracts, or notices to proceed on major construction packages, or which have already begun final construction.

¹⁴ **Commitment letters for projects in Stage 2 have the same timing requirements as commitment letters for projects in Stage 1.**

TOC Consistency Progress Reports

Project sponsors, in coordination with applicable jurisdictions, must submit reports on progress in achieving the 85-point TOC consistency threshold on an annual basis or within six months after a new allocation or endorsement request, whichever is sooner. The requirement for TOC progress reports ceases once a jurisdiction achieves 85-point consistency. Continued lack of demonstrated progress toward TOC Policy consistency may be considered in future MTC funding and/or endorsement decisions.

Metropolitan Transportation Commission
MTC Planning Committee

May 8, 2026

Agenda Item 8a – 26-0324

MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy

Subject:

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.

Background:

MTC adopted the Transit-Oriented Communities (TOC) Policy in September 2022 to better link the region's transit investments with land-use planning and local decision-making. The policy seeks to ensure that areas around transit stations and corridors are well-connected, mixed-use places where residents can live, work, and access daily needs. The TOC Policy establishes standards for jurisdictions with existing or planned fixed-guideway transit station areas across four policy components: residential and commercial office density; affordable housing production, preservation, and protection policies; parking management; and transit station access and circulation. MTC Resolution No. 4530 also specified that the Commission would consider prioritizing investments in station areas that are consistent with the TOC Policy, starting with OBAG Cycle 4.

In February 2026, the Commission adopted MTC Resolution No. 4754, formalizing the TOC Evaluation Framework and the guidelines for the \$45 million TOC Incentive Program.

Jurisdictions that reach 85 points on the evaluation framework receive TOC Incentive Program funding using a formula based on a jurisdiction's number of TOCs and population. At the February meeting, the Commission directed staff to return this spring with proposed amendments to MTC Resolution No. 4530 to address application of the TOC Policy to transit extension projects seeking non-OBAG discretionary funding and to clarify the Commission's intent regarding the TOC Policy's role in future OBAG cycles.

Transit Extensions and Regional Land Use Policy – History and Rationale:

Linking regional capital investment in transit to local land use policy is a longstanding feature of MTC’s regional planning approach. In 2001, MTC Resolution No. 3434 established the Regional Transit Expansion Program of Projects and conditioned regional discretionary capital funding on project-specific delivery requirements. In 2005, MTC added a Transit-Oriented Development (TOD) Policy that required transit extension projects to meet corridor-specific minimum housing unit capacity thresholds before receiving regional discretionary capital funding. The TOC Policy expands on the TOD Policy by applying to existing stations as well as planned stations and focusing on complementary density, housing, parking, and station access policies that comprehensively support transit ridership, housing affordability, and multimodal access.

The Bay Area is expected to invest approximately \$28 billion in fixed-guideway transit extensions through 2050, according to Plan Bay Area 2050+; each new station represents a significant land use opportunity. Accelerating local adoption of policies to achieve TOC Policy consistency can help ensure these investments produce lasting benefits to the immediate community, our transit systems, and the entire region.

Existing TOC Policy Requirements for Transit Extensions:

The original TOC Policy approved in 2022 required jurisdictions with transit extension projects seeking regional discretionary capital funding to comply with TOC Policy standards as a condition of those allocations. In October 2023, the Commission amended MTC Resolution No. 4530 to add Appendix 1, which structured these requirements across three project delivery phases to balance policy goals with the practicalities of long project timelines:

- Phase 1 – Project Development/Environmental Review: Project sponsors and applicable jurisdictions must provide a letter acknowledging that future allocation requests will be subject to TOC Policy requirements at later stages.
- Phase 2 – Project Design and Early Right-of-Way Acquisition: Jurisdictions must commit in writing to take steps toward achieving TOC Policy compliance by 2026.
- Phase 3 – Project Construction: No formal commitment letter is required; jurisdictions are encouraged to work with MTC staff to achieve TOC Policy compliance by 2026.

Appendix 1 also established that beginning in 2026, these requirements would extend to projects seeking MTC endorsement for federal or state discretionary capital funding.

As implementation has moved forward, several limitations in the existing framework warrant amendment:

- *Policy tied to 2026 and OBAG 4.* Existing language is not forward-looking and assumes all transit extensions would be consistent with the TOC Policy by the start of OBAG 4.
- *No defined consistency standard.* The TOC Policy references compliance but does not define a measurable threshold for TOCs associated with extension projects.
- *Multi-jurisdictional complexity.* Some projects cross multiple jurisdictions with varying levels of TOC progress, necessitating a clear methodology for assessing consistency.

Proposed TOC Policy Amendment for Transit Extensions:

Staff propose amending Appendix 1 of MTC Resolution No. 4530 to replace the fixed 2026 deadline with a structured but flexible, project milestone-based path forward that is consistent with the Commission's approach under the OBAG 4 TOC Incentive Program. The proposed amendment would:

- Remove references to the 2026 compliance deadline and instead require that project sponsors, in coordination with applicable jurisdictions, submit a work plan at the next funding allocation request for Phase 2 or Phase 3
- Work plans would document the steps each jurisdiction intends to take to reach 85-point TOC consistency prior to construction or within 5 years, whichever is later.
- Require progress reports to the Commission on an annual basis or within six months after a new allocation or endorsement request, whichever is sooner.
- Clarify that TOC reporting requirements under the transit extensions provisions cease once the 85-point consistency threshold is met.
- Make explicit that continued lack of demonstrated progress toward TOC Policy consistency may be considered in future MTC funding and/or endorsement decisions.

This approach is consistent with the Commission's February 2026 action extending flexibility to jurisdictions under the TOC Incentive Program, while preserving the core expectation that TOC

progress will be made before new transit investments are fully delivered and change in communities around new stations begins to take shape. Following the Commission’s action, staff would revise the TOC Policy Administrative Guidance to clarify that TOC consistency for transit extension projects with multiple stations would be assessed as an average score across project station areas.

Additional Amendments

In addition to the transit extensions amendment, the proposed revision to MTC Resolution No. 4530 includes two minor updates directed by the Commission in February 2026. First, the proposed amendment adds language to clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle. Second, the proposed amendment includes technical updates to align terminology in MTC Resolution No. 4530 with the language of the TOC Evaluation Framework adopted under MTC Resolution No. 4754 (e.g., updating references to TOC “compliance” to reflect the 85-point consistency standard). These changes do not alter any substantive policy requirements.

Issues:

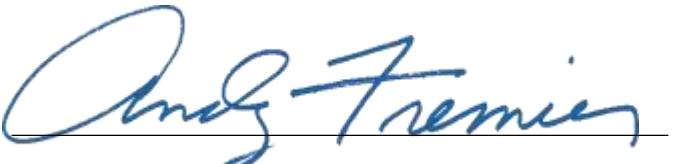
None identified.

Recommendations:

Staff request that the Commission adopt MTC Resolution No. 4530, Revised, amending the Transit-Oriented Communities Policy to: (1) provide greater flexibility to transit extension projects seeking non-OBAG regional discretionary funding or MTC endorsements for federal or state discretionary capital funding; (2) clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle; and (3) align nomenclature with the TOC Evaluation Framework approved under MTC Resolution No. 4754.

Attachments:

- MTC Resolution 4530, Revised
 - Attachment A
- Attachment A: Presentation



Andrew B. Fremier

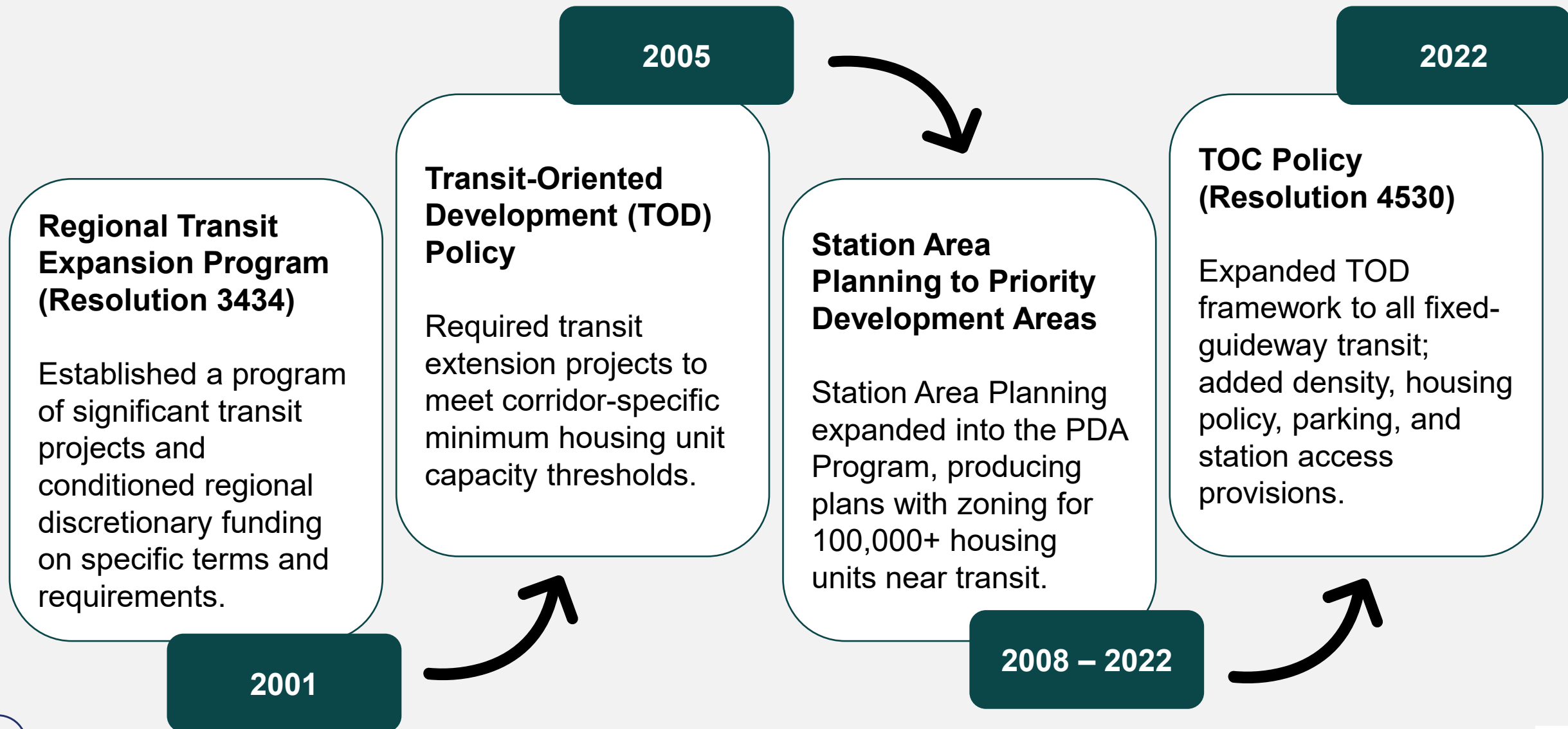
**MTC Resolution 4530, Revised, Attachment A
is available as attachment to the Summary
Sheet Update to Commission**

Transit-Oriented Communities (TOC) Policy & Transit Extensions



Planning Committee
May 8, 2026

From TOD to TOC: MTC's Policy History

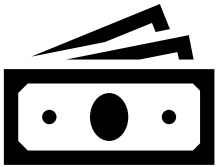


TOC Policy vs. TOC Incentive Program



TOC Policy (September 2022)

- Adopted the TOC Policy via **MTC Resolution No. 4530**, including four key components of density, housing, parking, and station access
- Signaled that future OBAG cycles would prioritize TOC-consistent station areas



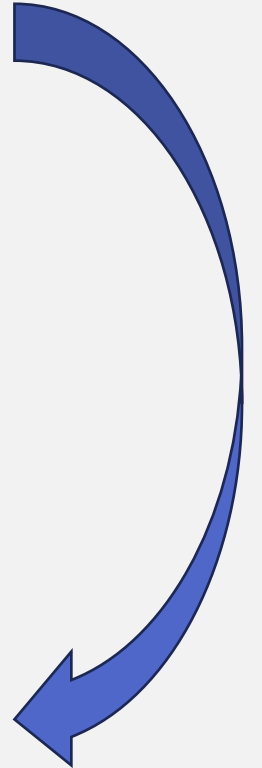
TOC Incentive Program (February 2026)

- Adopted the TOC Policy Evaluation Framework via **MTC Resolution No. 4754**, with a 100-point scoring system and 85-point threshold for incentives
- Set July 2027 deadline for jurisdictions to qualify for OBAG4 formula-based awards

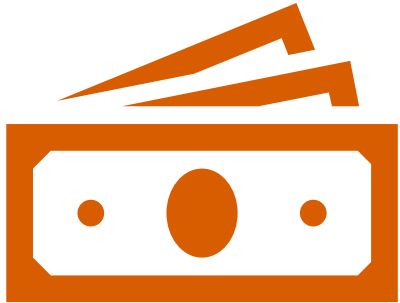


TOC Policy Amendment (*Today's Item*)

- Proposed revisions to original TOC Policy via **MTC Resolution No. 4530, Revised**, primarily related to handling of transit extension projects in Appendix 1



Transit Extensions: Scale, Timing, and Regional Impact



The Bay Area will invest
\$28 billion in transit
extensions through 2050.

RM3 alone *allocates
more than \$2.75 billion
across 20 capital projects*,
augmented with billions more
in federal & state dollars.



New stations are once-in-a-
generation opportunities.
Station construction triggers
real estate activity; *supportive
policies beforehand
maximize the investment*
and reduce displacement
pressure.



The transit network depends
on **supportive policies** across
density, housing, parking, and
station access in station areas.
The TOC Policy is an **essential
tool to implement the
strategies and vision** of Plan
Bay Area 2050+.

Transit Extensions: TOC Policy Applicability

Applies to projects in Plan Bay Area 2050+ seeking funding allocation or endorsement, including:

- BART to Silicon Valley Phase 2
- Capitol Corridor South Bay Connect
- Capitol Corridor Hercules Station
- Irvington BART
- SMART to Healdsburg
- SMART to Cloverdale
- The Portal (*Caltrain Downtown Extension*)
- Valley Link
- *New WETA Ferry Terminals*
- *New Bus Rapid Transit (BRT) Lines*



Source: Caltrans District 4



Source: Jim Maurer



Source: Noah Berger

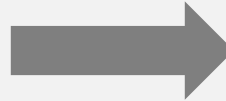


Source: Caltrans District 4

Transit Extensions & TOC: From Fixed Deadline to Flexible Path

Current Policy

All transit extension TOCs must achieve consistency by 2026 — a **fixed deadline** with limited flexibility or connection to project delivery realities.



Proposed Change

A structured path forward: sponsors and jurisdictions commit to a work plan and demonstrate progress — with **more time** and **more flexibility** in how consistency is achieved.

Extending flexibility to transit extension areas that need more time to meet TOC requirements is consistent with the Commission's action under OBAG 4.

Upcoming Projects and TOC Consistency

The work plan must demonstrate **the steps jurisdiction(s) will take to achieve 85 points** on the TOC Evaluation Framework.

TOC Consistency Gap

Many station areas are far below the 85-point TOC Incentive Program threshold as of spring 2026.

Grants Awarded to Accelerate Progress

Several transit extension projects have active grants to complete TOC-consistent policies in the next few years.

MTC's monitoring of local actions to achieve TOC consistency is **critical in maximizing the success of major new transit investments.**

Proposed Amendments to TOC Policy

Transit Extensions: Transparency & Reporting

- Remove 2026 deadline
- Sponsor/jurisdiction work plan documenting actions needed to reach 85 points* prior to construction, or within 5 years after an allocation/endorsement (*whichever is later*)
- Progress reports to the Commission annually or within 6 months after an allocation/endorsement (*whichever is sooner*)
- Reporting requirements cease once 85-point consistency is achieved
- Continued lack of progress toward TOC Policy consistency could impact future MTC funding and/or endorsement decisions

Other Minor Amendments

- Clarify that the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle
- Align nomenclature with the TOC Evaluation Framework approved under MTC Resolution No. 4754

Staff Recommendation

Staff requests that the Commission adopt MTC Resolution No. 4530, Revised, amending the Transit-Oriented Communities Policy to:

- **Provide greater flexibility to transit extension projects** seeking non-OBAG regional discretionary funding or MTC endorsements for federal or state discretionary capital funding
- **Clarify that the Commission will further consider the evolving role of the TOC Policy** at the start of the next OBAG cycle
- **Align nomenclature with the TOC Evaluation Framework** approved under MTC Resolution No. 4754



Credit: Karl Nielsen

From: [Leano Atanacio, Amiel](#)
To: [MTC-ABAG Info](#)
Cc: [Marcus, Justine](#)
Subject: MTC Planning Committee Meeting - Item 8a
Date: Thursday, May 7, 2026 4:32:59 PM
Attachments: [image.png](#)
[May 8 MTC Planning Meeting Comment Letter - Item 8a.pdf](#)

External Email

Hello,

Please find our coalition comment letter for the MTC Planning Committee Meeting, Agenda Item 8a: MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy, attached.

Thanks!

Best,
Amiel

Amiel Leaño Atanacio (he/him)
Program Manager, State & Local Policy
Northern California

enterprisecommunity.org





May 7, 2026

**Re: May 8, 2026 MTC Planning Committee Meeting
Item 8a: MTC Resolution No. 4530, Revised. Transit-Oriented Communities (TOC) Policy**

Dear Commissioners:

We appreciate the Commission and staff for the ongoing work on the Transit-Oriented Communities (TOC) Policy, including this current discussion of transit extensions. As the Bay Area grapples with a transit fiscal cliff, it is imperative that MTC ensures its future investments in transit extensions are sound and financially sustainable. With ridership being the primary driver of transit revenue, the TOC Policy presents a strong path for transit recovery and long-term financial sustainability.

The TOC Policy reimagines the region where Bay Area individuals and families have the opportunity to live in beautiful neighborhoods where they can walk, bike, or take transit to go to school or work, spend the afternoon at the park with their children, or pick up groceries or medications at a pharmacy. Therefore, TOC Policy compliance is integral to the success of any future transit project in the Bay area.

We supported the passage of the TOC Incentive Program in March 2026 as a regional compromise to move the TOC Policy forward and encourage jurisdictions to make progress towards our climate, housing, and transportation goals. However, it has been our consistent position that the partial compliance approach - the current TOC Evaluation Framework's 85-point compliance threshold - is a transitional approach to give jurisdictions time to come into compliance; it should be short-term and time-bound. **Full compliance must remain as the long-term goal of the TOC Policy.**

For these reasons, we support staff's proposal to extend the timeline for TOC Policy Compliance for transit extension projects to before construction or at least 5 years (whichever is longer), given the timeline of actually building these projects, but this extended timeline must then require full compliance at the end of the period. While we support aligning transit extension requirements with the TOC Incentive Program, the compliance threshold in the proposed amendments would undermine the long-term goals of the TOC Policy and Plan Bay Area 2050+.

1. **A longer timeline for compliance should be accompanied with a requirement for compliance.** While we agree with removing the 2026 deadline for transit extensions due to the updated 2027 timeline in the TOC Incentive Program, applying the same 85-point threshold that jurisdictions must meet to receive OBAG 4 funding undermines the TOC Policy in the long-term. Setting a compliance timeline of the later date between "prior to construction" or within 5 years after an allocation/endorsement is reasonable. This also provides jurisdictions more than adequate time to work towards full compliance to the TOC Policy.
2. **Maintaining the 85-point threshold beyond the 2027 compliance timeline under the TOC Incentive Program sets a precedent of partial compliance to the TOC Policy in the long-term.** Without detailed or certain timelines for when listed transit extensions will seek a funding

allocation or endorsement, the proposed threshold would create more uncertainty and stymie progress.

The success of transit extensions across the region are intertwined with the success of the TOC Policy. The four components of the TOC policy –i.e. density, parking, housing, and station access– work in a coordinated manner to deliver equitable transit-oriented communities. Given the twin imperatives of making the Bay Area more affordable for people of all incomes and growing transit ridership, we strongly encourage you to continue to uphold the goals of the TOC Policy through transit extensions.

Thank you again for your time, engagement, and consideration.

Respectfully,

Heather Hood
Vice President - Northern California
Enterprise Community Partners

Sophia DeWitt
Chief Program Officer
East Bay Housing Organizations

Zack Deutsch-Gross
Executive Director
Transform



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0645, **Version:** 1

Subject:

Senate Bill 1167 (Blakespear): Electric Bicycle Safety

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

Presenter:

Jadie Moar

Recommended Action:

Support / Commission Approval

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

May 8, 2026

Agenda Item 3b – 26-0555

Senate Bill 1167 (Blakespear): Electric Bicycle Safety

Subject:

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

Background:

At the direction of the State Legislature through Senate Bill 318 (Min, 2023), the Mineta Transportation Institute published a research brief in December 2025, *Exploring Electric Bicycle Safety Performance Data and Policy Options for California*, with recommended policy actions. The report highlights that “e-bike” is often used to describe a wide spectrum of devices, contributing to confusion and challenges in both regulation and safety analysis. SB 1167 seeks to implement a key recommendation from the report, specifically, to revise the California Vehicle Code to update electric bicycle classes and operating rules, including clarifying the legal status of two-wheeled, powered “bicycle-shaped devices” that do not fit into any device category in the California Vehicle Code.

In discussing the numerous e-bike bills introduced this year at the April Joint MTC-ABAG Legislation Committee, committee members agreed that regulating the more dangerous high-speed, high-powered devices had the most potential to mitigate safety risks while still advancing the region’s sustainable transportation goals.

Recommendation:

Support / Commission

Discussion:

SB 1167 addresses a key gap in current law by clarifying which electric two-wheeled devices qualify as e-bikes, particularly as higher-speed, higher-powered devices have become more prevalent in the marketplace. Market research firm Global Market Insights estimates that only 43 percent of devices sold in 2024 were low-speed, low-power class 1 e-bikes, and that devices with

motors above 750 watts are the fastest growing segment of the e-bike market¹. The bill establishes clear thresholds for power and speed, specifying that devices exceeding 750 watts or 20-mph throttle/28 mph pedal-assist limits do not qualify as e-bikes, and requiring manufacturers and sellers to provide disclosures regarding applicable licensing and registration requirements for these devices. It also establishes standard skyward-facing e-bike labeling guidelines so devices can be easily and properly identified. Lastly, the bill requires law enforcement incident reports to include identifying information from the e-bike label, or lack thereof, to improve the quality of e-bike data collection.

Among the e-bike bills introduced this session, SB 1167 takes a targeted approach by focusing on higher-risk and more dangerous devices without imposing new restrictions on low-speed, low-power class 1 e-bikes. The bill provides much needed regulatory clarity by ensuring higher-speed, higher-powered devices are appropriately classified and labeled, reducing confusion for consumers, retailers, and law enforcement. This approach strengthens safety and oversight, without limiting access to the e-bikes that support regional sustainability, mobility, and accessibility goals. From an operational perspective, the bill does not affect the class 1 e-bikes included in the BayWheels Bike Share fleet.

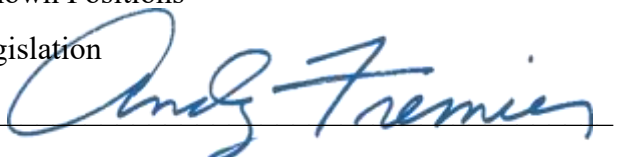
Staff will continue to monitor all e-bike bills under consideration this session and can provide further updates on other bills at your May Committee meeting.

Known Positions:

- See Attachment A.

Attachments:

- Attachment A: SB 1167 (Blakespear) Known Positions
- Attachment B: 2026 Electric Bicycle Legislation



Andrew B. Fremier

¹ Global Market Insights. (2025, July). US e-bike market size - by product, by battery, by motor, by propulsion, by ownership, by power output, by application, by sales channel, by price range, growth forecast, 2025 - 2034. Retrieved from [https:// www.gminsights.com/industry-analysis/us-e-bike-market](https://www.gminsights.com/industry-analysis/us-e-bike-market)

Senate Bill 1167 (Blakespear): Known Positions

Support

- California Bicycle Coalition (sponsor)
- People for Bikes (sponsor)
- Streets are for Everyone (sponsor)
- Streets for All (sponsor)
- 350 Sacramento
- AAA Northern California, Nevada & Utah
- Abate of California - Motorcyclists Rights & Safety Organization
- Active San Gabriel Valley
- Auto Club of Southern California (AAA)
- Bicycling Monterey
- Bike East Bay
- Bike LA
- Bike Temecula Valley
- California Association of Bicycling Organizations
- California District Attorneys Association
- California Emergency Nurses Association
- California Orthopedic Association
- Chico Velo Bicycle Advocates
- Circulate San Diego
- City of Carlsbad
- City of Vista
- Claremont Streets for People
- Day One
- Festival Trail
- LA Critical Mass
- Livable Communities Initiative
- Marin County Bicycle Coalition

- Move LA
- Move San Mateo
- Move Santa Barbara County
- Napa County Bicycle Coalition (napa Bike)
- Oceanside Unified School District
- City of Oceanside
- Rails to Trails Conservancy
- Sacramento Area Bicycle Advocates
- San Diego County Bicycle Coalition
- San Diego County District Attorney's Office
- San Dieguito Union High School District
- San Francisco Bicycle Coalition
- Sandiego350
- Santa Monica Safe Streets Alliance
- Santa Monica Spoke
- Silicon Valley Bicycle Coalition
- Sonoma County Bicycle Coalition
- South Pas Active Streets
- Street Racing Kills
- Sunnyvale Safe Streets
- Transbay Coalition
- Transform
- Walk Bike Berkeley
- Walk Bike Cupertino
- West Hollywood Bicycle Coalition
- 1 Individual
- Ebikeaccess.org (Support If Amended)

Opposition

None on file

2026 E-Bike Legislation

Bill Number (Author) & Status <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i>	Bay Area Legislator
AB 1557 (Papan) <i>E-Bike Motor Limits</i> Amended 3/16/26	• Redefines the classes of electric bicycles (e-bikes) based on their motor and speed assistance capabilities. • Prohibits class 1 and class 2 e-bikes from providing assistance when speeds reach 16mph, down from 20mph. • Prohibits manufacturers and retailers from selling class 1 or class 2 e-bikes capable of exceeding 750 watts of peak power and 250 watts of continuous power.	
AB 1569 (Davies) <i>Youth E-bike Safety and Training Program</i> Amended 4/13/26	• Would require, on or before March 1, 2028, the State Department of Education, in consultation with the Department of the California Highway Patrol, to develop a standardized electric bicycle safety and training program for students in grades 7 to 12. • Authorize the State Department of Education and the Department of the California Highway Patrol to collaborate with local law enforcement agencies or local governments that have implemented electric bicycle training programs already to ensure the program reflects proven best practices. • Encourage local educational agencies and parent organizations to offer training demonstrations to students and parents on e-bike operations in collaboration with local law enforcement agencies or local governments	

Bill Number (Author) & Status <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i>	Bay Area Legislator
AB 1942 (Bauer-Kahan) <i>E-Bike License & Registration</i> Introduced 2/13/26	- Require class 2 and class 3 e-bikes to be registered with the DMV and to display a special license plate issued by the department. - Provide a loan from the General Fund to support the DMV's administrative costs to establish the Electric Bicycle Registration Fund.	✓
AB 2284 (Dixon) <i>Labeling & Advertising</i> Amended 4/6/26	Require the Attorney General's office and biking non-profits to compile a list of two-wheeled devices that are labeled, advertised, or commonly perceived as e-bikes, but do not comply with the definition of any single class of e-bikes.	
AB 2346 (Wilson) <i>Speedometers, Lights, Labeling & Speed Limits</i> Amended 3/26/26	- Requires class 1 and class 2 e-bikes to be equipped with a speedometer and front and rear lights - Requires manufacturers and distributors of electric bicycles to include a written description of California's e-bike laws with the bicycle's packaging to be provided to the consumer. - Prohibit a person under 16 from riding a self-propelled device at a speed greater than 15 MPH without a driver's learning permit. - Allow local authorities to set speed limits on biking paths and trails and also set a prima facie speed limit of 10 MPH on a sidewalk	✓

Bill Number (Author) & Status <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i>	Bay Area Legislator
AB 2595 (Papan) <i>San Mateo County E-bike Pilot Program</i> Introduced 2/20/26	• Authorize a local authority within the County of San Mateo, or the County of San Mateo in unincorporated areas, to adopt an ordinance or resolution that would prohibit a person under 12 years of age from operating a class 1 or 2 electric bicycle. • If an ordinance is enacted, a report on its enforcement and outcomes must be submitted to the Legislature by January 1, 2030, and a public information campaign must occur for 30 days before the ordinance takes effect.	
SB 956 (Choi) <i>Local Regulation of E-bikes</i> Amended 4/6/26	• The bill would, until January 1, 2032, authorize the County of Orange to establish a pilot program to require the display of a special license plate on electric bicycles. • Authorize the county to adopt ordinances or resolutions to implement the pilot program and would make a person operating an electric bicycle in violation of this requirement guilty of an infraction punishable by specified fines and mandatory attendance of the Department of the California Highway Patrol-approved electric bicycle training course.	

Bill Number (Author) & Status <i>Note: Bills are organized by number, with Assembly bills first, followed by Senate bills.</i>	Summary <i>Note: Bill summary reflects text in print as of 4/15/26, unless otherwise noted.</i>	Bay Area Legislator
SB 1167 (Blakespear) <i>Differentiating E-bikes from E-motos</i> Amended 4/9/26	• Prohibit motor-driven cycles and mopeds from being advertised, sold, offered for sale, or labeled as electric bicycles. • Make a violation of this provision a misleading statement for purposes of false advertising provisions of the Business and Professions Code.	



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0652, **Version:** 1

Subject:

MTC Resolution No. 4758. FY 2026-27 Regional Measure 3 Operating Program.

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

Presenter:

Jack McDowell

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 3b-26-0449

MTC Resolution No. 4758

Subject:

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

Background:

The RM3 Operating Program receives a maximum of 16 percent, up to sixty million dollars (\$60,000,000), of the revenues generated each year from the \$3 toll increase approved by voters through RM3 for operations assistance [California Streets and Highway Code § 30914.7(c)].

Within the annual RM3 Operating Program, funding levels for operating assistance are determined for the Transbay Terminal (8%), Regional Express Bus (34%), and Expanded Ferry Service (58%). Only the San Francisco Bay Area Water Emergency Transit Authority (WETA), the Transbay Joint Powers Authority (TJPA), and selected operators that provide Express Bus service are eligible to receive RM3 Operating funds. The Bay Area Toll Authority (BATA) anticipates \$338.0 million in RM3 revenue for Fiscal Year (FY) 2026-27, an increase of less than one percent relative to anticipated FY 2025-26 revenues. As shown in Table 1 below, the proposed FY 2026-27 RM3 Operating Program reflects the same increase in annual revenues, including \$54.0 million in FY 2026-27 revenues plus \$7.2 million in prior years' funds, totaling \$61.3 million.¹

Table 1. Proposed FY 2026-27 RM3 Operating Program Overview

Project	FY 2026-27 RM3 Total Programming (\$M)
Transbay Terminal	\$4.3
Ferry Service	\$31.4
Regional Express Bus	\$18.4
Regional Express Bus – Prior Years' Funds	\$7.2
Total	\$61.3

¹ The FY 2026-27 RM3 Operating program exceeds \$60 million due to the inclusion of \$7.2 million in prior years' funds. Total programming of the revenues generated in FY 2026-27 is \$54.0 million, below the statutory limit.

Funds programmed for operations of the Transbay Terminal and Ferry Service will be used by TJPA and WETA for existing operations purposes. Information on sponsors receiving RM3 Operating funds for Regional Express Bus operations is included later in this memo.

MTC's RM3 Operating Policies and Procedures state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year. The proposed FY 2026-27 BATA budget will include the RM3 Operating Program, pending approval.

Proposed FY 2026-27 Programming for Express Bus

Prior to FY 2026-27, RM3 Regional Express Bus funds were programmed based on sponsors' operating needs, including the standardized shortfalls outlined in MTC Resolution No. 4619, Revised. Starting in FY 2026-27, MTC is establishing a formulaic approach to apportioning express bus funds which will increase the predictability and stability of RM3 funding amounts for express bus operators going forward.

In line with RM3 statute, which calls for express bus funds to be distributed by "prioritizing bus routes that carry the greatest number of transit riders" [SHC § 30914.7(c)(2)(C)], staff have developed a methodology to apportion express bus funds proportionally to the ridership on eligible routes. Under this methodology, express bus funds are programmed for each operator based on their share of ridership relative to total regional ridership on eligible routes, with each operator receiving a minimum of \$500,000 or an amount equal to the operator's estimated eligible operating costs, whichever is less, and no more than 33 percent of the total express bus program amount. Proposed programming amounts for the Regional Express Bus program for FY 2026-27 are summarized in Table 2, totaling \$18.4 million.

In accordance with the RM3 Policies and Procedures (MTC Resolution No. 4404, Revised), total RM3 programming amounts will be limited such that the combined RM2 and RM3 operating revenue received by each operator is not greater than the cost of operating RM3-eligible service, less fare revenue.

Table 2. Proposed FY 2026-27 RM3 Operating Program (Express Bus)

Operator	FY 2026-27 RM3 Express Bus Programming (\$M)
AC Transit	\$6.1
CCCTA	\$0.5
ECCTA	\$0.2
GGBHTD	\$2.1
LAVTA	\$1.4
NVTA	\$0.5
SFMTA	\$2.9
SolTrans	\$3.0
WestCAT	\$1.7
Total	\$18.4

Contribution of Prior Years' RM3 Operating Program Funds

Over the period spanning FY 2018-19 to FY 2021-22, roughly \$24 million in RM3 funding for express bus operations was accrued but not disbursed while RM3 was under legal challenge. Now that legal challenges have been dismissed, MTC is able to disburse this funding to eligible recipients. In FY 2025-26, \$9.4 million in prior years' funds were allocated to help address standardized shortfalls for RM3 Operating sponsors. In FY 2026-27, \$7.2 million in prior years' funds are proposed for programming to five RM3-eligible express bus operators, in addition to the amounts programmed in Table 2.

County Connection (CCCTA), Tri-Delta Transit (ECCTA), Tri-Valley Wheels (LAVTA), and WestCAT will receive a zero-interest rate loan of RM3 prior years' funds equivalent to the FY 2025-26 amounts received under the BART Feeder Bus funding agreement, which provided a portion of BART's state operating funds to East Bay bus operators to support local bus services that connect to BART stations. The final year of the BART Feeder Bus agreement was FY 2025-26. To ensure that the loaned funds can be fully expended within the fiscal year, these four operators will be provided increased flexibility to use prior years' funds on eligible routes which serve an intended bridge corridor and/or provide a direct connection to BART. Should SB 63

pass, operators will repay the loan through reduced annual RM3 Operating Program allocations beginning in FY2027-28.

Golden Gate Transit (GGBHTD) will also receive \$500,000 in prior years' funds to support implementation of the Marin-Sonoma Coordinated Transit Service (MASCOTS) plan. Proposed FY 2026-27 programming amounts for the express bus prior years' funds are summarized in Table 3 below.

Table 3. Proposed FY 2026-27 Programming of RM3 Express Bus Prior Years' Funds

Operator	FY 2026-27 RM3 Express Bus Programming of Prior Years' Funds (\$M)
CCCTA	\$0.8
ECCTA	\$2.6
LAVTA	\$0.6
WestCAT	\$2.7
GGBHTD	\$0.5
Total	\$7.2

Staff will return to the Commission with a recommendation on potential uses of the remaining \$7.3 million in prior years' funds at a later date, following further coordination with transit agency partners.

Funding Availability

MTC's RM3 Policies and Procedures state that MTC will adopt a project specific budget for RM3 operating funds prior to allocation. The proposed FY 2026-27 programming levels are consistent with Bay Area Toll Authority revenue projections for RM3. However, should actual revenues be lower than budgeted revenues, revisions to programming will be necessary to stay within the statutory 16 percent maximum. Operators will continue to have flexibility to direct funding to any eligible service so funds can be used where operators determine they are most needed.

Issues:

Historically, RM3 Express Bus operating funds were programmed according to sponsors' operating needs, while the proposed FY 2026-27 program does not address potential budgetary shortfalls that many Bay Area operators continue to face. If the regional transportation revenue measure authorized by Senate Bill 63 is not approved by voters in November 2026, the Commission may choose to alter the RM3 Express Bus operating program in FY 2027-28 and beyond to respond to the resulting fiscal challenges.

Recommendations:

Refer MTC Resolution No. 4758 to the Commission for approval.

Attachments:

- MTC Resolution No. 4758
 - Attachment A - RM3 Operating Program of Projects
- Presentation



Andrew B. Fremier

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

ABSTRACT

Resolution No. 4758

This resolution adopts the Regional Measure 3 (RM3) Operating Program for FY 2026-27.

This resolution includes the following attachment:

- Attachment A – FY 2026-27 RM3 Operating Program – Streets and Highways Code 30914.7(c)

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated May 13, 2026.

Date: May 27, 2026
W.I.: 1255
Referred by: PAC

RE: Adoption of FY 2026-27 RM3 Operating Program

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4758

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

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

WHEREAS, on June 5, 2018, a special election was held in the City and County of San Francisco, and the Counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma (individually, each a “County” and, collectively, the “Counties”) to approve a toll increase of three dollars (\$3.00) phased in over time, including a one dollar (\$1.00) toll increase on January 1, 2019, a one dollar (\$1.00) toll increase on January 1, 2022, and a one dollar (\$1.00) toll increase on January 1, 2025, for vehicles traveling on the state-owned bridges located in the San Francisco Bay Area (“Regional Measure 3”); and

WHEREAS, on September 26, 2018, the Bay Area Toll Authority (“Authority”) adopted Resolution No. 126 accepting certified statements from the Registrar of Voters of the City and County of San Francisco and each of the Counties and observing that a majority of all voters voting on Regional Measure 3 (“RM3”) at such special election voted affirmatively for RM3; and

WHEREAS, on December 19, 2018, the Authority adopted Resolution No. 128 adopting a toll schedule phasing in the toll increase approved pursuant to RM3, effective on January 1, 2019; and

WHEREAS, RM3 establishes the RM3 Expenditure Plan and identifies specific capital projects and operating programs eligible to receive RM3 funding as identified in Sections 30914.7(a) and (c) of the California Streets and Highways Code; and

WHEREAS, RM3 assigns administrative duties and responsibilities for the implementation of the RM3 Expenditure Plan to MTC; and

WHEREAS, BATA shall fund the projects of the RM3 Expenditure Plan by bonding or transfers to MTC; and

WHEREAS, MTC has developed guidelines for the programming and use of the RM3 funds for operating support of transit projects, and

WHEREAS, these guidelines state that MTC will adopt a project specific budget for RM3 operating funds prior to the beginning of each fiscal year, now, therefore be it

RESOLVED, that MTC adopts a program that establishes RM3 operating subsidy amounts for FY 2026-27, as outlined in Attachment A and incorporated herewith as though set forth at length; and, be it further

RESOLVED, that the Executive Director is authorized to make programming changes to Attachment A, up to \$200,000 for each project, in consultation with the affected sponsor.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California and at other remote locations on May 27, 2026.

Attachment A
MTC Resolution No. 4758

FY 2026-27 RM3 Operating Program – Streets and Highways Code 30914.7(c)

Project #	Project Name	Sponsor	Service ¹	Amount ²
1	Transbay Terminal	TJPA	Terminal Operations	\$ 4,326,844
2	Ferry Service	WETA	Ferry Service	\$ 31,369,616
3	Regional Express Bus	AC Transit	Express Bus	\$ 6,068,398
		CCCTA	Express Bus	\$ 500,000
		GGBHTD	Express Bus	\$ 2,147,640
		ECCTA	Express Bus	\$ 196,267
		LAVTA	Express Bus	\$ 1,362,692
		NVTA	Express Bus	\$ 500,000
		SFMTA	Express Bus	\$ 2,886,623
		SolTrans	Express Bus	\$ 3,041,920
		WestCAT	Express Bus	\$ 1,685,545
			Total	\$ 18,389,085
Regional Express Bus FY 2018-19 through FY 2021-22 Funds	CCCTA	Express Bus ³	\$ 802,469	
	ECCTA	Express Bus ³	\$ 2,608,847	
	GGBHTD	Express Bus ⁴	\$ 500,000	
	LAVTA	Express Bus ³	\$ 584,596	
	WestCAT	Express Bus ³	\$ 2,710,277	
	Total	\$ 7,206,189		
Grand Total				\$ 61,291,734

Notes:

- Transit operators will have increased flexibility in FY 2026-27 to allocate funds toward their highest ridership express bus routes serving bridge corridors or directly connecting to BART.
- Amounts shown are subject to approval of the FY 2026-27 BATA Budget and funding availability.
- East Bay recipients of Regional Express Bus FY 2018-19 through FY 2021-22 funds will be provided increased flexibility for FY 2026-27 to use funds on eligible BART feeder bus services. Eligible routes for these funds must serve an intended bridge corridor and/or provide a direct connection to BART. Before allocating funds, MTC staff and project sponsor will confirm route eligibility. Should SB 63 pass, operators will repay the loan through reduced annual RM3 Operating Program allocations beginning in FY2027-28.
- Regional Express Bus FY 2018-19 through FY 2021-22 funds for GGBHTD are contingent upon an equivalent contribution of State Transit Assistance (STA) Population-Based funds from GGBHTD to Sonoma-Marín Area Rail Transit (SMART) in FY 2026-27. Before allocating funds, MTC staff and project sponsor will confirm the adoption of the STA funding distribution in the Sonoma County Transportation Authority's FY 2026-27 Transit Coordinated Claim.



Image Credit: City of Vallejo

FY 2026-27 Regional Measure 3 (RM3) Operating Program



METROPOLITAN
TRANSPORTATION
COMMISSION

MTC Programming & Allocations Committee

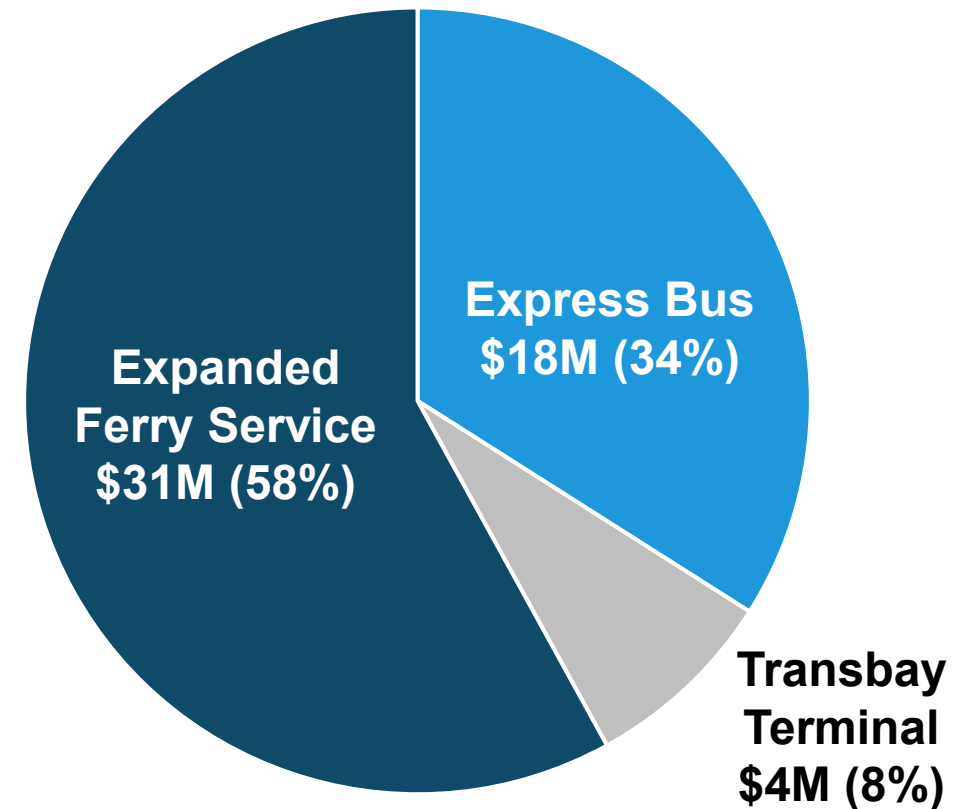
May 13, 2026

Jack McDowell

Operating Program Overview

- Regional Measure 3 (approved June 2018) established a phased \$3 toll increase on BATA bridges to support congestion reduction
- Maximum of 16% of annual RM3 revenues support operating assistance
- Statute identifies sponsors for Transbay Terminal (TJPA) and Expanded Ferry Service (WETA), but not for Regional Express Bus

**RM3 Operating Program
(16% Annual RM3 Revenue)**



Proposed FY 2026-27 RM3 Express Bus Programming Methodology

- An estimated \$18.4 million will be programmed for the RM3 Express Bus Operating Program in FY27
- Previously, funds were apportioned according to operating needs and standardized shortfalls
- RM3 statute calls for express bus funds to be apportioned by “prioritizing bus routes that carry the greatest number of transit riders”
- In FY27 and beyond, staff propose programming express bus revenues proportionally to the estimated ridership on eligible express bus routes

Operator	FY 2026-27 Programming (\$M)
AC Transit	\$6.1
CCCTA	\$0.5
ECCTA	\$0.2
GGBHTD	\$2.1
LAVTA	\$1.4
NVTA	\$0.5
SFMTA	\$2.9
SolTrans	\$3.0
WestCAT	\$1.7
Total	\$18.4

Proposed FY 2026-27 Programming of Prior Years' Express Bus Funds

- MTC has \$14.5 million remaining in Express Bus funds that were collected but not disbursed while RM3 was under legal challenge in FY19-FY22
- FY27 program proposes \$6.7 million to replace discontinued BART feeder bus funding to four operators, provided as a zero-interest rate loan equal to FY26 feeder bus amounts
- Additional \$500k for Golden Gate Transit to support MASCOTS implementation
- Prior year funds are programmed as one-time contributions in addition to the annual revenues

Operator	FY 2026-27 Prior Years' Funds Programming (\$M)
CCCTA	\$0.8
ECCTA	\$2.6
LAVTA	\$0.6
WestCAT	\$2.7
GGBHTD	\$0.5
Total	\$7.2

Staff Recommendation

- Staff recommend referral of MTC Resolution No. 4758, FY 2026-27 RM3 Operating Program, to the Commission for approval



Image Credit: SFMTA



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0653, **Version:** 1

Subject:

Endorsements for the 2026 Transit and Intercity Rail Capital Program (TIRCP).

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

Presenter:

Craig Bosman

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

May 27, 2026

Agenda Item 11b - 26-0346

Endorsements for the 2026 Cycle of the Transit and Intercity Rail Capital Program (TIRCP) – Update to Commission

Subject:

Recommended Commission endorsements for Bay Area applications to the 2026 state TIRCP program (Cycle 8) update to add a project to the endorsement list based on a late submission from the sponsor.

Background:

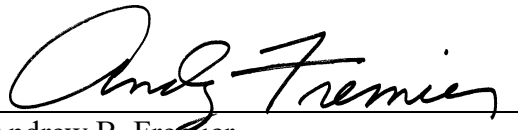
In early May, the Contra Costa Transportation Authority (CCTA) reached out to MTC staff with a request for MTC support of a planned TIRCP application, too late for inclusion in the May 13 Programming and Allocations Committee meeting. Staff have now reviewed the project and confirm it is consistent with Plan Bay Area 2050+ and MTC's adopted TIRCP framework, and eligible for endorsement. Staff have updated the recommended TIRCP Endorsement List (Attachment A) with CCTA's planned application.

Recommendations:

Staff recommends that the Commission adopt the updated TIRCP Endorsement List (Attachment A).

Attachments:

- Attachment A: Updated TIRCP Endorsement List
- May 13, 2026 Programming and Allocations Committee Summary Sheet and associated materials


Andrew B. Fremier

Attachment A: TIRCP Cycle 8 Proposed MTC Endorsements

Based on Applications as Submitted by Bay Area Agencies to MTC, all figures in \$ millions

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request	Total Project Cost	MTC Endorsement
Priority Framework Projects					
Transbay Joint Powers Authority (TJPA)	The Portal	Deliver a 2.2 mile project from 4th and Townsend Streets, extending Caltrain's system and bringing future High Speed Rail to the multimodal Salesforce Transit Center, located in downtown San Francisco. This funding would advance preconstruction and construction activities and would unlock future federal funding commitments. <i>MTC further supports TJPA's request for \$100M in the first two years not conditioned on an FFGA, a total of \$267M in the first five years, and a multi-year funding agreement committing funds beyond the current five-year cycle to reach the requested state contribution.</i>	750	8,240	750
Non-Named TIRCP Projects Consistent with Plan Bay Area 2050					
Bay Area Rapid Transit District (BART)	Ashby Transit-Oriented Development (TOD) Mobility Enhancements Project	Implement TOD enhancements at Ashby BART, which may include: ramps, lighting, and signage; parking consolidation and EV charging; bike station and wayfinding; improvements on adjacent roadways	25	70.2	25
Capitol Corridor Joint Powers Authority (CCJPA) in Partnership with Caltrain	The Statewide Enhanced Rail Vehicles, Integrated Connections at Sacramento Valley [SVS] and Diridon Stations (SERVICES) Program	Bay Area Component: Crossover trackwork near Diridon station to improve operations, implementation of standby ground power, and planning and conceptual design of Central Maintenance and Operations Facility <i>The CCJPA application includes other components not in the Bay Area, only \$10M Caltrain component recommended for endorsement</i>	56.5	56.5	10
Contra Costa Transportation Authority (CCTA)	Contra Costa Countywide Transit Signal Priority (TSP) Project	Deploy a cloud-based transit signal priority system at signalized intersections along priority transit corridors across Contra Costa County	14.3	14.3	14.3
Marin County Transit District (Marin Transit)	Marin Transit Clean Fleet Initiative: Electrifying Bus Facilities and Expanding Zero-Emission Service	Purchase eleven battery electric buses, including nine replacements and two expansion buses, construct charging infrastructure, and marketing for contactless payment through Next Gen Clipper	24.8	84.3	24.8
San Joaquin Regional Rail Commission (SJRRRC)	PULSE (Projects to Unlock Links and Service Expansion) - Alameda County Scope	Bay Area Component: Construct Newark/Albrae Siding Connection to remove single-track bottleneck, Network Integration Study at Vasco Station in partnership with Valley Link <i>The SJRRRC application includes other components not in the Bay Area, only the Alameda scope recommended for endorsement at the \$25M limit</i>	50.8	50.8	25
San Mateo County Transit Agency (SamTrans)	SamTrans Integrated Zero-Emission Fleet, Infrastructure, and Transit Signal Priority Program	Implement a pilot Transit Signal Priority project and construct a permanent hydrogen fueling station, facility modifications for fuel cell bus maintenance, and electric infrastructure improvements <i>Recommended for endorsement at the \$25M limit</i>	45	109	25

Attachment A: TIRCP Cycle 8 Proposed MTC Endorsements

Based on Applications as Submitted by Bay Area Agencies to MTC, all figures in \$ millions

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request	Total Project Cost	MTC Endorsement
Sonoma-Marin Area Rail Transit District (SMART) in partnership with Sonoma County Transit	SMART Cloverdale Extension: Healdsburg and Geyserville Enhancements	Procure two zero emission buses, construct pedestrian bridges to connect the SMART Pathway/Great Redwood Trail across the Old Redwood Hwy, Russian River, and Foss Creek, and design and construct a new infill station at Geyserville <i>The proposed SMART Geyserville Station is not in Plan Bay Area 2050+; recommended MTC endorsement for other components only</i>	45.0	321.5	25.0
Union City Transit	Union City Transit Fleet and Facilities Replacement and Modernization	Upgrade new vehicle charging infrastructure, construct a new operations facility, replace demand-response fleet, procure new buses, and install up to 20 new bus shelters	13.2	16.5	13.2
Valley Transportation Authority (VTA)	Winchester Station Transit-Oriented Development (TOD) Station Access Improvements	Reconstruct bus loop and parking lot to enhance pedestrian and bike connections, build a new transit plaza, add new bus stops, and relocate park-and-ride	9.4	9.4	9.4
Western Contra Costa Transit Authority (WCCTA)	WCCTA Advancing Sustainable Mobility with Enhanced Transit Service and Zero Emission Fleet Transition Powered with Hydrogen	Procure nine hydrogen fuel cell electric buses and mobile fueling infrastructure, implement maintenance facility upgrades and workforce development training focused on zero-emission buses.	21.6	24.9	21.6
Total			1,056	8,997	943

Note: As applications are finalized, minor differences in the project title, scope, and/or total cost will not affect MTC's endorsement.

[https://bayareametro.sharepoint.com/sites/committees/CommitteeDocs/Commission/2026 Commission Meetings/2026-05-27 Commission Meeting/\[11b_26-0346_1b_Attachment_A_Cycle8_TIRCP_Endorsement_Commission-Update.xlsx\]](https://bayareametro.sharepoint.com/sites/committees/CommitteeDocs/Commission/2026%20Commission%20Meetings/2026-05-27%20Commission%20Meeting/11b_26-0346_1b_Attachment_A_Cycle8_TIRCP_Endorsement_Commission-Update.xlsx)PAC AttachmentFINAL

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2026

Agenda Item 4a-26-0346

**Endorsements for the 2026 Cycle of the Transit and Intercity Rail Capital Program
(TIRCP)**

Subject:

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

Background:

The TIRCP program funds projects that will modernize California’s rail, bus, and ferry transit systems to reduce greenhouse gas emissions, vehicle miles traveled, and congestion. The regular 2-year program, referenced as the “Base TIRCP” program in this memo and attachments, receives funds from both Cap and Trade Auctions and Senate Bill 1. Additional TIRCP Augmentation funding was distributed from the state general fund in 2023. Six Base TIRCP award cycles and two Augmentation funding rounds have been completed, during which MTC has endorsed and advocated for projects consistent with the Cap and Trade Framework.

TIRCP Cycle 8 Call for Projects

The California State Transportation Agency (CalSTA) released a call for projects for a new five-year program of projects, with an estimated \$950 million available in new programming capacity for Cycle 8. Applications are due May 18th, 2026.

Staff initiated a call for project application information through outreach to MTC’s partners, and received notice of ten planned applications from the Bay Area, as detailed in Attachment A. Staff reviewed applications and provided letters of consistency based on Plan Bay Area 2050+ (PBA50+), as required by the TIRCP program guidelines.

In addition to confirming consistency with PBA50+, MTC has an opportunity to endorse certain applications from sponsors in the region. MTC’s TIRCP Framework, part of an overall Cap and Trade Framework in MTC Resolution No. 4130, Revised, sets regional targets and priorities to guide MTC endorsements for each round. The Framework was developed to implement and prioritize near term projects, with a focus on the region’s core capacity transit needs and projects and programs with strong performance. As part of development of MTC’s Major Project

Advancement policy (MAP), the framework was revised in 2022 to reflect progress on the prior framework, new priorities from Plan Bay Area 2050, and changes to funding availability. To date, endorsements as part of the Framework have helped the region successfully focus and sequence large state investments in major rail projects, while also securing funding for smaller transit expansion, efficiency, transit oriented development, and state of good repair projects throughout the region. The current Framework is summarized in Attachment B.

The Portal

The Transbay Joint Powers Authority (TJPA) plans to apply for a total of \$750 million for The Portal during this TIRCP cycle. Their needs during the next 5-year cycle are likely much lower than that, but projects are not generally able to receive multiple awards across cycles from TIRCP, so TJPA is seeking a multi-year funding agreement to secure matching funds for its planned FTA New Starts funding and support delivery of the final project.

MTC's adopted TIRCP framework endorsed The Portal for \$500 million in TIRCP funds. The federal administration's change in funding priorities, along with inflationary pressure, has increased the need for early state investment in The Portal, and with other sponsors named in the framework not pursuing TIRCP this round, it is a strategic opportunity to prioritize funding for the project. In light of these factors, staff recommend superseding the adopted endorsement limit for The Portal for this round to endorse the full \$750 million request. Capacity for this higher endorsement would come from the unassigned category for multiple operators, which includes a regional contingency.

TJPA's application includes a request for CalSTA to commit \$100 million in FYs 2027-28 and 2028-29 not contingent on an executed FTA Full Funding Grant Agreement (FFGA) to complete preconstruction activities needed to secure an FFGA and advance to construction. TJPA will request another \$167 million within the Cycle 8 5-year program, and a multi-year funding agreement for the remainder of the TIRCP request. Staff recommend MTC support this requested distribution plan in the endorsement.

Besides the exception to TJPA's framework amount, staff recommends maintaining the projects and endorsement limits in the TIRCP framework.

TIRCP Cycle 8 Endorsements

The remaining planned applications this round are not named in the TIRCP framework, and are subject to the endorsement limit of \$25 million per application. Following this limit, staff recommends endorsing nine applications for a total of \$176 million in addition to TJPA's \$750 million request. This recommendation includes partial endorsement for projects over the \$25 million limit, projects partially outside of the nine-county Bay Area, and to exclude scope not consistent with PBA50+. Proposed endorsements are shown in Attachment A.

Regional endorsements are not listed as a formal component of CalSTA evaluation criteria, but may be considered along with the application package. Further, given the prior adoption of a regional framework which has not been fully funded and the pressing need to secure funding for The Portal, staff proposes the Commission endorse, and thus encourage CalSTA to focus TIRCP investment on, key investments to expand and maintain transit service throughout the region.

To address the recent Cap and Invest program extension and as part of PBA50+ implementation, staff further commits to revisiting the Framework and proposing framework updates prior to the next TIRCP cycle.

Issues:

Projects partially in the Bay Area Region: Two TIRCP applications this year will include scope that is partially in the 9-county Bay Area – the San Joaquin Regional Rail Authority is applying for two ACE rail trackwork projects, one in Alameda County and one in San Joaquin County, and Caltrain's project will be a component of a larger Capitol Corridor Joint Powers Authority application. For both of these projects, staff recognize the importance of the full request scope for interregional rail service that serves the Bay Area, but consistent with PBA50+ and the TIRCP Framework, but recommend MTC endorse only the portion of funds that would be invested physically in the Bay Area.

Plan Bay Area 2050+ Consistency: SMART's planned application includes funding for design and construction of the Geyserville infill station between Healdsburg and Cloverdale. The SMART to Cloverdale extension project included in the adopted Plan Bay Area 2050+ Transportation Project List does not include the Geyserville Station. Staff are coordinating with

SMART on a potential future amendment to include the Geyserville station, but at the time of endorsement this component of their application is not consistent with the Plan. Staff recommend endorsing the components of the project that align with Plan Bay Area, which include new buses for Sonoma County Transit and pedestrian bridges to enhance the SMART Pathway/Great Redwood Trail.

Recommendations:

Refer the TIRCP Endorsement List (Attachment A) to the Commission for approval.

Attachments:

- Attachment A: TIRCP Endorsement List
- Attachment B: TIRCP Framework and Previous Awards
- Presentation

Andrew B. Fremier

Attachment A: TIRCP Cycle 8 Proposed MTC Endorsements

Based on Applications as Submitted by Bay Area Agencies to MTC, all figures in \$ millions

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request	Total Project Cost	MTC Endorsement
Priority Framework Projects					
Transbay Joint Powers Authority (TJPA)	The Portal	Deliver a 2.2 mile project from 4th and Townsend Streets, extending Caltrain's system and bringing future High Speed Rail to the multimodal Salesforce Transit Center, located in downtown San Francisco. This funding would advance preconstruction and construction activities and would unlock future federal funding commitments. <i>MTC further supports TJPA's request for \$100M in the first two years not conditioned on an FFGA, a total of \$267M in the first five years, and a multi-year funding agreement committing funds beyond the current five-year cycle to reach the requested state contribution.</i>	750	8,240	750
Non-Named TIRCP Projects Consistent with Plan Bay Area 2050					
Bay Area Rapid Transit District (BART)	Ashby Transit-Oriented Development (TOD) Mobility Enhancements Project	Implement TOD enhancements at Ashby BART, which may include: ramps, lighting, and signage; parking consolidation and EV charging; bike station and wayfinding; improvements on adjacent roadways	25	70.2	25
Capitol Corridor Joint Powers Authority (CCJPA) in Partnership with Caltrain	The Statewide Enhanced Rail Vehicles, Integrated Connections at Sacramento Valley [SVS] and Diridon Stations (SERVICES) Program	Bay Area Component: Crossover trackwork near Diridon station to improve operations, implementation of standby ground power, and planning and conceptual design of Central Maintenance and Operations Facility <i>The CCJPA application includes other components not in the Bay Area, only \$10M Caltrain component recommended for endorsement</i>	56.5	56.5	10
Marin County Transit District (Marin Transit)	Marin Transit Clean Fleet Initiative: Electrifying Bus Facilities and Expanding Zero-Emission Service	Purchase eleven battery electric buses, including nine replacements and two expansion buses, construct charging infrastructure, and marketing for contactless payment through Next Gen Clipper	24.8	84.3	24.8
San Joaquin Regional Rail Commission (SJRRRC)	PULSE (Projects to Unlock Links and Service Expansion) - Alameda County Scope	Bay Area Component: Construct Newark/Albrae Siding Connection to remove single-track bottleneck, Network Integration Study at Vasco Station in partnership with Valley Link <i>The SJRRRC application includes other components not in the Bay Area, only the Alameda scope recommended for endorsement at the \$25M limit</i>	50.8	50.8	25
San Mateo County Transit Agency (SamTrans)	SamTrans Integrated Zero-Emission Fleet, Infrastructure, and Transit Signal Priority Program	Implement a pilot Transit Signal Priority project and construct a permanent hydrogen fueling station, facility modifications for fuel cell bus maintenance, and electric infrastructure improvements <i>Recommended for endorsement at the \$25M limit</i>	45	109	25
Sonoma-Marin Area Rail Transit District (SMART) in partnership with Sonoma County Transit	SMART Cloverdale Extension: Healdsburg and Geyserville Enhancements	Procure two zero emission buses, construct pedestrian bridges to connect the SMART Pathway/Great Redwood Trail across the Old Redwood Hwy, Russian River, and Foss Creek, and design and construct a new infill station at Geyserville <i>The proposed SMART Geyserville Station is not in Plan Bay Area 2050+; recommended MTC endorsement for other components only</i>	45.0	321.5	25.0

Attachment A: TIRCP Cycle 8 Proposed MTC Endorsements

Based on Applications as Submitted by Bay Area Agencies to MTC, all figures in \$ millions

Applicant	Project Title	Brief Description of TIRCP Application Scope	TIRCP Request	Total Project Cost	MTC Endorsement
Union City Transit	Union City Transit Fleet and Facilities Replacement and Modernization	Upgrade new vehicle charging infrastructure, construct a new operations facility, replace demand-response fleet, procure new buses, and install up to 20 new bus shelters	13.2	16.5	13.2
Valley Transportation Authority (VTA)	Winchester Station Transit-Oriented Development (TOD) Station Access Improvements	Reconstruct bus loop and parking lot to enhance pedestrian and bike connections, build a new transit plaza, add new bus stops, and relocate park-and-ride	9.4	9.4	9.4
Western Contra Costa Transit Authority (WCCTA)	WCCTA Advancing Sustainable Mobility with Enhanced Transit Service and Zero Emission Fleet Transition Powered with Hydrogen	Procure nine hydrogen fuel cell electric buses and mobile fueling infrastructure, implement maintenance facility upgrades and workforce development training focused on zero-emission buses.	21.6	24.9	21.6
Total			1,041	8,983	929

Note: As applications are finalized, minor differences in the project title, scope, and/or total cost will not affect MTC's endorsement.

[https://bayareametro.sharepoint.com/sites/committees/CommitteeDocs/PAC/2026_PAC_Meetings/05_May_2026_PAC/\[4a_26-0346_2_Attachment_A_Cycle8_TIRCP_Endorsements.xlsx\]PAC AttachmentFINAL](https://bayareametro.sharepoint.com/sites/committees/CommitteeDocs/PAC/2026_PAC_Meetings/05_May_2026_PAC/[4a_26-0346_2_Attachment_A_Cycle8_TIRCP_Endorsements.xlsx]PAC AttachmentFINAL)

Attachment B: TIRCP Framework and Previous Awards

All figures in \$ millions

Operator	Project/Category	MTC Res. 4130 Framework (Adopted 2022)			Awards Since 2022		
		Base TIRCP	Augment 1	Augment 2	Base TIRCP	TIRCP Cycle 6 (Augment 1)	SB 125 (Augment 2) ¹
BART	Transbay Corridor Core Capacity and Facilities		250	350		250	350
SFMTA	<i>Fleet Expansion and ZEB Transition</i>	368					
	<i>Facilities</i>	67					
	<i>Core Capacity Study Projects/ BRT</i>	79.3			130		
	SFMTA Total	514			130		
AC Transit	<i>Fleet Expansion and ZEB Transition</i>	76					
	<i>Facilities</i>	50					
	<i>Major Corridors</i>	200					
	AC Transit Total	326					
VTA	BART to Silicon Valley Phase II		450	375		375	375
Caltrain	Peninsula Corridor Electrification Project		300			367	
TJPA	Downtown Rail Extension	500	60			60	
TVSJVRRRA	Valley Link	300	40			25	
Multiple Operators	TBD Transit Modernization and Expansion Projects (\$25M Endorsement limit); Regional Contingency	860	200	46	153	111	46
	Additional eligibility for General Fund Augment 1 & 2: Grade Separations; Zero-Emission Transition Projects; and Transit Operating						
Region Total		2500	1300	771	283	1188	771

¹ MTC has adopted a funding plan to distribute the Bay Area's SB 125 (TIRCP Augment 2) formula funds from the state as shown in this table. MTC has recieved partial distribution of these funds from the state and has begun allocation. Distribution of the remaining funding from the state has been deferred to future years, though the total funding amount remains unchanged.



Image Credit: Karl Nielsen

Transit and Intercity Rail Capital Program (TIRCP) MTC Endorsements for 2026 Cycle 8



METROPOLITAN
TRANSPORTATION
COMMISSION

MTC Programming & Allocations Committee
May 13, 2026 - Item 4a
Craig Bosman

TIRCP Program and 2026 Cycle 8

- State grant program funds rail, bus, ferry transit expansion and modernization projects
 - Call for projects and project selection administered by California State Transportation Agency (CalSTA)
- 2026 Cycle 8 Call for Projects
 - 5-year program of projects
 - Approx. \$950 million in new programming capacity

MTC TIRCP Framework

- MTC Cap and Trade Framework – Resolution No. 4130, Revised
- 2022 update along with adoption of Major Project Advancement Policy (MAP)
- Framework includes
 - Specific named projects/categories aligned with MAP
 - Ability to endorse other projects consistent with the Plan, up to \$25 million per project

TJPA Application for The Portal

- Plan to apply for \$750 million during Cycle 8 call for projects, includes:
 - Immediate funding need not contingent on an executed FTA Full Funding Grant Agreement (FFGA) to advance preconstruction and help secure FFGA
 - Additional needs in the 5-year cycle
 - Multi-year funding ask to deliver the project beyond the current cycle
- Endorsed for \$500 million in MTC TIRCP Framework

Recommended Endorsements

- Endorse nine projects not named in the framework up to \$25 million each (for scope consistent with Plan Bay Area 2050+)
- Supersede TJPA's framework amount to endorse The Portal for \$750 million, phased according to their application

Carsie Bonner

Subject: Public Comment - 5/13 MTC Programming and Allocations Committee, Item 4a 26-0346
Attachments: Portal Letter of Support Fitness SF.pdf; Portal Letter of Support from BAC.pdf; Portal Letter of Support from Barebottle.pdf; Portal Letter of Support from BuildIt.pdf; Portal Letter of Support from CCJPA.pdf; Portal Letter of Support from CCSF Mayor Lurie.pdf; Portal Letter of Support from Friends of DTX.pdf; Portal Letter of Support from Seamless.pdf; Portal Letter of Support from SFChamber of Com.pdf; Portal Letter of Support from SFMTA.pdf; Portal Letter of Support from SOMBA.pdf; Portal Letter of Support from South Beach.pdf; Portal Letter of Support from SPUR.pdf; Portal Letter of Support from State Legislators SW MH CS.pdf; Portal Letter of Support from TJPA Board.pdf; Portal Letter of Support from Transbay Coalition.pdf; Portal Letter of Support Salesforce.pdf; TIRCP_Letters of Support_Provided MTC.pdf; 4a_26-0346_5_Public_Comment_TJPA_TIRCP_Letters_of_Support.log

From: Lily Madjus Wu [REDACTED]
Sent: Tuesday, May 12, 2026 4:13:47 PM
To: MTC-ABAG Info <info@bayareametro.gov>
Cc: Lily Madjus Wu [REDACTED] avandewater [REDACTED]
Subject: Public Comment - 5/13 MTC Programming and Allocations Committee, Item 4a 26-0346

External Email

Hi,

Enclosed are letters of support that TJPA is submitting into record for the May 13th Programming and Allocations Committee meeting's Item 4a, 26-0346, which is considering a TIRCP endorsement for TJPA. I've provided the list of letters below for ease of reference along with a PDF listing the letters.

**MTC Programming and Allocations Committee
May 13, 2026, Item 4a – TIRCP Endorsement of TJPA
Letters Of Support for TJPA's Application**

1. California State Senator District 11, Scott Wiener,
California State Assembly Member District 17, Matt Haney, and
California State Assembly Member District 19, Catherine Stefani
2. City and County of San Francisco, Mayor Daniel Lurie
3. Transbay Joint Powers Authority Board of Directors
4. San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint Powers Authority (CCJPA)
5. San Francisco Municipal Transportation Agency (SFMTA)
6. Bay Area Council
7. BuildIt
8. Friends of DTX
9. San Francisco Chamber of Commerce
10. San Francisco South Beach-Rincon-Mission Bay Neighborhood Association
11. South of Market Business Association (SOMBA)
12. SPUR
13. Seamless Bay Area
14. Transbay Coalition

15. Barebottle Brewing Company Inc.

16. Fitness SF

17. Salesforce

Thanks,

Lily Madjus Wu

Communications and Legislative Affairs Director | Transbay Joint Powers Authority

425 Mission Street, Suite 250, San Francisco, CA 94105

www.tjpa.org | Find us on our socials: www.tjpa.org/Social-Media



MTC Programming and Allocations Committee

May 13, 2026, Item 4a – TIRCP Endorsement of TJPA

Letters Of Support for TJPA’s Application

- 1. California State Senator District 11, Scott Wiener,
California State Assembly Member District 17, Matt Haney, and
California State Assembly Member District 19, Catherine Stefani**
- 2. City and County of San Francisco, Mayor Daniel Lurie**
- 3. Transbay Joint Powers Authority Board of Directors**
- 4. San Francisco Bay Area Rapid Transit District (BART) and Capitol Corridor Joint
Powers Authority (CCJPA)**
- 5. San Francisco Municipal Transportation Agency (SFMTA)**
- 6. Bay Area Council**
- 7. BuildIt**
- 8. Friends of DTX**
- 9. San Francisco Chamber of Commerce**
- 10. San Francisco South Beach-Rincon-Mission Bay Neighborhood Association**
- 11. South of Market Business Association (SOMBA)**
- 12. SPUR**
- 13. Seamless Bay Area**
- 14. Transbay Coalition**
- 15. Barebottle Brewing Company Inc.**
- 16. Fitness SF**
- 17. Salesforce**

May 4, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

On behalf of FITNESS SF, a tenant at the Salesforce Transit Center, I want to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,



Zsolt Jackovics

President

FITNESS SF



May 11, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin, Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

On behalf of the Bay Area Council, representing over 350 major employers across the San Francisco Bay Area, I write in support of a state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments. The project is a generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority for decades and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail. **We respectfully urge the State to prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million and advance complementary High-Speed Rail "bookend" funding to fulfill the State's broader rail connectivity goals.**

Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state. Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read 'Emily Loper'.

Emily Loper
Senior Vice President of Public Policy
Bay Area Council



May 3, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

As the largest brewery in San Francisco, Barebottle Brewing Company wants to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

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The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is

also a cornerstone of the California State Rail Plan and a necessary “bookend” investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, reading "Michael Seitz" with a stylized flourish at the end.

Michael Seitz
Co-Founder & CEO
Barebottle Brewing Company
San Francisco, CA



April 27, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

BuildIT, the world's large industry association dedicated to the sustainable development of LGBT and Allied businesses, professionals, contractors and tradespeople wishes to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction. With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, we respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,



Rick Hobbs Seeley
Vice President



Sandra Escalante
Board Secretary



Tom Mann
Director, Governance



May 11, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

BOARD OF DIRECTORS

PLACER COUNTY
TRANSPORTATION
PLANNING AGENCY
Bruce Houdesheldt, Chair
Ken Broadway
Suzanne Jones (alt.)

SACRAMENTO REGIONAL
TRANSIT DISTRICT
Rod Brewer
Roger Dickinson
Caity Maple (alt.)
Patrick Kennedy (alt.)

SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT
Edward Wright
Janice Li
Mark Foley
Matthew Rinn
Melissa Hernandez, Vice Chair
Robert Raburn

SANTA CLARA VALLEY
TRANSPORTATION
AUTHORITY
Linda Sell
Sudhanshu Jain

SOLANO TRANSPORTATION
AUTHORITY
Alma Hernandez
Steve Bird
Catherine Moy (alt.)

YOLO COUNTY
TRANSPORTATION
DISTRICT
Josh Chapman
Lucas Frerichs
Mayra Vega (alt.)

EXECUTIVE OFFICERS

Robert Powers
Executive Director

Robert Padgett
Managing Director

Dear Governor Newsom and Secretary Omishakin:

The Capitol Corridor Joint Powers Authority wants to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. In the future, it will enable passenger trains from the Northern California Megaregion to reach the San Francisco Peninsula via a new underground transbay rail crossing (Link21) that connects to the Salesforce Transit Center. The Portal, a transformative investment, will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing the remaining funds. Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail "bookend" funding to fulfill the State's broader rail connectivity goals.

**CAPITOL CORRIDOR JOINT
POWERS AUTHORITY**

2150 WEBSTER STREET
3RD FLOOR
OAKLAND, CA 94612
(V) 510.464.6995
(F) 510.464.6901
www.capitolcorridor.org

Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Padgette', with a large, stylized loop at the end.

Robert Padgette
Managing Director, Capitol Corridor Joint Powers Authority



March 26th, 2026

The Honorable Gavin Newsom
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
400 Capitol Mall, Suite 2340
Sacramento, CA 95814

Re: Support for state investment in The Portal

Dear Governor Newsom and Secretary Omishakin,

On behalf of the City and County of San Francisco, I write in support of a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The project is not only vital to regional mobility, but also to the State's economic and environmental goals. The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

Importantly, The Portal is ready to advance. The Transbay Joint Powers Authority has already initiated pre-construction activities, advanced procurement for major civil works, and achieved approximately \$700 million in cost reductions through value engineering. With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

The Portal is San Francisco’s highest-priority transit expansion project and the only Level 1 major project in the region yet to receive its anticipated share of TIRCP funding. Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership and partnership. I look forward to working with you to secure the necessary funding for this vital project.

All my best,

A handwritten signature in black ink, appearing to read 'D. Lurie', with a stylized flourish at the end.

Daniel Lurie
Mayor of San Francisco

May 5th, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

The Friends of the Downtown Rail Extension (Friends of DTX) want to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, we respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Gimbel". The signature is fluid and cursive, with the first name being more prominent.

Michael Gimbel
Co-Founder, Friends of DTX



May 6, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

Seamless Bay Area would like to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

Seamless Bay Area supports a world-class, high ridership, customer-friendly rail and transit system for the San Francisco Bay Area and California.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a

Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail "bookend" funding to fulfill the State's broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,



Adina Levin
Executive Director
Seamless Bay Area

<https://seamlessbayarea.org>



SAN FRANCISCO CHAMBER OF COMMERCE

May 11, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Re: Support for TIRCP Funding for the Portal

Dear Governor Newsom and Secretary Omishakin,

On behalf of the San Francisco Chamber of Commerce, I write to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

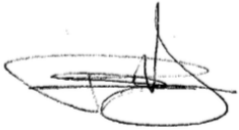
Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read "Rodney Fong", with a stylized flourish at the end.

Rodney Fong
President & CEO
San Francisco Chamber of Commerce



Daniel Lurie, Mayor

Janet Tarlov, Chair
Stephanie Cajina, Vice Chair
Mike Chen, Director
Alfonso Felder, Director

Steve Heminger, Director
Dominica Henderson, Director
Fiona Hinze, Director

Julie Kirschbaum, Director of Transportation

May 7, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary, California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin,

I am writing on behalf of the San Francisco Municipal Transportation Agency to express our support for the state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

As the final phase of the Transbay Program, the Portal will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco, completing a decades-long vision. This transformative investment will allow for an integrated, statewide rail network, utilizing the value of prior public investments to connect the Bay Area to the Central Valley and Southern California.

The Portal represents a \$7.6 billion, once-in-a-generation investment in California's transportation infrastructure. To date, approximately \$5.4 billion has already been committed from federal, state, regional, and local sources. Closing the remaining \$2.2 billion funding gap is essential to unlock nearly \$3.4 billion in committed federal Capital Investment Grant funding and allow the project to proceed into full construction.

With the recent reauthorization of California's cap-and-invest program, the State now has a timely opportunity to advance one of its most enduring and consequential transit priorities. The Portal has been a leading regional priority since 1988 and is designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

San Francisco Municipal Transportation Agency | 1 South Van Ness Avenue, 7th Floor | San Francisco, CA 94103 | [SFMTA.com](https://www.sfmta.com)

311 Free language assistance / 免費語言協助 / Ayuda gratis con el idioma / Бесплатная помощь переводчиков / Trợ giúp Thông dịch Miễn phí / Assistance linguistique gratuite / 無料の言語支援 / Libreng tulong para sa wikang Filipino / 무료 언어 지원



Once complete, The Portal is expected to serve more than 90,000 daily riders, reduce traffic congestion and greenhouse gas emissions, support housing growth, and create an estimated 69,000 job-years across the nation. It is a foundational element of the California State Rail Plan and a critical “bookend” investment required to fully realize the benefits of the State’s high-speed rail system.

San Francisco, together with its regional partners, has demonstrated strong commitment by advancing local and regional funding to help address the remaining gap. With this support in place, the project is well positioned to advance rapidly once remaining state funding is secured.

For these reasons, I respectfully urge the State to:

- Designate The Portal as a leading candidate for TIRCP Cycle 8 funding and support the request for \$750 million; and
- Advance complementary High-Speed Rail “bookend” investments to fulfill the State’s broader rail integration and connectivity objectives.

Completion of The Portal will honor past investments, strengthen California’s transportation system, and deliver long-term economic, environmental, and equity benefits statewide.

Thank you for your continued leadership and commitment to California’s transportation future.

Sincerely,

A handwritten signature in purple ink, appearing to read 'Julie'.

Julie Kirschbaum
Director of Transportation

som**ba** South of Market Business Association

660 4th Street, #304 • San Francisco , CA 94107 • www.sfsomba.com
Cell: 415.420.8113 • Office: 415.621.7533 • email: contact@sfsomba.com

April 24, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin,

The South of Market Business Association (SOMBA) strongly supports a significant state funding commitment to advance The Portal project (Downtown Rail Extension) and urges its prioritization within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal represents the final phase of the Transbay Program, extending Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative project fulfills a decades-long vision for a fully integrated statewide rail network, connecting the Bay Area to the Central Valley and Southern California while maximizing the return on prior public investments.

With a total cost of \$7.6 billion, The Portal is a generational investment in California's transportation infrastructure. To date, approximately \$5.4 billion has been secured from federal, state, regional, and local sources. Closing the remaining \$2.2 billion gap is critical to unlocking nearly \$3.4 billion in federal Capital Investment Grant funding and advancing the project into full construction.

The recent reauthorization of the state's cap-and-invest program presents a pivotal opportunity to deliver on one of California's most significant and long-standing transit priorities. The Portal has been a top regional priority since 1988 and is designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy.

Once completed, The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a critical "bookend" investment necessary to fully realize the benefits of California's high-speed rail system and a key component of the State Rail Plan.

With strong local and regional commitments already in place, San Francisco is actively working to close the remaining funding gap. The project is well-positioned to move forward quickly upon securing final funding.

Accordingly, we respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding, including support for the \$750 million application; and
- Advance complementary High-Speed Rail “bookend” funding to achieve the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of prior investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits statewide.

Thank you for your continued leadership.

Sincerely,

Henry Karnilowicz
President



cc: Trans Bay Joint Powers Authority

South Beach | Rincon | Mission Bay Neighborhood Association

May 5, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

On behalf of the San Francisco South Beach/Rincon/Mission Bay Neighborhood Association Board of Directors, I want to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, we respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in blue ink, appearing to read "Bruce Agid".

Bruce Agid

Board Member and Transportation Rep, on behalf of the Board of Directors
of the South Beach/Rincon/Mission Bay Neighborhood Association

Cc: Lily Madjus Wu -- Communications and Legislative Affairs Manager (TJPA)

Board Members of the South Beach/Rincon/Mission Bay Neighborhood Association

Alice Rogers – President/Treasurer
Gary Pegueros – Vice-President/Secretary
Sarah Bertram - Board Member
Sarah Davis – Board member
Mike Linksvayer - Board Member

May 11, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

SPUR is writing to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read 'Sebastian Petty', with a stylized, cursive script.

Sebastian Petty

Senior Transportation Policy Advisor, SPUR



April 16, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

Mr. Toks Omishakin, Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Request for \$750 million State Funding Commitment – The Portal

Dear Governor Newsom and Secretary Omishakin:

We write to express our strong and unified support – and request your support – for a state funding commitment to advance The Portal (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs. To date, the Portal has been developed with significant committed local matching funds and some federal funds. The requested state funding commitment would help the project secure the federal match authorized by the Federal Transit Administration when it admitted the Portal into the New Starts program’s engineering phase.

Project Description – The Portal extends recently electrified Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center (STC) in downtown San Francisco. This transformative investment completes a decades-long vision contributing to an integrated, statewide rail network linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California’s transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

Regional/State Priority – This is a pivotal moment. With the recent reauthorization of the state’s cap-and-invest program, California can deliver on one of its longest-standing and most

consequential transit and rail priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework. It is also identified as a key mid-term capital investment in the adopted California State Rail Plan, with the STC identified as a critical node for future through-running transbay regional rail service. The project will also increase the success of Caltrain electrification by providing direct service for riders of the new electrified trains into downtown San Francisco.

Project Benefits – The Portal is not only critical to regional mobility but also to statewide economic and environmental goals. The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary “bookend” project without which high-speed rail benefits could not be fully realized.

Project Development and Cost Control – The Transbay Joint Powers Authority has already initiated pre-construction activities, advanced procurement for major civil works, and achieved approximately \$700 million in cost reductions through value engineering. The project has a strong multi-party governance structure involving key stakeholders, encouraging holistic and informed decision-making with significant regional buy-in. With strong local and regional commitments this project is positioned to move forward rapidly upon securing remaining funds.

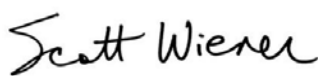
We respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support a multi-year \$750 million TIRCP commitment
- Advance complementary High-Speed Rail “bookend” funding for the Portal to fulfill the State's broader rail connectivity goals

The Portal is San Francisco's highest-priority transit expansion project and the only Level 1 major project in the region yet to receive long-contemplated TIRCP funding. Comparable projects in the region, such as BART to Silicon Valley, have received more than \$1 billion in TIRCP support, underscoring the fairness and reasonableness of this request.

Simply put, it is time to finish the job. Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state. We appreciate your leadership and partnership in advancing California's transportation future and stand ready to work with you to secure the necessary funding for this vital project.

Sincerely,



Scott Wiener
Senator, 11th District



Matt Haney
Assemblymember, 17th District



Catherine Stefani
Assemblymember, 19th District



TRANSBAY JOINT POWERS AUTHORITY

Adam Van de Water • Executive Director

April 17, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

On behalf of the Transbay Joint Powers Authority (TJPA) Board of Directors, we express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The project is not only vital to regional mobility, but also to the State's economic and environmental goals. The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

Importantly, The Portal is ready to advance. The Transbay Joint Powers Authority has already initiated pre-construction activities, advanced procurement for major civil works, and achieved approximately \$700 million in cost reductions through value engineering. With strong local and

Governor Newsom and Secretary Omishakin

April 17, 2026

Page 2 of 2

regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail “bookend” funding to fulfill the State’s broader rail connectivity goals.

The Portal is San Francisco’s highest-priority transit expansion project and the only Level 1 major project in the region yet to receive its anticipated share of TIRCP funding. Completing The Portal will fulfill the promise of past investments, strengthen California’s transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership and partnership. I look forward to working with you to secure the necessary funding for this vital project.

Sincerely,

Signed by:



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Jeff Gee, Chair

Transbay Joint Powers Authority Board of Directors

DocuSigned by:



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Rafael Mandelman, Vice Chair

Transbay Joint Powers Authority Board of Directors



May 12, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency (CalSTA)
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

On behalf of Transbay Coalition's 14,000 members throughout the Bay Area, I wanted to express our support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The project represents a \$7.6 billion generational investment in California's transportation infrastructure, with approximately \$5.4 billion already committed from federal, state, regional, and local sources. Securing the remaining \$2.2 billion is essential to unlock the nearly \$3.4 billion federal Capital Investment Grant commitment and move the project into full construction.

With the recent reauthorization of the state's cap-and-invest program, California now has a critical opportunity to deliver on one of its longest-standing and most consequential transit priorities. The Portal has been a top regional priority since 1988 and is currently designated as a

Level 1 project under the Metropolitan Transportation Commission's Major Project Advancement Policy framework.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

With strong local and regional commitments, San Francisco is doing its part to close the remaining funding gap, and the project is positioned to move forward rapidly upon securing remaining funds.

Accordingly, I respectfully urge the State to:

- Prioritize The Portal as a top candidate for TIRCP Cycle 8 funding and support the application for \$750 million; and
- Advance complementary High-Speed Rail "bookend" funding to fulfill the State's broader rail connectivity goals.

Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your continued leadership.

Sincerely,

Carter Lavin

Co-Founder

Transbay Coalition

A handwritten signature in black ink, appearing to read 'C. Lavin', with a stylized flourish at the end.



May 8, 2026

The Honorable Gavin Newsom
Governor of California
1021 O Street, Suite 9000
Sacramento, CA 95814

The Honorable Toks Omishakin
Secretary
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Dear Governor Newsom and Secretary Omishakin:

Salesforce wants to express our strong support for a significant state funding commitment to advance The Portal project (Downtown Rail Extension), and to urge prioritization of this project within the Transit and Intercity Rail Capital Program (TIRCP) and related state funding programs.

Salesforce was founded 27 years ago in San Francisco and currently has over 7,000 employees assigned to our headquarters at Salesforce Tower. As the largest private employer in San Francisco, we are committed to the future success of the city, which includes increasing mobility across the Bay Area and the economic nucleus of the city.

The Portal is the final phase of the Transbay Program and will extend Caltrain and future California High-Speed Rail into the multimodal Salesforce Transit Center in downtown San Francisco. We are proud to have our name associated with this extraordinary facility. This transformative investment will complete a decades-long vision for an integrated, statewide rail network, linking the Bay Area to the Central Valley and Southern California while unlocking the full value of prior public investments.

The Portal will serve more than 90,000 daily riders, reduce congestion and greenhouse gas emissions, support housing growth, and generate an estimated 69,000 job-years nationwide. It is also a cornerstone of the California State Rail Plan and a necessary "bookend" investment to fully realize the benefits of high-speed rail.

Completing The Portal will fulfill the promise of past investments, strengthen California's transportation network, and deliver lasting economic, environmental, and equity benefits for the entire state.

Thank you for your time, consideration, and continued leadership.

Sincerely,

A handwritten signature in black ink, appearing to read "Brittany Jarnot".

Brittany Jarnot
Manager, US State and Local Government Affairs, West
Salesforce, Inc.

415 Mission Street
San Francisco,

California 94105
Salesforce, Inc.

/salesforce
 @salesforce



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0654, **Version:** 1

Subject:

Draft Metropolitan Transportation Commission (MTC) Fiscal Year (FY) 2026-27 Operating and
Capital Budgets

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

Presenter:

Derek Hansel

Recommended Action:

Information

Metropolitan Transportation Commission

May 27, 2026

Agenda Item 12a - 26-0654

Metropolitan Transportation Commission Draft Fiscal Year (FY) 2026-27 Operating and Capital Budget

Subject:

An informational presentation of the Metropolitan Transportation Commission (MTC) Draft Fiscal Year (FY) 2026-27 Operating and Capital Budget.

FY 2026-27 Draft Budget Highlights:

The Draft FY 2026-27 budget reflects a year of financial transition and strategic realignment, shaped by timing-related cost recovery adjustments, the wind-down of major one-time funding sources, and continued investment in core operations and long-term capital priorities. MTC's Draft FY 2026-27 Operating Budget shows a projected \$1.4 million deficit before transfers. This deficit is driven primarily by impacts of the implementation of a more comprehensive and robust approach to indirect cost allocation in FY 2024-25 which has implications for the recovery of indirect costs in FY 2026-27. This is a timing-related cash flow issue rather than a structural operating imbalance, and gets resolved in later years' recovery of indirect costs.

Background:

The Metropolitan Transportation Commission (MTC) was established under federal and state laws in 1970 to provide comprehensive regional transportation planning, and address other regional issues, including housing and development, for the nine counties that comprise the San Francisco Bay Area, (the City and County of San Francisco and the counties of Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano, and Sonoma).

As the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA), MTC is responsible for regional transportation planning and project selection, distribution of federal transportation dollars at the regional level, short and long-range regional transportation plans, short-term regional transportation improvement program, and administration of state transportation dollars.

MTC's principal sources of revenue to fund its governmental operations include federal, state, and local grants; inter-fund transfers from affiliated agencies; a percentage of the sales tax revenues collected in the nine Bay Area counties under the State Transportation Development Act of 1971 (TDA); grants from the U.S. Department of Transportation (Caltrans), Office of the Secretary of Transportation (U.S. DOT), including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and other federal, state and local agencies.

The current economic backdrop and uncertainty as to key macroeconomic factors have led staff to take a cautious approach in developing the FY 2026-27 Operating and Capital Budget. While Gross Domestic Product (GDP) growth and low unemployment paint a strong picture, there are other factors that may complicate the Agency's financial picture during the coming fiscal year and we must navigate significant financial headwinds:

- Inflation has remained persistently above the Federal Reserve's 2% objective, with core measures hovering near or above 3% since 2023.

- The Federal Reserve has held the federal funds rate in the 3.5%-3.75% range since late 2025 as policymakers balance sticky inflation against signs of a softening labor market; the trajectory of further rate adjustments and the upcoming change in Fed leadership add to financial-market uncertainty.
- The ongoing transition in U.S. tariff and trade policy — including the scheduled expiration of the Section 122 universal surcharge in July 2026 and pending decisions on country-specific Section 301 tariffs — continues to affect supply chains, input costs, and consumer prices. Combined with persistent geopolitical tensions and energy-price volatility, these factors contribute to broader uncertainty in the regional economic outlook.

Additionally, the federal funding environment remains in flux. The Infrastructure Investment and Jobs Act (IIJA) authorizations are scheduled to expire September 30, 2026, and the trajectory of surface transportation reauthorization, formula and discretionary award levels, and the timing of grant obligations remain unsettled. Within this environment, MTC's draft budget projects a modest deficit; careful monitoring of the evolving situation and disciplined financial planning and administration will be key to sustaining operations and capital investments.

Key Budget Development Issues:

While conditions in some sectors remain favorable, the macroeconomic factors discussed above and other key issues could present challenges for MTC in FY 2026-27 and beyond. These structural and time-related issues span both the revenue and expense sides: (1) MTC's General Fund relies on TDA revenue, the growth of which has been outpaced by inflation-driven cost increases, shifts in consumer spending toward non-taxed items, and increasing demands for MTC functions that lack alternative funding sources; (2) the formula-based structure of BATA administrative transfers, which is tied to a share of toll revenue rather than directly to MTC's actual cost of supporting BATA operations; and (3) the timing-related indirect cost carryforward, which reduces MTC's FY 2026-27 indirect cost recovery.

The draft FY 2026-27 Operating and Capital Budget attempts to strike a balance between (1) resourcing staffing needs to address Commission initiatives and MTC's portfolio and priorities, and (2) the need to be fiscally prudent in light of the structural and timing-related constraints described above against an evolving Bay Area economic environment.

FY 2026-27 Budget Assumptions:

The draft budget incorporates several key assumptions:

- 3.3% net interest yield.
- 2.4% increase in Sales Tax revenue from TDA compared to FY 2025-26 projections.
- 8% Staffing vacancy rate.
- The budget applies a 46% benefit rate to salaries to allocate projected employer-paid employee benefits, including retirement, health insurance, transit subsidies, and other post-employment benefits.

- FY 2026-27 indirect cost recover rates include compensated absences and a new set of entity-specific carryforward pools that returns prior-year over-recoveries to grant programs through reduced future rates, per federal cost recovery requirements.
- 3.2% cost of living adjustment (COLA) based on current consumer price index (CPI) projections, which is pursuant to the Metropolitan Transportation Commission Memorandums of Understanding (MOU). The actual cost of living adjustment (3.8%), based on figures released by the Bureau of Labor Statistics on May 12, 2025, will be reflected in the final proposed budgets presented on June 24, 2026.

New Positions:

MTC is responsible for authorizing staffing for MTC, ABAG, and all operating entities. The draft FY 2026-27 budget requests an authorized headcount at 431 positions, with one net new positions added; staffing reallocations among entities and departments reflect changes in program needs and reorganizations. The proposed position would support the administration of an accessibility program funded by a fee levied by multiple counties on transportation network company fares. The position would be fully funded through this fee. This additional staffing resource advances Commission priorities, including improving accessibility.

FY 2026-27 Revenue and Expense:

Total revenue estimated for FY 2026-27 is \$355.5 million, down \$1.0 million from the amended FY 2025-26 budget. The \$8.8 million decrease (-4.9%) in federal funding is primarily attributable to reductions in Surface Transportation Block Grant (STBG) programming, Federal Transit Administration (FTA) 5307 funds, and the drawdown of prior-year balances. The \$11.0 million decrease (-16.5%) in state funding is driven mainly by the continued spend-down of Regional Early Action Planning 2.0 (REAP 2.0) funds, which sunset for program purposes on December 31, 2026. This is partially offset by increases in Transportation Development Act (TDA) and Senate Bill 1 (SB1) Sustainable Communities carryover funding. Local Funding increases by \$20.0 million (44.5%) reflecting expanded allocations from both the MTC Exchange Fund and the STA Exchange Fund. Administrative Overhead Reimbursements increase modestly by 1.1%, driven by the \$23.6 million BATA 2% Administrative Draw and a \$1.1 million Enterprise Resource Planning (ERP) reimbursement, partially offset by lower indirect cost rate allocations.

As with other programmed but unallocated grants, contract awards and expenditures only proceed when funds become available.

FY 2026-27 Draft Operating Revenue (millions denoted as M):

	Total	% Change	\$ Change
Federal Grants	\$173.2M	(5%)	(\$8.8M)
State Grants	55.6M	(17%)	(11.0M)
Local Funding	65.0M	45%	20.0M
General Fund	17.2M	2%	0.4M
Transfer from Other Entities/Funds	6.2M	(22%)	(1.7M)
Administrative Overhead Reimbursement	35.8M	1%	0.4M
Other	2.5M	(8%)	(0.2M)
Total	\$355.5M	0%	(\$1.0M)

Total expenses proposed for FY 2026–27 are \$356.9 million, an increase of \$6.9 million (2.0%) compared to the amended FY 2025–26 budget. This net growth reflects both targeted program expansions and the wind-down of several time-limited or carryover-funded efforts.

The overall increase is driven primarily by higher Contractual Services, which increase by \$5.6 million (2.1%), and Computer Services, which increase by \$2.4 million (24.8%). The growth in Computer Services reflects expanded Technology Shared Services hosted services and the continued transition to cloud-based infrastructure. Salaries and Benefits decrease modestly, down \$0.4 million, reflecting refined staffing assumptions and updated overhead allocations.

Within Contractual Services, the FY 2026–27 budget reflects a strategic realignment of resources. Significant decreases include Network Management (–\$6.6 million); REAP-funded Housing and Transportation (–\$4.2 million) as the REAP program sunsets; the Means-Based Fare Program (–\$4.0 million); and Regional Mobility Technology (–\$3.1 million), as several carryover-heavy initiatives wind down.

These reductions are partially offset by notable increases in priority initiatives. The Community Action Resource and Empowerment (CARE) program for Equity, Access, and Mobility increases by \$22.6 million (346%). Funding also rises for Federal Transportation Legislation activities through CTA Planning and Programming (+\$8.9 million), the BusAID Master Funding Agreement (+\$7.7 million, driven by BusAID Round 2), and Information Technology Services supporting ERP, Salesforce, and file storage (+\$2.0 million, or 64%).

Lower anticipated expenditures in several categories reflect the expectation that only remaining balances will carry forward into FY 2026–27.

A summary of expense changes is shown below; millions are denoted as M:

	Total	% Change	\$ Change
Salaries, Benefits, and Overhead	\$61.5M	(1%)	(\$0.4M)
Computer Services	12.0M	25%	2.4M
General Operations	5.4M	(10%)	(0.6M)
Consultants	275.9M	2%	5.6M
Other	2.1M	(5%)	(0.1M)
Total	\$356.9M	2%	\$6.9M

Post Retirement Costs:

The combined MTC unfunded post-retirement obligation is nearly \$23.2 million: \$18.0 million and \$5.2 million for PERS and OPEB obligations, respectively. On a plan-wide basis, the CalPERS pension plan is approximately 92% funded and the OPEB plan is approximately 88% funded. The scheduled amortizations are built into the benefits rate. Staff will continue to monitor CalPERS investment results and required annual contributions.

Contract Services Funding:

The contract services budget for FY 2026-27, including all contract services funded by new grants, is \$275.9 million. The Commission’s adoption of the FY 2026-27 budget will provide the authority to draw down committed grant funding for projects consistent with Commission approval and direction. A detailed schedule of these contract services is included in the attachment.

MTC Grants and Other Sources of Project Funding:

MTC currently manages over 70 active grants and funding sources, totaling \$561.1 million in awarded and allocated funds. The grant schedule in the draft budget highlights the addition of approximately \$34.2 million in new federal formula and programmed grants. Of this funding portfolio, the total carryover and new funding allocated for FY 2025-26 staff cost expenditure and contractual commitments is \$293.8 million. Some of the federally funded projects supported by the grant funds include:

- CTA Planning & Programming Activities
- Priority Development Area (PDA) Growth Framework Implementation
- RMWP PDB Pilot Construction
- Enhancing Support for Safety in the Bay Area
- Local Fleet Electrification Planning

MTC Capital Budget:

The MTC Capital Budget for FY 2026-27 includes \$1.6 million for the additional costs of implementing capital projects, including the continuation of the Enterprise Resource Planning (ERP) Software Replacement, an Agenda Management Solution, Intune Enhancements, and managed information security services. It will be funded primarily by transfers from MTC Operating Reserve, BATA, and BAIFA, along with interest income. This proposed increase will bring the MTC Capital Budget to a life-to-date total of \$35.5 million.

Clipper Operating:

The draft Clipper operating budget for FY 2026-27 is \$64.0 million, down from the amended FY 2025-26 budget of \$69.8 million. Due to delays in the Clipper 2 (account-based system) launch and customer migration, the Clipper 1 (card-based) system will remain in service for approximately six to nine additional months of FY 2026-27, ramping down as migration continues. Therefore, the FY 2026-27 budget reflects continued parallel operations of Clipper 1 alongside Clipper 2 operating expenses, which include the Customer Service Center (CSC), Fare Media, and Payment Services O&M contracts.

The draft budget reflects continuation of \$3.5 million in Clipper 1 O&M, an increase in Clipper 2 CSC costs of approximately \$12.0 million and approximately \$14.4 million increase in Clipper 2 Payment Services costs as account-based fee structures stabilize. Consistent with the practice initiated in January 2025, MTC continues to cover the transit operator portion of Clipper 1 O&M and a portion of Clipper 2 CSC costs. Primary funding sources of operating costs are:

- Transit operator contributions (\$30.4 million)
- State Transit Assistance (STA) (\$7.0 million)
- State of Good Repair (SGR) (\$8.9 million)
- Low Carbon Transit Operations (LCTOP) (\$10.0 million)
- Clipper Cards / inactive accounts fund (\$2.7 million)
- Float Account Interest (\$3.7 million)
- Regional Measure 2 (\$4.5 million)

Clipper Capital:

The draft Clipper capital budget includes Clipper 1 and Clipper 2. Clipper 1 capital is in close-out; the life-to-date Clipper 1 budget will be \$245.0 million through FY 2026-27, with a marginal increase of approximately \$0.5 million in residual interest income.

The draft life-to-date Clipper 2 budget for FY 2026-27 will be \$349.1 million, with a projected increase of \$19.0 million to support continued Clipper 2 deployment as Cubic progresses toward the System Completion milestone. Capital priorities include enhancements to Fare Inspection and Mobile Payment

Solutions, and Customer Service Terminal equipment, updates to account-based web portals, and potential system enhancements and expansion. Primary new funding will be from SGR of \$11.3 million, STA of \$2.1 million, Inactive Cards of \$2.3 million, and STBG of \$0.9 million.

Bay Area Infrastructure:

The draft FY 2026-27 Bay Area Infrastructure (previously known as Bay Area Forward) budget reflects continued programming across active and planned projects, resulting in a \$49.5 million increase to the life-to-date budget from \$252.5 million in FY 2025-26 to \$302.0 million in FY 2026-27. This updated budget incorporates a wide range of federal, state, and local funding sources to support the delivery of projects across the region.

The most significant addition is \$31.1 million for the Bay Bridge Forward 2020 project, drawing on Surface Transportation Block Grant (STBG) and Congestion Mitigation and Air Quality (CMAQ) sources. The West Oakland Link project receives an additional \$14.9 million in FY 2026-27 programming, including new CMAQ funding and Alameda County Transportation Commission (ACTC) contributions. Together, these two projects account for approximately 93% of the FY 2026-27 Bay Area Infrastructure budget increase.

In addition, the budget includes \$3.5 million in additional programming for the State Route 37 (SR 37) Sears Point to Mare Island Improvement project. Other Bay Area Infrastructure projects carry forward existing life-to-date budgets without new programming.

A detailed funding breakdown by project and source is included in the attached schedule.

Exchange Fund:

Consistent with Resolution 3989, the MTC Exchange program includes budget for four categories totaling \$58.1 million:

- Housing Investments (BAHFA Senior Rental, Mixed-Income Loan, Regional Housing TA) - \$17.3 million
- Priority Conservation Area Grant Program - \$5.5 million
- Priority Production Area Grant Program - \$2.5 million
- Bike Share Investments - \$3.5 million
- Active Transportation Technical Assistance and Bay Trail Programs - \$3.0 million
- Other Multimodal Investments - \$26.3 million

Consistent with Resolution 4529, the STA Exchange program includes budget for two categories totaling \$17.9 million:

- Transit Priority: \$16.1 million
- Transit Planning: \$1.8 million

MTC Reserves:

The maintenance of appropriate financial reserves is a critical component of prudent fiscal management for governmental agencies. MTC's operating reserves serve several important purposes, including:

- Supporting cash flow to manage grant-funded expenses in advance of reimbursement
- Providing a contingency funding source for unanticipated needs
- Offering a financial cushion to help withstand economic uncertainty

The Draft Budget includes a \$0.7 million transfer from MTC's reserve balance to fund the Capital Budget, along with a net \$1.4 million transfer from reserve to support operating activities. With these planned transfers, MTC's reserve balance is projected to total \$78.2 million at the end of FY 2026-27.

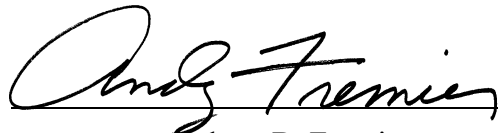
Pursuant to MTC Resolution No. 4751, MTC's Operating Reserve Policy establishes a target to maintain a minimum unrestricted fund balance equivalent to six months of budgeted operating expenditures (50%). The required operating reserve level for FY 2026-27 is estimated at approximately \$38 million. Based on current projections, the FY 2026-27 ending reserve balance is expected to remain in compliance with, and exceed, the policy requirement.

Recommendation:

This is an information item. Staff will return to Commission for adoption of the proposed FY 2026-27 Operating and Capital Budget for approval at its June 24th meeting.

Attachments:

- Attachment A: Metropolitan Transportation Commission Draft FY 2026-27 Operating and Capital Budget Schedule
- Attachment B: Metropolitan Transportation Commission Draft FY 2026-27 Operating and Capital Budget Presentation



Andrew B. Fremier

OPERATING REVENUE-EXPENSE SUMMARY

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Grants	\$ 182,076,527	\$ 173,239,575	-4.9%	\$ (8,836,952)
State Grants and Funding	66,583,840	55,571,110	-16.5%	(11,012,730)
Local Funding	44,974,759	64,999,454	44.5%	20,024,696
Transportation Development Act (TDA) - General Fund	16,782,953	17,185,618	2.4%	402,665
Transfer from Other Entities/Funds	7,879,627	6,169,118	-21.7%	(1,710,509)
Administrative Overhead Reimbursement	35,488,990	35,871,284	1.1%	382,294
Interest Income	2,685,780	2,463,588	-8.3%	(222,192)

Total Operating Revenue	\$ 356,472,476	\$ 355,499,748	-0.3%	\$ (972,728)

Total Operating Expense	\$ 349,961,295	\$ 356,855,761	2.0%	\$ 6,894,466

Operating Surplus/(Deficit) Before Transfers	\$ 6,511,181	\$ (1,356,013)	-120.8%	\$ (7,867,194)

Operating Surplus/(Deficit) After Transfers	\$ 511,181	\$ (1,356,013)	-365.3%	\$ (1,867,194)

Transfer In/(Out) Operating Reserve	\$ 2,132,019	\$ 2,055,788	-3.6%	\$ (76,231)

Transfer Out to Capital Fund	\$ (2,643,200)	\$ (699,775)	-73.5%	\$ 1,943,425

Net Operating Surplus/(Deficit)	\$ -	\$ -	0.0%	\$ -

Use of Reserves				
Beginning Reserve Balance	\$ 85,369,000	\$ 81,781,981	-4.2%	\$ (3,587,019)
Transfer In/(Out) Operating Reserve	511,181	(1,356,013)	-365.3%	(1,867,194)
Transfer In/(Out) Capital Reserve	(2,643,200)	(699,775)	-73.5%	1,943,425
Net Transfers In/(Out) Reserves	(2,132,019)	(2,055,788)	-3.6%	76,231

Committed to Legal Reserve	(1,455,000)	(1,552,000)	6.7%	(97,000)

Ending Reserve Balance	81,781,981	78,174,193	-4.4%	(3,607,788)

Operating Revenue

Federal Grants

Congestion Mitigation and Air Quality (CMAQ)	\$ 13,626,107	\$ 10,481,995	-23.1%	\$ (3,144,112)
Congestion Mitigation and Air Quality (CMAQ) - New	5,450,000	-	-100.0%	(5,450,000)
Federal Highway Administration Planning (FHWA PL)	-	10,411,817	N/A	10,411,817
Federal Highway Administration Planning (FHWA PL) (Carryover)	12,548,725	3,840,409	-69.4%	(8,708,316)
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law	-	266,970	N/A	266,970
Federal Highway Administration Planning (FHWA PL) Complete Streets Bipartisan Infrastructure Law (Carryover)	270,268	-	-100.0%	(270,268)
Federal Highway Administration (FHWA) Regional Infrastructure Accelerator (RIA) Resilient (FY 2022-23)	597,833	-	-100.0%	(597,833)

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Federal Highway Administration State Planning and Research (FHWA SPR Part I) (FY 2024-25)	460,131	365,980	-20.5%	(94,151)
Federal Highway Administration Planning (FHWA PL) (FY 2025-26) - Complete Streets Bipartisan Infrastructure Law	-	229,574	N/A	229,574
Federal Transit Administration (FTA) 5303	-	4,960,216	N/A	4,960,216
Federal Transit Administration (FTA) 5303 - Carryover	5,429,721	1,952,950	-64.0%	(3,476,771)
Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	350,000	0.0%	-
Federal Transit Administration (FTA) 5307	15,000,000	9,000,000	-40.0%	(6,000,000)
Federal Transit Administration (FTA) 5312	330,000	-	-100.0%	(330,000)
HUD Pro Housing Grant	5,000,000	5,000,000	0.0%	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	81,453,689	73,886,785	-9.3%	(7,566,904)
Surface Transportation Block Grant (STBG) (Local Match Required)	19,318,074	16,464,902	-14.8%	(2,853,172)
Surface Transportation Block Grant (STBG) - New	10,440,000	24,183,000	131.6%	13,743,000
Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	1,544,979	1,544,979	0.0%	-
Safe Streets for All Grant (SS4A) (Local Match Required)	10,000,000	10,000,000	0.0%	-
U.S. National Science Foundation	257,000	300,000	16.7%	43,000
	\$ 182,076,527	\$ 173,239,575	-4.9%	\$ (8,836,952)

State Grants and Funding

California Housing Community Development (HCD) (REAP 2.0)	\$ 37,457,557	\$ 28,198,723	-24.7%	\$ (9,258,834)
California Public Utilities Commission (CPUC)	-	250,620	N/A	250,620
Low Carbon Transit Operations Program (LCTOP) Means Based Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	168,836	-	-100.0%	(168,836)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (Carryover)	-	2,125,600	N/A	2,125,600
SB 125 Formula-Based Transit and Intercity Rail Capital Program	3,201,233	2,351,228	-26.6%	(850,005)
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	506,045	496,058	-2.0%	(9,987)
Coastal Conservancy	694,531	740,450	6.6%	45,919
State Transit Assistance (STA)	247,430	70,000	-71.7%	(177,430)
2% Transit Transfer	22,340,188	20,196,922	-9.6%	(2,143,266)
2% Transit Transfer - New	475,000	812,919	71.1%	337,919
5% Transit Transfer	425,000	-	-100.0%	(425,000)
5% Transit Transfer - New	123,127	328,591	166.9%	205,464
Transit and Intercity Rail Capital Program	293,000	-	-100.0%	(293,000)
	651,893	-	-100.0%	(651,893)
	\$ 66,583,840	\$ 55,571,110	-16.5%	\$ (11,012,730)

Local Funding

SFMTA Local Funding	\$ 700,000	\$ -	-100.0%	\$ (700,000)
Bay Area Air Quality Management District (BAAQMD)	451,087	-	-100.0%	(451,087)
Exchange Fund	24,596,740	43,040,215	75.0%	18,443,475
State Transit Assistance (STA) Exchange Fund	8,712,458	17,893,688	105.4%	9,181,230
Pavement Management Program (PMP Sales)	2,000,000	2,000,000	0.0%	-
Sponsorship Fund	17,273	17,273	0.0%	-
High Occupancy Vehicle (HOV) Lane Fines	461,922	-	-100.0%	(461,922)

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Transportation Fund for Clean Air (TFCA)	550,000	400,000	-27.3%	(150,000)
Pavement Technical Assistance Program Local Share	730,669	625,000	-14.5%	(105,669)
AC Transit - Cities/Local Funds	160,000	-	-100.0%	(160,000)
Alameda County Transportation Commission (ACTC)	469,610	600,000	27.8%	130,390
Santa Clara Valley Transportation Authority	-	200,000	-100.0%	200,000
San Francisco County Transportation Authority	-	131,783	-100.0%	131,783
San Francisco County Transportation Authority Prop L	125,000	91,495	-26.8%	(33,505)
Chan Zuckerberg Initiative	6,000,000	-	-100.0%	(6,000,000)
Subtotal	\$ 44,974,759	\$ 64,999,454	44.5%	\$ 20,024,696

Transfers In

Association of Bay Area Governments (ABAG)	\$ 204,029	\$ -	-100.0%	\$ (204,029)
Bay Area Infrastructure Financing Authority (BAIFA)	132,390	268,550	102.8%	136,160
Bay Area Toll Authority (BATA) Regional Measure 2	2,288,818	1,571,170	-31.4%	(717,648)
Bay Area Toll Authority (BATA) Regional Measure 3	1,000,000	1,000,000	0.0%	-
Bay Area Toll Authority (BATA) Reimbursement	2,141,760	2,160,798	0.9%	19,038
BATA Rehabilitation Program	200,000	-	-100.0%	(200,000)
Transfer In for Investment Management Expenses	1,912,630	1,168,600	-38.9%	(744,030)
Subtotal	\$ 7,879,627	\$ 6,169,118	-21.7%	\$ (1,710,509)

Reimbursements for Administrative Overhead

Association of Bay Area Governments (ABAG)	\$ 3,277,635	\$ 4,053,399	23.7%	\$ 775,764
BATA 1% Administrative Draw	11,317,897	11,786,290	4.1%	468,393
Additional BATA 1% Administrative Draw	11,317,897	11,786,290	4.1%	468,393
Bay Area Forward	138,865	-	-100.0%	(138,865)
Bay Area Infrastructure Financing Authority (BAIFA)	2,796,911	1,655,779	-40.8%	(1,141,132)
Bay Area Housing Finance Authority (BAHFA)	629,250	1,012,063	60.8%	382,813
Bay Area Headquarters Authority (BAHA)	1,097,052	832,751	-24.1%	(264,301)
MTC Capital ERP Project	1,410,837	1,058,642	N/A	(352,195)
Clipper	2,569,305	2,827,843	10.1%	258,538
Service Authority for Freeways and Expressways (SAFE) Reimbursement	933,341	858,228	-8.0%	(75,113)
Subtotal	\$ 35,488,990	\$ 35,871,284	1.1%	\$ 382,294

Other Revenues

Interest	\$ 2,685,780	\$ 2,463,588	-8.3%	\$ (222,192)
Subtotal	\$ 2,685,780	\$ 2,463,588	-8.3%	\$ (222,192)

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change % Increase/(Decrease)	Change \$ Increase/(Decrease)
Operating Expense				
Program Staff Salaries	\$ 25,445,806	\$ 24,839,826	-2.4%	\$ (605,980)
Program Staff Benefits	11,196,156	11,426,323	2.1%	230,167
Program Temporary Staff Salaries (Non-Benefited Positions)	300,000	142,228	-52.6%	(157,772)
Administrative Overhead Salaries	17,105,168	17,249,942	0.8%	144,774
Administrative Overhead Benefits	7,540,984	7,634,316	1.2%	93,332
Administrative Overhead Temporary Staff (Non-Benefited Positions)	336,393	232,960	-30.7%	(103,433)
I. Salaries and Benefits	\$ 61,924,507	\$ 61,525,595	-0.6%	\$ (398,912)
II. Travel and Training	\$ 1,840,129	\$ 1,720,565	-6.5%	\$ (119,564)
III. Printing, Reproduction, and Graphics	\$ 174,500	\$ 179,000	2.6%	\$ 4,500
IV. Computer Services	\$ 9,609,941	\$ 11,997,524	24.8%	\$ 2,387,583
V. Commissioner Expense	\$ 150,000	\$ 150,000	0.0%	\$ -
VI. Advisory Committees	\$ 30,000	\$ 30,000	0.0%	\$ -
VII. General Operations	\$ 5,945,273	\$ 5,365,028	-9.8%	\$ (580,245)
Subtotal of Operating Expenses Before Contractual Service	\$ 79,674,350	\$ 80,967,711	1.6%	\$ 1,293,361
IX. Contractual Services	\$ 270,286,945	\$ 275,888,050	2.1%	\$ 5,601,105
Total Operating Expense	\$ 349,961,295	\$ 356,855,761	2.0%	\$ 6,894,466
Transfer In/(Out)				
Transfer In/(Out) Bay Area Housing Finance Authority (BAHFA)	\$ (6,000,000)	\$ -	-100.0%	\$ 6,000,000
Total Transfers In/(Out)	\$ (6,000,000)	\$ -	-100.0%	\$ 6,000,000

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Federal Highway Administration (FHWA) Grants											
74A1615	1109	Federal Highway Administration Planning (FHWA PL) (FY 2026-27)	\$ -	\$ -	\$ -	\$ -	\$ 10,411,817	\$ 9,786,817	\$ 625,000	\$ -	06/30/2029
74A1614	1109 CO26	Federal Highway Administration Planning (FHWA PL) (FY 2025-26) (Carryover)	10,411,817	6,326,384	245,024	3,840,409	-	3,815,409	25,000	-	06/30/2028
74A1615	1116	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	-	-	266,970	-	266,970	-	-	06/30/2029
74A1614	1116 CO26	Federal Highway Administration Planning (FHWA PL) (FY 2026-27) - Complete Streets Bipartisan Infrastructure Law	266,970	37,396	-	229,574	-	229,574	-	-	06/30/2029
74A1614	1307	FHWA State Planning and Research (Part I) (FY 2024-25) (Carryover)	500,000	134,020	-	365,980	-	-	365,980	-	06/30/2027
6084-208	1832	Vanpool Program	20,485,591	10,486,811	1,964,601	8,034,179	-	-	3,998,500	4,035,679	06/30/2030
6084-232	1839	Planning Assistance - Planning System Travel Demand	33,844,000	13,045,057	4,334,041	16,464,902	-	-	16,464,902	-	06/30/2029
6084-263	1855	Bay Bridge Forward 2020/Freeway Perf: I-80 Corridor	3,000,000	2,203,642	546,358	250,000	-	-	250,000	-	06/30/2027
6084-275	1861	Bikeshare Program - Capital	700,000	394,059	126,503	179,438	-	-	179,438	-	06/30/2027
6084-277	1862	Regional Mapping Data Service Development - Capital	1,800,000	804,153	75,847	920,000	-	-	920,000	-	06/30/2027
6084-278	1863	Regional Mapping and Wayfinding Project	3,991,538	2,754,469	237,069	1,000,000	-	-	1,000,000	-	06/30/2029
6084-285	1867	Regional Planning Activities	49,500,000	20,819,423	13,019,881	15,660,696	-	13,410,338	2,250,358	-	06/30/2027
6084-288	1868	Regional Streets and Roads Program	11,000,000	6,497,413	115,172	4,387,414	-	-	3,100,000	1,287,414	06/30/2029
6084-284	1869	Regional Planning Activities and Programming	57,903,000	34,820,614	15,082,386	8,000,000	-	-	8,000,000	-	06/30/2028
6084-292	1873	Implement Bay Area Commuter Benefits Program	6,900,000	4,068,957	508,248	2,322,795	-	-	2,322,795	-	06/30/2028
6084-295	1874	Bay Trail Strategic Planning	2,500,000	699,352	808,642	992,006	-	102,129	404,321	485,556	06/30/2028
6084-294	1875	Implement a Collective Approach to Freeway Operation and Management	1,000,000	158,552	235,458	605,990	-	-	260,000	345,990	06/30/2028
6084-300	1877	Provide Mobility Hubs and Parking Management Planning And Technical Assistance	11,636,000	2,622,372	280,531	8,733,097	-	-	8,733,097	-	06/30/2030
6084-302	1878	Transportation Electrification Planning Program	15,000,000	-	-	15,000,000	-	-	15,000,000	-	06/30/2029
6084-303	1879	Implement a Collective Approach to Freeway Operation and Management	2,000,000	111,752	535,063	1,353,185	-	-	1,353,185	-	06/30/2029
6084-307	1880	511 Traveler Information Program	14,000,000	3,637,284	3,255,110	7,107,606	-	-	5,639,422	1,468,184	06/30/2029
6084-305	1881	Traffic Incident Management	2,000,000	605,490	515,810	878,700	-	-	878,700	-	06/30/2029
6084-304	1882	Implement a Collective Approach to Freeway Operation and Management	2,000,000	46,572	1,003,428	950,000	-	-	950,000	-	06/30/2029
6084-311	1884	Spare the Air Youth Program	3,300,000	18,000	-	3,282,000	-	-	3,282,000	-	06/30/2029
6084-315	1886	Planning and Design Assessments of Various Multi-Modal	1,950,000	252,827	-	1,697,173	-	-	1,697,173	-	06/30/2030
6084-317	1887	Planning and Design Assessments of Various Multi-Modal	4,000,000	-	250,000	3,750,000	-	-	2,004,324	1,745,676	06/30/2030
6084-319	1888	Regional Planning - Priority Development Area	9,445,000	-	812,000	8,633,000	-	-	8,633,000	-	06/30/2030
Total Federal Highway Administration (FHWA) Grants			\$ 269,400,886	\$ 110,544,597	\$ 43,951,173	\$ 114,905,116	\$ 10,411,817	\$ 27,611,237	\$ 88,337,194	\$ 9,368,499	
Federal Transit Administration (FTA) Grants											
74A1615	1602	Federal Transit Administration (FTA) 5303 (FY 2026-27)	\$ -	\$ -	\$ -	\$ -	\$ 4,960,216	\$ 1,330,635	\$ 3,629,581	\$ -	06/30/2028
74A1614	1602 CO26	Federal Transit Administration (FTA) 5303 (FY 2025-26) (Carryover)	5,056,356	2,297,071	806,335	1,952,950	-	1,952,950	-	-	06/30/2027
74A1614	1696	Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	350,000	-	-	350,000	-	-	350,000	-	06/30/2027
CA-2025-028-00	1643	Federal Transit Administration (FTA) 5307	20,989,232	-	11,989,232	9,000,000	-	-	9,000,000	-	06/30/2027
Total Federal Transit Administration (FTA) Grants			\$ 26,395,588	\$ 2,297,071	\$ 12,795,567	\$ 11,302,950	\$ 4,960,216	\$ 3,283,585	\$ 12,979,581	\$ -	
Federal Grants											
U.S. Department of Housing and Urban Development	1740	HUD Pro Housing Grant	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ -	09/30/2029
U.S. National Science Foundation	NSF	U.S. National Science Foundation	-	-	-	-	300,000	-	300,000	-	N/A
Strengthening Mobility and Revolutionizing Transportation	SMART	Strengthening Mobility and Revolutionizing Transportation (SMART) Grants Program	-	-	-	-	1,544,979	-	1,544,979	-	N/A
			\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 1,844,979	\$ -	\$ 6,844,979	\$ -	
Total Federal Grants			\$ 300,796,474	\$ 112,841,669	\$ 56,746,740	\$ 131,208,065	\$ 17,217,012	\$ 30,894,822	\$ 108,161,754	\$ 9,368,499	
State Grants											
SB1 FY27	SB1 FY27	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2026-27)	\$ -	\$ -	\$ -	\$ -	\$ 2,125,600	\$ 296,886	\$ 1,828,714	\$ -	06/30/2028
74A1615	2226	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26)	2,121,100	-	-	2,121,100	-	942,055	1,179,045	-	06/30/2028
74A1614	2224	Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25)	2,121,100	1,890,972	-	230,128	-	15,136	214,992	-	06/30/2027
PPM24-6084-296	2185	State Transportation Improvement Program (PPM)	803,000	645,232	110,321	47,447	-	-	47,447	-	06/30/2026
PPM25-6084-301	2186	State Transportation Improvement Program (PPM)	832,000	-	138,998	693,002	-	543,002	150,000	-	06/30/2027
SB 125 26013001 OP	7042	SB 125 Formula-Based Transit and Intercity Rail Capital Program	506,045	9,987	-	496,058	-	496,058	-	-	06/30/2026
Department of Housing and Community Development	2312	Regional Early Action Plan (REAP) 2.0	96,792,568	52,058,724	16,535,121	28,198,723	-	2,400,899	25,797,824	-	12/31/2026
19-147 Coastal Conservancy	2812	Coastal Conservancy	900,000	376,955	50,556	472,489	-	-	70,000	402,489	06/30/2029
STA Capital #24457123 Cap	3393	STA 24457123 Capital	1,785,860	-	-	1,785,860	-	-	1,785,860	-	N/A
Allocation # TBD	STA3	State Transit Assistance (STA) FY2022-23	-	-	-	-	96,897	-	96,897	-	N/A
Allocation # TBD	STA4	State Transit Assistance (STA) FY 2023-24	-	-	-	-	389,275	-	389,275	-	N/A
Allocation # TBD	STA5	State Transit Assistance (STA) FY2024-25	-	-	-	-	2,114,141	787,141	1,327,000	-	N/A
Allocation # TBD	STA FY26	State Transit Assistance (STA) FY2025-26	-	-	-	-	2,757,000	-	2,757,000	-	N/A
Allocation # TBD	STA FY27	State Transit Assistance (STA) FY2026-27	-	-	-	-	13,053,749	-	13,053,749	-	N/A
2% Transit Transfer	2438	2% Transit Transfer - 25009001	750,000	73,843	115,238	560,919	-	85,919	475,000	-	06/30/2028
2% Transit Transfer	2440	2% Transit Transfer - 26009001	450,000	-	35,000	415,000	-	-	252,000	163,000	06/30/2029
5% Transit Transfer	2441	5% Transit Transfer - 26010001	470,714	5,500	64,103	401,111	-	-	155,500	245,611	06/30/2029
5% Transit Transfer	2439	5% Transit Transfer	293,145	120,054	-	173,091	-	137,755	35,336	-	06/30/2028
California Public Utilities Commission (CPUC)	TNC01	Transportation Network Company (TNC) Access for All Program	-	-	-	-	250,620	250,620	-	-	N/A
Total State Grants and Funding			\$ 107,825,532	\$ 55,181,267	\$ 17,049,337	\$ 35,594,928	\$ 20,787,282	\$ 5,955,471	\$ 49,615,639	\$ 811,100	

	Fund Source No.	Project Description	Grant Award	Life-to-Date (LTD) Expenditures through 03/31/2026	Consultant Encumbrance as of 03/31/2026	FY 2026-27 Projected Grant Balance	FY 2026-27 New Grants	FY 2026-27 Staff Budget	FY 2026-27 Consultant Budget	Remaining Balance	Expiration Dates
Local Grants and Funding											
Alameda County Transportation Commission (ACTC)	3231	Alameda County Transportation Commission (ACTC)	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ 600,000	\$ -	12/31/2026
Allocation # TBD	EXCH	Exchange Fund	-	-	-	-	25,839,684	-	25,839,684	-	N/A
Allocation No. 19398913	3907	Exchange Fund - 19398913	1,046,000	107,505	-	938,495	-	-	938,495	-	06/30/2029
Allocation No. 18398905	3910	Exchange Fund - 18398905	6,949,000	5,117,827	-	1,831,173	-	-	1,831,173	-	06/30/2028
Allocation No. 24398920	3916	Exchange Fund - 24398920	2,250,000	683,930	83,057	1,483,013	-	-	1,483,013	-	06/30/2028
Allocation No. 24398921	3917	Exchange Fund - 24398921	1,500,000	329,192	-	1,170,808	-	250,617	160,234	759,957	06/30/2028
Allocation No. 24398919	3921	Exchange Fund -	3,000,000	30,000	140,000	2,830,000	-	-	2,830,000	-	06/30/2029
Allocation No. 24398931	3933	Exchange Fund	10,400,000	2,275,684	4,174,316	3,950,000	-	-	3,282,000	668,000	06/30/2028
Allocation No. 25398930	3939	Exchange Fund	1,250,000	790,000	-	460,000	-	-	460,000	-	06/30/2029
Allocation No. 25398932	3936	Exchange Fund	3,225,000	-	-	3,225,000	-	-	3,225,000	-	06/30/2029
Allocation No. 25398933	3937	Exchange Fund	2,740,000	-	-	2,740,000	-	-	2,740,000	-	09/30/2029
STA Exchange Fund	STAE	STA Revenue Based Plan Exchange (American Rescue Plan Exchange)	-	-	-	-	17,893,688	-	17,893,688	-	N/A
Pavement Management	4902	Pavement Technical Assistance Program Local Share	730,669	91,500	14,169	625,000	-	-	625,000	-	06/30/2028
Pavement Management	4903	Pavement Management Program (PMP Sales)	2,000,000	-	-	2,000,000	-	-	2,000,000	-	06/30/2028
Cities/Local Funds	SFCTAPL	San Francisco County Transportation Authority Prop L	-	-	-	-	125,000	-	91,495	33,505	N/A
Cities/Local Funds	TFCA CCAG	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	TFCA Daly City	Transportation Fund for Clean Air (TFCA)	-	-	-	-	200,000	-	200,000	-	N/A
Cities/Local Funds	SPON	Sponsorship Fund	-	-	-	-	17,273	-	17,273	-	N/A
SFMTA Local Funding	SFCTA	San Francisco County Transportation Authority	-	-	-	-	131,783	-	131,783	-	N/A
VTA Local Funding	VTA	Santa Clara Valley Transportation Authority	-	-	-	-	200,000	-	200,000	-	N/A
Total Local Grants and Funding			\$ 35,690,669	\$ 9,425,639	\$ 4,411,542	\$ 21,853,488	\$ 44,607,428	\$ 250,617	\$ 64,748,838	\$ 1,461,462	
Total All Grants and Funding			\$ 444,312,675	\$ 177,448,574	\$ 78,207,618	\$ 188,656,482	\$ 82,611,722	\$ 37,100,909	\$ 222,526,231	\$ 11,641,061	
*New Federal Grants											
new5	XXXX	Surface Transportation Block Grant (STBG) - New	\$ -	\$ -	\$ -	\$ -	\$ 24,183,000	\$ -	24,183,000	\$ -	N/A
SS4A	XXXX	Safe Streets for All Grant (SS4A) (Local Match Required)	-	-	-	-	10,000,000	-	10,000,000	-	N/A
			\$ -	\$ -	\$ -	\$ -	\$ 34,183,000	\$ -	\$ 34,183,000	\$ -	

*Note: The above Federal grants are programmed in the long range transportation plan for the MTC and we will be applying for them in FY 2026-27.

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)

1112 Implement Public Information Program and Tribal Government Coordination

Awards Program/Public & Stakeholder Events
Awards Program/Public & Stakeholder Events Carryover
Bike to Wherever/Work Program (promotion, non-federal expenses)
CBO Engagement
Commission events
Design and Promotion
Design and Promotion Carryover
Digital Promotion & Analysis
Digital Promotion & Analysis Carryover
Fellowships
Knee Deep Times
Legal Notices (agencywide)
MetroTalks
On call Video Services
On-call Communications Support (agencywide)
On-call Meeting and Engagement Support (agencywide)
On-call Meeting and Engagement Support (agencywide) Carryover
Photography services for MTC/BATA (agencywide)
Polling (agencywide)
Regional Marketing Campaign
Revenue Measure Polling
RNM Communications
Social Media Consultants
Transit Month
Translations (agencywide)
Translations (agencywide) Carryover
Transportation Polling
Legal Notices (agencywide) Carryover
Web Accessibility Training Consultant
Web Accessibility Training Consultant Carryover
Youth Programs
Youth Programs Carryover
TOTAL

\$ 150,000	\$ 200,000	\$ 50,000
150,000	-	(150,000)
30,000	45,000	15,000
-	125,000	125,000
75,000	85,000	10,000
100,000	-	(100,000)
75,000	-	(75,000)
-	95,000	95,000
80,000	-	(80,000)
37,000	108,000	71,000
-	85,000	85,000
-	176,000	176,000
-	30,000	30,000
110,000	40,000	(70,000)
50,000	200,000	150,000
150,000	200,000	50,000
100,000	-	(100,000)
140,000	170,000	30,000
175,000	200,000	25,000
200,000	200,000	-
175,000	-	(175,000)
-	300,000	300,000
118,000	85,000	(33,000)
100,000	100,000	-
25,000	55,000	30,000
35,000	4,000	(31,000)
-	175,000	175,000
235,963	-	(235,963)
75,000	50,000	(25,000)
25,000	-	(25,000)
15,000	15,000	-
20,000	-	(20,000)
\$ 2,445,963	\$ 2,743,000	\$ 297,037

1121 Regional Transportation Plan/Sustainable Communities

CALCOG Support
* Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)
Climate Off-Model Calculators
Climate Off-Model Calculators (ICF carryover)
Environmental Impact Report - Legal Support
Environmental Impact Report - Legal Support Carryover
Environmental Impact Report - Technical Support
Environmental Impact Report - Technical Support Carryover
Equity Priority Communities Re-Envisioning
PBA50+ Website Upgrades/Maintenance Carryover
Plan Bay Area 2060 CBO Engagement
Plan Bay Area 2060 Digital Promotion
Plan Bay Area 2060 Public & Stakeholder Engagement
Plan Bay Area 2060 Visioning Support
Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY26/27)
Plan Bay Area 2060 & RHNA Fellows (CivicSpark FY25/26) Carryover
Plan Bay Area 2060 Climate Strategies Update and CARB Technical Methodology Support
Plan Bay Area 2060 Needs and Revenue Development
Plan Bay Area 2060 Perspective Paper - Advancing Economic Vitality
Plan Bay Area 2060 Perspective Paper - Regional Growth Framework Refresh
Plan Bay Area 2060 Regional Growth Forecast Methodology
Plan Bay Area 2060 Engagement Gamification
Plan Bay Area 2060 Polling
Plan Bay Area Website Ongoing Maintenance
Plan Bay Area VitalSigns Metrics Webpage Development
Plan Bay Area Development
RHNA/Housing Coordination Plan Technical Support
TOTAL

\$ 50,000	\$ 50,000	\$ -
250,000	-	(250,000)
59,914	50,000	(9,914)
25,169	23,412	(1,757)
300,000	300,000	-
50,000	200,000	150,000
150,000	-	(150,000)
363,000	135,000	(228,000)
735,000	1,063,259	328,259
225,000	-	(225,000)
300,000	280,000	(20,000)
60,000	50,000	(10,000)
180,000	180,000	-
600,000	-	(600,000)
-	100,000	100,000
50,000	8,750	(41,250)
-	50,000	50,000
-	200,000	200,000
-	200,000	200,000
-	200,000	200,000
-	350,000	350,000
-	50,000	50,000
-	150,000	150,000
50,000	55,000	5,000
-	50,000	50,000
1,451,820	1,251,820	(200,000)
-	200,000	200,000
\$ 4,899,903	\$ 5,197,241	\$ 297,338

1122 Analyze Regional Data Using GIS and Planning Models

Analytical Center of Excellence Training and Capacity Building
CivicSpark Fellow
Continuous Travel Behavior Survey
Land Use Model Development & Application
Pathways to Enable Open-Source Ecosystems (POSE)
Regional Transit Passenger Survey
Regional Data Platform
Data Services Bench
Data Services Bench Carryover
Data Strategy Consultant Services
Travel Model 2 Conversion (TM2.2, TM2.3)
Travel Model Core Development (ActivitySim)
TOTAL

\$ -	\$ 150,000	\$ 150,000
-	50,000	50,000
239,930	-	(239,930)
175,000	-	(175,000)
200,000	-	(200,000)
960,000	-	(960,000)
-	125,000	125,000
250,000	250,000	-
132,581	-	(132,581)
50,000	200,000	150,000
450,000	-	(450,000)
35,000	-	(35,000)
\$ 2,492,511	\$ 775,000	\$ (1,717,511)

1123 Analyze Regional Data Using GIS and Planning Models

Continuous Travel Behavior Survey
Land Use Model Core Development (UrbanSim)

\$ -	\$ 1,031,783	\$ 1,031,783
-	35,000	35,000

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)

-	175,000	175,000
-	461,581	461,581
-	250,000	250,000
-	543,000	543,000
-	35,000	35,000
-	425,000	425,000
\$ -	\$ 2,956,364	\$ 2,956,364

- 1125 **Active Transportation Planning**
- Active Transportation TA/Active Transportation Plan Implementation
- Active Transportation Workshops
- * Active Transportation Vision Zero Project
- * BART to Bay Trail Connector El Cerrito
- * De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bicycle Projects
- * Doolittle Drive Bay Trail Gap Closure
- * Evelyn Avenue Bikeway, Franklin to Bernardo
- * Lakeville Corridor Multi-Modal Improvements Study
- * Mare Island Causeway complete street
- * Midcoast Multimodal Parallel Trail Gap Closure
- * Monument Boulevard Active Transportation Corridor
- * Napa Valley Vine Trail Gap Closure North to South Napa County
- * San Bruno Avenue Complete Streets Project
- * South El Cerrito Safe Routes to School
- * Union City Blvd. Bay Trail connection (Horner St.) / Alameda Creek Trail to Dry Creek Regional Park
- * Wilder/Downtown Class 1 Multi-use Path Development Project
- TOTAL

\$ 2,740,000	\$ 2,740,000	\$ -
1,000,000	-	(1,000,000)
-	400,000	400,000
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
60,000	-	(60,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
40,000	-	(40,000)
\$ 4,280,000	\$ 3,140,000	\$ (1,140,000)

- 1127 **Regional Trails**
- Bay Trail Cartographic Services
- Bay Trail Change Management
- Bay Trail Equity Strategy Phase III
- Bay Trail Field Survey
- Bay Trail Needs Assessment, Ops & Maintenance Plan
- Bay Trail Sea Level Rise Adaptation Study
- * Bay Trail TA Doolittle Gap Closure
- * Bay Trail Technical Assistance
- BATC Engagement and Coordination to Support and Advance the Bay Trail
- Marshlands Rd Bay Trail
- Marshlands Rd Bay Trail PA/ED & PS&E
- Merchandise, Outreach & Advertising
- Multimodal Trail Access Studies
- Quick Build
- Quick Build (Zander Westbrook)Bay Trail Sea Level Rise Adaptation Study
- Regional Trails GIS maintenance
- Regional Trails Data Evaluation (5% FY 24-25)
- Regional Trails Interactive Map
- Ridge Trail/Save the Bay Collaboration
- Save the Bay/Rails to Trails Collaboration
- SFO Gap Corridor Project
- Trail Oriented Design and Development Best Practices
- Water Trail Signage
- TOTAL

\$ 20,000	\$ 20,000	\$ -
100,000	47,336	(52,664)
350,000	350,000	-
-	200,000	200,000
500,000	404,321	(95,679)
-	75,000	75,000
-	250,000	250,000
250,000	-	(250,000)
200,000	138,020	(61,980)
1,500,000	-	(1,500,000)
1,000,000	1,000,000	-
10,000	10,000	-
170,000	-	(170,000)
25,000	17,000	(8,000)
75,000	-	(75,000)
406,322	23,000	(383,322)
16,805	-	(16,805)
-	150,000	150,000
93,000	-	(93,000)
-	100,000	100,000
200,000	200,000	-
200,000	67,000	(133,000)
247,430	70,000	(177,430)
\$ 5,363,557	\$ 3,121,677	\$ (2,241,880)

- 1128 **Resilience and Hazards Planning**
- CivicSpark Fellow
- CivicSpark Fellow (FY25/26) Carryover
- Climate Adaptation Assistance Bay Conservation and Development Commission (BCDC)
- Resilient Housing (Wildfire & Seismic) TA
- TOTAL

\$ 40,000	\$ 50,000	\$ 10,000
-	8,750	8,750
-	226,000	226,000
-	75,000	75,000
\$ 40,000	\$ 359,750	\$ 319,750

- 1132 **Advocate Legislative Programs**
- Leg. Advocates - Sacramento
- Leg. Advocates - Sacramento Carryover
- Leg. Advocates - Washington
- Leg. Advocates - Washington Carryover
- TOTAL

\$ -	\$ 197,803	\$ 197,803
148,500	14,311	(134,189)
-	350,000	350,000
350,000	81,300	(268,700)
\$ 498,500	\$ 643,414	\$ 144,914

- 1150 **Executive Office**
- Policy and Programs
- Clerk Administrative and Agencywide Projects
- Disabilities Advocacy Work
- Disabilities Listening Session
- Executive Dir Initiatives
- Means-Based/EA+R
- Strategic Operational Initiatives-COO
- Strategic Review/Agency Initiatives
- TOTAL

\$ 200,000	\$ 200,000	\$ -
250,000	-	(250,000)
-	25,000	25,000
25,000	-	(25,000)
200,000	250,000	50,000
100,000	-	(100,000)
250,000	250,000	-
100,000	100,000	-
\$ 1,125,000	\$ 825,000	\$ (300,000)

- 1151 **Legal Management**
- Legal Services
- Litigation Reserves
- TOTAL

\$ 756,000	\$ 800,000	\$ 44,000
1,455,000	-	(1,455,000)
\$ 2,211,000	\$ 800,000	\$ (1,411,000)

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)

1152 Financial Reporting and Operational Accounting

Actuarial Service - OPEB
ACFR reporting technical support
1099 filing
Bench Audits
Financial audit
Indirect Cost Plan
Standard Operating Procedures Manual
TOTAL

\$ 75,000	\$ 40,000	\$ (35,000)
2,500	2,500	-
2,500	2,500	-
40,000	42,000	2,000
340,000	350,500	10,500
25,000	25,000	-
75,000	75,000	-
\$ 560,000	\$ 537,500	\$ (22,500)

1153 Procurement, Risk and Property Management

ADA Assistance
Consultant Assistance PRPM Policy and Programs
Equity Review and Analysis (MTC DBE, SBE, and potential other programs)
Ergonomic Review and Assistance
Finalize Update to BCP
PCard System Assistance and Training
Risk Management Consultant Assistance
Risk and Procurement Consulting
Training Materials (Procurement, DBE, Title VI, Compliance)
TOTAL

\$ 150,000	\$ 200,000	\$ 50,000
320,000	-	(320,000)
200,000	200,000	-
150,000	200,000	50,000
50,000	50,000	-
75,000	-	(75,000)
250,000	300,000	50,000
175,000	-	(175,000)
275,000	-	(275,000)
\$ 1,645,000	\$ 950,000	\$ (695,000)

1158 Human Resources

Administrative Services Agency Initiatives
Agency Onboarding & Team Building Activities
Background Check Services
Benefits Brokerage
Benefits Program Fees/Services (Misc)
Class/Comp Plan
Coaching - Executive
Coaching - Leadership Development
Cornerstone Administration
Cultural/Equity Events
Employee Recognition & Appreciation SWAG
Executive Recruitment Services
Handbook and Policy Protocols, Procedures, Workflows
High School Intern Program
HR Events - Open Enrollment
Labor Negotiations Consultation
MTI Leadership Academy
Recruitment Outreach
Skill Assessments
Workforce Development Support
TOTAL

\$ 25,000	\$ 25,000	\$ -
30,000	30,000	-
45,000	45,000	-
24,000	24,000	-
10,000	10,000	-
66,000	65,000	(1,000)
50,000	78,000	28,000
350,000	310,000	(40,000)
10,000	10,000	-
40,000	40,000	-
50,000	50,000	-
50,000	100,000	50,000
20,000	20,000	-
3,000	83,000	80,000
23,000	30,000	7,000
-	75,000	75,000
110,000	110,000	-
90,000	90,000	-
-	10,000	10,000
15,000	15,000	-
\$ 1,011,000	\$ 1,220,000	\$ 209,000

1160 Budgets and Financial Planning and Analysis

Temporary Agency Services
Financial Planning & Analysis
Sales tax Services
TOTAL

\$ 100,000	\$ 100,000	\$ -
150,000	500,000	350,000
15,000	15,000	-
\$ 265,000	\$ 615,000	\$ 350,000

1161 Information Technology Services

Agency Training
Central Square Support
Consolidation of File Storage
DATA Security Improvements, Cloud Data Security
Enterprise App Support - Ongoing
ERP Agency Training
ERP Program Consultant - Operations
Helpdesk Support Technician
Managed Services for Information Security Program Management - CISOShare
Network Assistance
Network Drive Relocation
On-Call Communications Development Support
Salesforce: Agency CRM Enhancement
Salesforce: Agency CRM O&M
Salesforce: Operations Support, Security & Governance
Salesforce TSS Project Manager
Salesforce: Jacobs: Transition & Program Support
Salesforce Slalom: Element I: Project Management, Governance and Security Support
Salesforce: Slalom: Element II: Enhancements & Operations
Security Program Consulting and Advisory
Shared Infrastructure Platform Support
SharePoint Site Updates
Software Implementation Support & Emerging Projects
Training Coordination and Delivery
Technical Assistance Portal Enhancements
Technical Business Analyst
TSS Business Process Improvement
TSS ITSM Administrator
TSS Shared Infrastructure Platform Evaluation and Development
User Experience, Communications, and Change Strategy Standardization Support
User Experience, Communications, and Change Strategy Standardization Support - Carryover

\$ 100,000	\$ -	\$ (100,000)
20,000	20,000	-
-	125,000	125,000
-	30,000	30,000
150,000	165,000	15,000
-	70,000	70,000
-	1,028,000	1,028,000
110,000	125,000	15,000
60,000	60,000	-
50,000	50,000	-
50,000	50,000	-
-	175,000	175,000
100,000	-	(100,000)
325,000	-	(325,000)
750,000	-	(750,000)
-	71,500	71,500
-	280,000	280,000
-	420,000	420,000
-	220,000	220,000
20,000	20,000	-
100,000	100,000	-
40,000	40,000	-
-	250,000	250,000
-	100,000	100,000
25,000	25,000	-
-	125,000	125,000
70,000	-	(70,000)
60,000	-	(60,000)
15,000	-	(15,000)
-	250,000	250,000
-	205,000	205,000

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)
100,000	100,000	-
150,000	157,500	7,500
50,000	50,000	-
802,774	850,000	47,226
\$ 3,147,774	\$ 5,162,000	\$ 2,014,226

\$ 100,000	\$ 100,000	\$ -
66,500	-	(66,500)
30,000	10,000	(20,000)
30,000	-	(30,000)
60,000	60,000	-
20,000	20,000	-
\$ 306,500	\$ 190,000	\$ (116,500)

\$ 425,000	\$ -	\$ (425,000)
25,000	25,000	-
25,000	25,000	-
150,000	-	(150,000)
\$ 625,000	\$ 50,000	\$ (575,000)

\$ -	\$ 300,000	\$ 300,000
314,685	30,000	(284,685)
\$ 314,685	\$ 330,000	\$ 15,315

\$ 3,750,000	\$ 3,950,000	\$ 200,000
1,500,000	1,037,648	(462,352)
2,227,900	1,155,147	(1,072,753)
22,000	23,500	1,500
-	100,000	100,000
20,000	25,000	5,000
\$ 7,519,900	\$ 6,291,295	\$ (1,228,605)

\$ 400,000	\$ -	\$ (400,000)
500,000	260,000	(240,000)
\$ 900,000	\$ 260,000	\$ (640,000)

\$ 100,000	\$ 90,000	\$ (10,000)
180,000	200,000	20,000
-	1,300,000	1,300,000
1,570,000	180,000	(1,390,000)
1,750,000	1,619,422	(130,578)
37,494	150,000	112,506
203,000	125,000	(78,000)
850,000	900,000	50,000
113,271	400,000	286,729
-	10,000	10,000
500,000	490,000	(10,000)
310,000	310,000	-
730,000	-	(730,000)
545,000	275,000	(270,000)
89,388	290,000	200,612
\$ 6,978,153	\$ 6,339,422	\$ (638,731)

\$ 1,000,000	\$ -	\$ (1,000,000)
940,000	760,000	(180,000)
1,000,000	1,000,000	-
12,000,000	12,000,000	-
2,989,543	3,053,313	63,770
70,000	120,000	50,000
80,000	100,000	20,000
310,223	310,223	-
2,241,126	2,071,687	(169,439)
500,000	500,000	-
103,885	-	(103,885)
700,000	600,000	(100,000)
1,000,000	953,185	(46,815)
\$ 22,934,777	\$ 21,468,408	\$ (1,466,369)

\$ 200,000	\$ -	\$ (200,000)
50,000	-	(50,000)
50,000	-	(50,000)
45,704	45,700	(4)
1,690,070	833,000	(857,070)
\$ 2,035,774	\$ 878,700	\$ (1,157,074)

Web Accessibility 508 On-Going O&M
Web Security Project
Web/DB Application Development/Integration
Website Operations Maintenance Enhancement and Hosting
TOTAL

1162 Agency Websites
Website Operations Maintenance and Enhancement
Salesforce: 3rd party licenses
DATA Security Improvements, Cloud Data Security
Infoblox Domain Monitoring Security Services
Managed Services for Information Security Program Management - CISOShare
Security Program Consulting and Advisory
TOTAL

1167 Innovation Lab
Innovation Lab Professional and Technical Consulting Services
SharePoint/Power Platform Support
Innovation R&D
User Experience, Communications, and Change Strategy Standardization Support
TOTAL

1212 Performance Measuring and Monitoring
Vital Signs
Vital Signs Carryover
TOTAL

1222 Regional Car Pool Program/Van Poll and Commuter Benefits Program
Bay Area Vanpool Program
Commuter Benefits Program (SB 1128)
Commuter Benefits Program (SB 1128) - Carryover
NTD Compliance Audit
Salesforce: Slalom: Element II: Enhancements & Operations (Commuter Benefits Portal [CBP])
Vanpool Audits
TOTAL

1223 Support Transportation System Management Program
Regional Comm Infrastructure Improvements
Regional Comm Infrastructure Improvements - Carryover
TOTAL

1224 Implement Regional Traveler Information Services
511 Alerting
511 Innovation Lab
511 IVR, Ops IT Services, and eTIDs
511 IVR, Ops IT Services, and eTIDs - Carryover
511 TIC Operations
511 TIC Operations - Carryover
511 Transit Data Manager (TDM)
511 Web Services
511 Web Services - Carryover
AT&T FirstNet 511
AWS hosting for 511 software
Contract Management Services
Regional Paratransit Trip Booking (RPTB)
Technical Advisor Services
Technical Advisor Services - Carryover
TOTAL

1233 Transportation Asset Management (TAM) Program
AI Data Collection
Bay Area Vision Zero Data System (BayViz)
BayViz Non-Pavement Asset Data Collection
Enhancing Support for Safety in the Bay Area
* PTAP Projects
Quality Assurance Program for PTAP
Regional Safety Data System Support & Expansion
Regional Zero Emission Fleet Strategy
StreetSaver Development
StreetSaver Development/AI Implementation
StreetSaver Development/AI Implementation - Carryover
StreetSaver Training
Workshops/peer - exchanges/outreach campaign
TOTAL

1235 Implement Incident Management Program
* I-880 ICM North Segment
I-880 ICM North Segment Integration - Carryover
I-880 ICM Project Construction and System Integration
Traffic Incident Management
Traffic Incident Management - Carryover
TOTAL

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)

1237 **Freeway Performance Programs - Bay Bridge Forward**

Bay Area Traffic Data Collection Service
Bay Bridge Forward Transportation Demand Management Strategies
Design Alternatives Assessments/Corridor Studies
I-80 Bus on Shoulder Feasibility
INRIX Traffic Data
Occupancy Detection/Verification- New
RSR Forward TDM
SR-37 RIA

TOTAL

\$	500,000	\$	454,324	\$	(45,676)
	-		750,000		750,000
	970,372		1,000,000		29,628
	395,000		250,000		(145,000)
	200,000		550,000		350,000
	200,000		-		(200,000)
	938,495		938,495		-
	597,833		-		(597,833)
\$	3,801,700	\$	3,942,819	\$	141,119

1238 **Technology-Based Operations & Mobility**

Adaptive Bikeshare Pilot
Advanced Technologies Strategic Plan
Bay Wheels Contract Extension
Bay Wheels Procurement Strategy
* *Bikeshare Capital Grant Program*
Bikeshare Engagement Plan
Bikeshare Implementation
Bikeshare Outreach Plan
Bikeshare Strategic Advice - Carryover
Bikeshare Station Electrification
CAV Program
Daly City Bay Wheels Expansion
Launch Incentives
Marketing Plan
Regional Data Platform
Shared Use Mobility
* *Station Siting Support*
* *Station Siting Support - Carryover*

TOTAL

\$	200,000	\$	108,184	\$	(91,816)
	-		500,000		500,000
	-		2,410,000		2,410,000
	500,000		500,000		-
	826,000		134,300		(691,700)
	200,000		100,000		(100,000)
	315,500		15,500		(300,000)
	200,000		-		(200,000)
	120,017		11,614		(108,403)
	560,000		-		(560,000)
	500,000		-		(500,000)
	1,650,000		860,000		(790,000)
	200,000		200,000		-
	167,273		167,273		-
	100,000		-		(100,000)
	280,000		-		(280,000)
	200,000		89,524		(110,476)
	25,000		-		(25,000)
\$	6,043,790	\$	5,096,395	\$	(947,395)

1239 **Regional Mobility Technology Program**

Regional ITS Architecture
Regional ITS Architecture - Carryover
Regional Mapping Data Services Platform
Regional Mapping Data Services - Carryover
Unified Benefits Portal - Carryover
Salesforce: Regional Mobility Account

TOTAL

\$	1,000,000	\$	-	\$	(1,000,000)
	951,567		950,000		(1,567)
	1,260,000		1,260,000		-
	1,164,262		-		(1,164,262)
	-		300,000		300,000
	1,240,000		-		(1,240,000)
\$	5,615,829	\$	2,510,000	\$	(3,105,829)

1310 **Equity, Access and Mobility Planning and Programs**

Annual Paratransit Eligibility Training
* Coordinated Plan Implementation - Paratransit Reform Meeting Facilitation
Community Power Building and Engagement
* *Community Action Resource and Empowerment (CARE)*
* *Community Action Resource and Empowerment (CARE) - Carryover*
* *CARE CBTP TA*
Regional Paratransit Trip Booking (RPTB)
One Seat Ride Pilot Program
Transit Transformation Access and Mobility Work Plan - Carryover

TOTAL

\$	60,000	\$	60,000	\$	-
	25,000		25,000		-
	2,000,000		-		(2,000,000)
	-		12,400,000		12,400,000
	3,000,000		4,130,000		1,130,000
	-		12,000,000		12,000,000
	-		205,000		205,000
	1,050,000		-		(1,050,000)
	400,000		324,275		(75,725)
\$	6,535,000	\$	29,144,275	\$	22,609,275

1311 **Means Based Fare Program**

Clipper START Program Administration
* *Clipper START Program Implementation*
* *Clipper START Program Implementation - Carryover*
* *Clipper START Studies, Evaluations, and Analyses - Carryover*
* *Fare integration/Clipper START Subsidies*
* *Clipper START/Fare Programs Subsidies*
Salesforce TSS Project Manager
Salesforce: Jacobs: Transition & Program Support
Salesforce Slalom: Element I: Project Management, Governance and Security Support
Salesforce: Slalom: Element II: Enhancements & Operations
Salesforce: Slalom: Element II: Enhancements & Operations (Clipper Start)

TOTAL

\$	2,355,000	\$	-	\$	(2,355,000)
	-		2,135,000		2,135,000
	-		1,522,065		1,522,065
	650,000		148,184		(501,816)
	4,095,530		-		(4,095,530)
	8,000,000		7,000,000		(1,000,000)
	-		19,500		19,500
	-		20,000		20,000
	-		30,000		30,000
	-		40,000		40,000
	-		200,000		200,000
\$	15,100,530	\$	11,114,749	\$	(3,985,781)

1312 **Support Title VI and Environmental Justice**

Title VI Triennial Report and LAP review assistance

TOTAL

\$	300,000	\$	300,000	\$	-
\$	300,000	\$	300,000	\$	-

1413 **Climate Initiatives**

* *Antioch Park n Ride Plan*
* *Bike to Wherever/Work Day Program*
* *Bike to Wherever/Work Day Program Carryover*
* *Citywide San Mateo Parking Requirement Update*
* *Downtown Lafayette Parking Management Program*
* *Downtown Walnut Creek Curbside Management Plan*
* *Downtown/Waterfront Vallejo Parking Management Program Evaluation and Action Plan*
* *Local Fleet Electrification Planning*
* *Marin County Mobility Hub Plan*
* *Menlo Park Citywide Strategic Parking Plan*
* *Mobility Hubs*

\$	190,000.00	\$	-	\$	(190,000)
	-		1,800,000		1,800,000
	470,432		-		(470,432)
	181,300		181,300		-
	123,200		-		(123,200)
	110,500		-		(110,500)
	41,400		-		(41,400)
	10,000,000		10,000,000		-
	190,000		-		(190,000)
	65,700		65,700		-
	4,130,000		-		(4,130,000)

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)
522,738	356,127	(166,611)
99,600	-	(99,600)
3,700,000	-	(3,700,000)
300,000	300,000	-
28,300	-	(28,300)
14,700	-	(14,700)
-	250,000	250,000
151,400	-	(151,400)
-	149,970	149,970
14,100	-	(14,100)
389,000	-	(389,000)
3,450,000	1,482,000	(1,968,000)
-	7,680,000	7,680,000
5,000,000	5,000,000	-
\$ 29,172,370	\$ 27,265,097	\$ (1,907,273)
\$ 600,000	\$ 1,300,000	\$ 700,000
500,000	-	(500,000)
750,000	-	(750,000)
\$ 1,850,000	\$ 1,300,000	\$ (550,000)
\$ 9,050,000	\$ 17,948,000	\$ 8,898,000
-	150,000	150,000
8,000	-	(8,000)
450,000	262,315	(187,685)
\$ 9,508,000	\$ 18,360,315	\$ 8,852,315
\$ 104,316	\$ 120,802	\$ 16,486
500,000	500,000	-
340,000	340,000	-
\$ 944,316	\$ 960,802	\$ 16,486
\$ 65,400	\$ 47,447	\$ (17,953)
50,000	-	(50,000)
\$ 115,400	\$ 47,447	\$ (67,953)
\$ 1,389,162	\$ -	\$ (1,389,162)
\$ 1,389,162	\$ -	\$ (1,389,162)
\$ 7,300,336	\$ 6,775,633	\$ (524,703)
20,308,232	17,287,763	(3,020,469)
902,453	665,849	(236,604)
872,764	817,164	(55,600)
5,000,000	5,000,000	-
-	15,000	15,000
13,013,216	13,873,407	860,191
2,411,000	1,908,500	(502,500)
729,614	501,857	(227,757)
15,000	-	(15,000)
2,700,000	500,000	(2,200,000)
-	2,200,000	2,200,000
1,835,545	1,565,113	(270,432)
\$ 55,088,160	\$ 51,110,286	\$ (3,977,874)
\$ 85,000	\$ -	\$ (85,000)
30,000	-	(30,000)
240,000	-	(240,000)
\$ 355,000	\$ -	\$ (355,000)
\$ 2,725,000	\$ -	\$ (2,725,000)
100,000	-	(100,000)
300,000	33,209	(266,791)
85,000	23,634	(61,366)
1,236,282	442,559	(793,723)
153,771	10,000	(143,771)
100,000	-	(100,000)
200,000	200,000	-
\$ 4,900,053	\$ 709,401	\$ (4,190,652)
\$ 300,000	\$ -	\$ (300,000)
-	96,897	96,897
250,000	65,000	(185,000)
-	750,000	750,000

* Mobility Hubs/Parking Technical Assistance

* Park Napa Plan

* Parking Program

* Parking Program - Oakland

* Petaluma Downtown Area Parking Management Plan

* Planning Study to Implement Parking Technology Solutions in Concord Downtown Regional TDM

* Santa Rosa Downtown Parking, Curb Management and Access Plan

Santa Rosa Santa Rosa North SMART TOC Parking

* Sausalito Downtown Parking Study

* Southeastern SF Mobility Hub Plan

Spare the Air Youth Program Carryover

TOC Parking and Station Access

* Transportation Electrification Planning/Program Strategy

TOTAL

1511 Financial Analysis of Reporting and Planning

Short Range Transit Plans

Transit Optimization Assessment

Transit Review Contingency

TOTAL

1512 Implement Federal Transportation Legislation

* CTA Planning & Programming Activities

OBAG Regional Program Assessment

TCP Policy Capstone Project

TIP Software Development

TOTAL

1514 Regional Assistance Programs and Project Reviews

Performance Audits - New

STA Regional Program Transit Projects Contingency

TDA/STA Portal

TOTAL

1515 State Programming, Monitoring and STIP Development

* ATP Technical Assistance Program

Regional Advance Mitigation Program (RAMP) Planning and Coordination

TOTAL

1522 San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study

* San Francisco Municipal Transportation Agency (SFMTA) Muni Modernization Planning Study

TOTAL

1611 Regional Growth Framework Planning and Implementation

Growth Framework Implementation - PDA/TOC Grants

* Growth Framework Implementation - PDA/TOC Grants

Growth Framework Implementation - PPA Grants

* Growth Framework Implementation - PPA Grants

* Housing Policy Grants

MPact

* Priority Conservation Area Grants

Priority Sites Technical Assistance

* Priority Sites Technical Assistance

Railvolution (renamed to MPact)

Regional Housing Technical Assistance (RHTA)

* TOC Housing Policy Grants

TOC Policy Implementation

TOTAL

1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning

Knee Deep Times

BARC Website

BARC Shared Workplan Initiatives

TOTAL

1615 Connecting Housing and Transportation (REAP funded only)

* Housing Technical Assistance

REAP 2 Public Engagement Carryover

Regional ODDS

RHTA

RHTA Implementation

RHTA Legal Services

ODDS and SB9 Updates

Universal Design

TOTAL

1621 Network Management - Planning for Implementation

BayPass Program Administration

Clipper BayPass Program Administration

Clipper BayPass Pricing and Program Management - Carryover

Electronic Transit Information Displays (eTID)

Work
Element Description/Purpose

FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)
22,000,000	22,000,000	-
-	1,000,000	1,000,000
308,000	329,000	21,000
700,000	611,405	(88,595)
250,000	238,852	(11,148)
2,000,000	-	(2,000,000)
500,000	462,265	(37,735)
300,000	184,651	(115,349)
200,000	200,000	-
644,258	351,000	(293,258)
3,151,446	863,988	(2,287,458)
-	920,000	920,000
-	2,121,872	2,121,872
70,000	57,000	(13,000)
15,000,000	-	(15,000,000)
1,000,000	-	(1,000,000)
952,354	892,985	(59,369)
297,646	-	(297,646)
95,000	-	(95,000)
-	9,000,000	9,000,000
300,000	-	(300,000)
250,000	50,000	(200,000)
500,000	100,000	(400,000)
21,000	21,000	-
80,000	-	(80,000)
-	2,285,000	2,285,000
\$ 49,169,703	\$ 42,600,915	\$ (6,568,788)

1623 **SFCTA Southbound US101/I-280 Managed Lane Program Study**
SF Freeway Network Management Study
TOTAL

\$ 585,131	\$ 457,475	\$ (127,656)
\$ 585,131	\$ 457,475	\$ (127,656)

1626 **Paratransit One-Seat Ride Pilot Evaluation**
Bay Area Paratransit One-Seat Ride Pilot Evaluation
TOTAL

\$ 350,000	\$ 350,000	\$ -
\$ 350,000	\$ 350,000	\$ -

1627 **BusAID Master Funding Agreement Supplements**
BusAID: Alvarado-Niles Rd Part-Time Transit Lane Pilot - Carryover
BusAID: Cloud-Based Transit Signal Priority - Carryover
BusAID: K-Ingleside Rapid Project Ocean Ave Quick Build - Carryover
BusAID: Monument Corridor Transit Speed Improvements - Carryover
BusAID: Park St Transit Signal Priority & Signal Optimization - Carryover
* BusAID Round 2
TOTAL

\$ 1,507,688	\$ 1,447,475	\$ (60,213)
972,113	972,113	-
2,800,000	2,350,812	(449,188)
385,885	385,885	-
1,094,418	1,094,418	-
-	8,200,000	8,200,000
\$ 6,760,104	\$ 14,450,703	\$ 7,690,599

1998 **Treasury Pool**
Temporary Staffing
TOTAL

\$ -	\$ 190,000	\$ 190,000
\$ -	\$ 190,000	\$ 190,000

9982 **Treasury Pool**
Investment Services
TOTAL

\$ 1,102,700	\$ 1,123,600	\$ 20,900
\$ 1,102,700	\$ 1,123,600	\$ 20,900

Total Consultant Contracts

\$ 270,286,945	\$ 275,888,050	\$ 5,601,105

* *Note: Projects italicized and marked with (*) indicate funds that will be implemented by other agencies as part of a funding agreement with MTC, or technical assistance implemented by MTC for the direct benefit of other agencies.*

Capital Projects

Revenue:

	FY 2025-26 Life-to-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-to-Date (LTD)
Transfer from Operating Reserve	\$ 20,696,962	\$ 699,775	\$ 21,396,737
Transfer from Bay Area Toll Authority	7,540,000	434,000	7,974,000
Transfer from Bay Area Infrastructure Financing Authority	1,140,000	70,000	1,210,000
Interest Income	1,498,036	435,225	1,933,261
Total Revenue	\$ 30,874,998	\$ 1,639,000	\$ 32,513,998

Expenses:

EOL Replacement for existing M4 Blades to M6	\$ 208,000	\$ -	\$ 208,000
Security Upgrades	200,000	-	200,000
Agenda Management Solution	-	120,000	120,000
SCCM and MAC Management Project	80,000	-	80,000
Veeam Backup Server	30,000	-	30,000
Vsphere Enterprise/VMware ESXI/Vcenter - Desktop ; Modelling server replacement	200,000	-	200,000
Hardware Support -OOW / Recovery	30,000	-	30,000
Hardware Deployment Pgm	220,000	-	220,000
Hardware Replacement (GIS)	48,000	-	48,000
Hardware - Monitors	75,000	-	75,000
File Migration Project	175,000	-	175,000
Intune Enhancements	-	80,000	80,000
Managed Services for Information Security Program Management - CISOShare	-	39,000	39,000
VMware Alternative Solution	80,000	-	80,000
Enterprise Resource Planning Software Replacement	29,966,962	1,400,000	31,366,962
Committee Packet Automation System	2,500,000	-	2,500,000
Total Expenses	\$ 33,812,962	\$ 1,639,000	\$ 35,451,962

Clipper 1 Operating:

Revenue:

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 2,735,927	\$ 3,070,241	\$ 334,314	12.2%
State of Good Repair (SGR)	214,122	62,844	(151,278)	-70.7%
State Transit Assistance (STA)	6,664,062	50,844	(6,613,218)	-99.2%
Float Account Interest	6,808,140	3,667,598	(3,140,542)	-46.1%
Transit Operators	6,120,533	311,798	(5,808,735)	-94.9%
Total Revenue	\$ 22,542,784	\$ 7,163,324	\$ (15,379,460)	-68.2%

Expense:

Staff cost	\$ 746,731	\$ 383,900	\$ (362,831)	-48.6%
General Operations	348,945	-	(348,945)	-100.0%
Clipper Operations	23,478,000	3,136,748	(20,341,252)	-86.6%
Total Expense	\$ 24,573,676	\$ 3,520,648	\$ (21,053,028)	-85.7%

Clipper 2 Operating:

Revenue:

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 1,510,608	\$ 1,415,000	\$ (95,608)	-6.3%
State of Good Repair (SGR)	11,142,879	8,874,811	(2,268,068)	-20.4%
State Transit Assistance (STA)	-	6,911,603	6,911,603	0.0%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	249,840	74,100	(175,740)	-70.3%
Transit Operators	16,086,579	30,070,137	13,983,558	86.9%
Total Revenue	\$ 45,399,906	\$ 60,055,650	\$ 14,655,744	32.3%

Expense:

Staff cost	\$ 3,002,993	\$ 4,293,240	\$ 1,290,247	43.0%
General Operations	77,000	510,000	433,000	562.3%
Clipper 2 Operations	42,158,326	55,710,133	13,551,807	32.1%
Total Expense	\$ 45,238,319	\$ 60,513,373	\$ 15,275,054	33.8%

Clipper Total Operating:

Revenue:

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	Change \$ Increase/(Decrease)	Change % Increase/(Decrease)
Regional Measure 2 (RM2)	\$ 4,246,535	\$ 4,485,241	\$ 238,706	5.6%
State of Good Repair (SGR)	11,357,001	8,937,654	(2,419,347)	-21.3%
State Transit Assistance (STA)	6,664,062	6,962,447	298,385	4.5%
Low Carbon Transit Operations (LCTOP)	14,900,000	10,000,000	(4,900,000)	-32.9%
Clipper Cards	1,510,000	2,710,000	1,200,000	79.5%
Float Account Interest	7,057,980	3,741,698	(3,316,282)	-47.0%
Transit Operators	22,207,112	30,381,935	8,174,823	36.8%
Total Revenue	\$ 67,942,690	\$ 67,218,974	\$ (723,716)	-1.1%

Expense:

Staff cost	\$ 3,749,724	\$ 4,677,140	\$ 927,416	24.7%
General Operations	425,945	510,000	84,055	19.7%
Clipper Operations	65,636,326	58,846,882	(6,789,444)	-10.3%
Total Expense	\$ 69,811,995	\$ 64,034,022	\$ (5,777,973)	-8.3%

Clipper 1 Capital:

Revenue:

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)	Change % Increase/(Decrease)
Congestion Mitigation and Air Quality (CMAQ)	\$ 65,048,448	\$ -	\$ 65,048,448	0.0%
Clipper Cards	30,772,142	-	30,772,142	0.0%
Low Carbon Transit Operations (LCTOP)	8,400,571	-	8,400,571	0.0%
American Recovery and Reinvestment Act (ARRA)	11,167,891	-	11,167,891	0.0%
Federal Transit Administration (FTA)	14,125,139	-	14,125,139	0.0%
Surface Transportation Block Grant (STBG)	31,790,753	-	31,790,753	0.0%
State Transit Assistance (STA)	21,946,540	-	21,946,540	0.0%
Proposition 1B	1,115,383	-	1,115,383	0.0%
General Fund	890,216	-	890,216	0.0%
San Francisco Municipal Transportation Agency (SFMTA)	8,005,421	-	8,005,421	0.0%
Golden Gate Bridge, Highway & Transportation District (GGBHTD)	2,975,000	-	2,975,000	0.0%
Bay Are Rapid Transit (BART)	725,000	-	725,000	0.0%
Exchange Fund	7,573,878	-	7,573,878	0.0%
Bay Area Toll Authority (BATA)	26,520,751	-	26,520,751	0.0%
Transit Operators	11,905,880	-	11,905,880	0.0%
Water Emergency Transportation Authority (WETA)	603,707	-	603,707	0.0%
Interest from Bank	520,500	488,167	1,008,667	N/A
Inactive Cards	417,560	-	417,560	0.0%
Total Revenue	\$ 244,504,780	\$ 488,167	\$ 244,992,947	0.2%

Expense:

Staff Costs	\$ 17,282,420	\$ -	\$ 17,282,420	0.0%
Equipment	49,726,873	-	49,726,873	0.0%
Consultants	177,000,826	-	177,000,826	0.0%
Total Expense	\$ 244,010,119	\$ -	\$ 244,010,119	0.0%

Clipper 2 Capital:

Revenue:

	FY 2025-26 Amendment No. 1	FY 2026-27 Draft	FY 2026-27 Draft Life-To-Date (LTD)	Change % Increase/(Decrease)
Surface Transportation Block Grant (STBG)	\$ 11,527,616	\$ 850,000	\$ 12,377,616	7.4%
Federal Transit Administration (FTA)	176,438,364	-	176,438,364	0.0%
Prop 1B/LCTOP	96,857	-	96,857	0.0%
Congestion Mitigation and Air Quality (CMAQ)	1,621,068	-	1,621,068	0.0%
BATA	22,859,802	-	22,859,802	0.0%
State of Good Repair (SGR)	80,768,627	11,292,194	92,060,821	14.0%
State Transit Assistance (STA)	16,054,992	2,140,000	18,194,992	13.3%
Clipper Cards	18,100,000	-	18,100,000	0.0%
Low Carbon Transit Operations (LCTOP)	452,961	-	452,961	0.0%
Inactive Cards	635,000	2,300,000	2,935,000	362.2%
Quickstrike Fund	900,000	-	900,000	N/A
Miscellaneous	250,000	-	250,000	N/A
Interest from Bank	555,200	2,014,000	2,569,200	N/A
Transit Operators	351,387	151,850	503,237	43.2%
Total Revenue	\$ 330,611,874	\$ 18,748,044	\$ 349,359,918	5.7%

Expense:

Staff Costs	\$ 27,303,690	\$ 3,790,089	\$ 31,093,779	13.9%
Equipment	19,291,903	8,664,000	27,955,903	44.9%
Consultants	283,510,652	6,540,000	290,050,652	2.3%
Total Expense	\$ 330,106,245	\$ 18,994,089	\$ 349,100,334	5.8%

FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)

Bay Area Infrastructure Projects

Bay Bridge Forward 2016 (2656)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$	1,251,111	\$	-	\$	1,251,111
Service Authority for Freeways and Expressways (SAFE)		4,231,144		-		4,231,144
Congestion Mitigation and Air Quality (CMAQ)		1,000,000		-		1,000,000
Exchange Fund		3,900,000		-		3,900,000
Bay Area Toll Authority (BATA) Rehabilitation		600,000		-		600,000
Bay Area Toll Authority (BATA) Regional Measure 2		14,929,375		-		14,929,375
Total Revenue	\$	25,911,630	\$	-	\$	25,911,630

Expense:

Staff Costs	\$	1,269,654	\$	-	\$	1,269,654
Consultants		24,641,976		-		24,641,976
Total Expense	\$	25,911,630	\$	-	\$	25,911,630

Bay Bridge Forward 2020 (2657)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$	7,500,000	\$	810,797	\$	8,310,797
Surface Transportation Block Grant (STBG) - New		749,675		8,900,000		9,649,675
Regional Measure 2 (RM2) Capital		4,825,455		-		4,825,455
Congestion Mitigation and Air Quality (CMAQ)		16,095,000		4,000,000		20,095,000
Congestion Mitigation and Air Quality (CMAQ) - New		-		17,350,000		17,350,000
Bay Area Toll Authority (BATA) Rehabilitation		5,000,000		-		5,000,000
Alameda County Transportation Commission (ACTC)		6,500,000		-		6,500,000
Total Revenue	\$	40,670,130	\$	31,060,797	\$	71,730,927

Expense:

Staff Costs	\$	124,675	\$	-	\$	124,675
Consultants		40,545,455		31,060,797		71,606,252
Total Expense	\$	40,670,130	\$	31,060,797	\$	71,730,927

Richmond San Rafael Forward (2658)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$	55,812	\$	-	\$	55,812
Active Transportation Program (Cycle 5)		4,302,000		-		4,302,000
Total Revenue	\$	4,357,812	\$	-	\$	4,357,812

Expense:

Staff Costs	\$	55,812	\$	-	\$	55,812
Consultants		4,302,000		-		4,302,000
Total Expense	\$	4,357,812	\$	-	\$	4,357,812

FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)

Dumbarton Forward (2662)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 4,350,361	\$ -	\$ 4,350,361
Regional Measure 2 (RM2) Capital	5,026,834	-	5,026,834
Total Revenue	\$ 9,377,195	\$ -	\$ 9,377,195

Expense:

Staff Costs	\$ 100,361	\$ -	\$ 100,361
Consultants	9,276,834	-	9,276,834
Total Expense	\$ 9,377,195	\$ -	\$ 9,377,195

SR 29 Napa Valley Forward (2663)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 4,661,800	\$ -	\$ 4,661,800
Total Revenue	\$ 4,661,800	\$ -	\$ 4,661,800

Expense:

Staff Costs	\$ 161,800	\$ -	\$ 161,800
Consultants	4,500,000	-	4,500,000
Total Expense	\$ 4,661,800	\$ -	\$ 4,661,800

Freeway Performance Initiatives

Freeway Performance Initiative I-680 (2659)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 14,000,000	\$ -	\$ 14,000,000
Total Revenue	\$ 14,000,000	\$ -	\$ 14,000,000

Expense:

Staff Costs	\$ -	\$ -	\$ -
Consultants	14,000,000	-	14,000,000
Total Expense	\$ 14,000,000	\$ -	\$ 14,000,000

Freeway Performance Initiative I-880 (2660)

Revenue:

Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 3,061,440	\$ -	\$ 3,061,440
Congestion Mitigation and Air Quality (CMAQ)	2,240,000	-	2,240,000
Total Revenue	\$ 5,301,440	\$ -	\$ 5,301,440

Expense:

Staff Costs	\$ 61,440	\$ -	\$ 61,440
Consultants	5,240,000	-	5,240,000
Total Expense	\$ 5,301,440	\$ -	\$ 5,301,440

FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)

Freeway Performance Initiative US - 101 (2661)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ)	\$ 3,000,000	\$ -	\$ 3,000,000
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	61,440	-	61,440
Total Revenue	\$ 3,061,440	\$ -	\$ 3,061,440
Expense:			
Staff Costs	\$ 61,440	\$ -	\$ 61,440
Consultants	3,000,000	-	3,000,000
Total Expense	\$ 3,061,440	\$ -	\$ 3,061,440

Adaptive Ramp Metering Projects

SR 237 Adaptive Ramp Metering (2665)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	\$ 1,000,000	\$ -	\$ 1,000,000
Total Revenue	\$ 1,000,000	\$ -	\$ 1,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	1,000,000	-	1,000,000
	\$ 1,000,000	\$ -	\$ 1,000,000

SR 4 Adaptive Ramp Metering (2666)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	\$ 1,000,000	\$ -	\$ 1,000,000
Total Revenue	\$ 1,000,000	\$ -	\$ 1,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	1,000,000	-	1,000,000
	\$ 1,000,000	\$ -	\$ 1,000,000

I-680 Adaptive Ramp Metering (2667)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	\$ 2,000,000	\$ -	\$ 2,000,000
Total Revenue	\$ 2,000,000	\$ -	\$ 2,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	2,000,000	-	2,000,000
	\$ 2,000,000	\$ -	\$ 2,000,000

FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)

Bay Area Forward - Marin-Sonoma US 101 Adaptive Ramp Metering
(2669)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	\$ 1,000,000	\$ -	\$ 1,000,000
Total Revenue	\$ 1,000,000	\$ -	\$ 1,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	1,000,000	-	1,000,000
	\$ 1,000,000	\$ -	\$ 1,000,000

Bay Area Forward - Solano I-80 Adaptive Ramp Metering (2670)

Revenue:			
Congestion Mitigation and Air Quality (CMAQ) - New	\$ 1,000,000	\$ -	\$ 1,000,000
Total Revenue	\$ 1,000,000	\$ -	\$ 1,000,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	1,000,000	-	1,000,000
	\$ 1,000,000	\$ -	\$ 1,000,000

Major Projects

Bay Area Forward - West Oakland Link Project (2668)

Revenue:			
Active Transportation Program (Cycle 6)	\$ 17,600,000	\$ -	\$ 17,600,000
Alameda County Transportation Commission (ACTC Measure BB)	3,000,000	-	3,000,000
Cities/Local Funds	1,800,000	-	1,800,000
Congestion Mitigation and Air Quality (CMAQ) - New	6,100,000	-	6,100,000
Bay Area Toll Authority (BATA) Regional Measure 3	7,500,000	-	7,500,000
State Transportation Improvement Program	4,356,000	-	4,356,000
Surface Transportation Block Grant (STBG) - New	10,000,000	-	10,000,000
Toll Fund	7,006,000	7,400,000	14,406,000
Transportation Fund for Clean Air (TFCA)	344,000	-	344,000
Alameda County Transportation Commission (ACTC CIP) - New	7,500,000	7,500,000	15,000,000
Total Revenue	\$ 65,206,000	\$ 14,900,000	\$ 80,106,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	65,206,000	14,900,000	80,106,000
	\$ 65,206,000	\$ 14,900,000	\$ 80,106,000

	FY 2025-26 Amendment No.1 Life-To-Date (LTD)	FY 2026-27 Draft	FY 2026-27 Life-To-Date (LTD)
SR 37 Sears Point to Mare Island Improvement Project (2664)			
Revenue:			
Senate Bill (SB) 170 Caltrans	\$ 4,000,000	\$ -	\$ 4,000,000
Bay Area Toll Authority (BATA) Regional Measure 3	50,000,000	-	50,000,000
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) Grant	20,000,000	-	20,000,000
Sonoma County Transportation Authority	-	3,500,000	3,500,000
Total Revenue	\$ 74,000,000	\$ 3,500,000	\$ 77,500,000
Expense:			
Staff Costs	\$ -	\$ -	\$ -
Consultants	74,000,000	3,500,000	77,500,000
	\$ 74,000,000	\$ 3,500,000	\$ 77,500,000
Total Revenue Bay Infrastructure Projects	\$ 252,547,447	\$ 49,460,797	\$ 302,008,244
Total Expense Bay Infrastructure Projects	\$ 252,547,447	\$ 49,460,797	\$ 302,008,244

Resolution 3989

MTC Exchange Program

Revenues	Resolution	Approved	Received to Date	Repayment Pending
Account Interest Carryover - SCL STP Exchange	N/A	\$ 1,156,052	\$ 1,156,052	\$ -
Account Interest To-Date (7/30/2011 to 2/29/2024) - MTC Exchange	N/A	13,171,548	13,171,548	-
SCTA - SON US 101 Steele Lane HOV	3731	1,500,000	1,500,000	-
TAM - MRN US 101 HOV Gap Closure	3842	13,253,049	13,253,049	-
SFMTA - SFPark Parking Pricing	3963	22,799,802	22,799,802	-
CCTA - CC I-80 San Pablo Dam Road I/C	4264	1,100,000	1,100,000	-
SCTA - SON US 101 MSN Phase B	4305	12,000,000	12,000,000	-
CCTA - I-680 NB HOV/Express Lane	4357	4,000,000	4,000,000	-
TAM - MRN US 101 MSN HOV Lane	4468	75,651,097	55,396,076	20,255,021
STA - SOL I-80 Managed Lanes	4469	63,464,510	29,534,771	33,929,739
STA - SOL I-80 Managed Lanes	4479	1,845,000	-	1,845,000
BAIFA - SOL I-80 Managed Lanes	4480	1,845,000	-	1,845,000
Midpen - VTA Highway 17 Wildlife Crossing/Trail	4202	500,000	500,000	-
CCJPA - SR84 Ardenwood	4202	100,000	-	100,000
MTC - Clipper C2 Capital	4505	30,000,000	-	30,000,000
MTC Exchange Revenue - Total		\$ 242,386,058	\$ 154,411,298	\$ 87,974,759

Expenditures	Resolution	Grant Programmed	Expended to Date	Grant Balance Life-To-Date	FY 2026-27 Budget
Housing Investments					
BAHFA: Senior Rental Assistance Pilot Program	4578	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 4,100,000
Affordable Housing Jumpstart Program	4260	10,000,000	10,000,000	-	-
Bay Area Preservation Pilot	4311	10,000,000	10,000,000	-	-
BAHFA: Mixed-Income Loan Fund	4505	10,000,000	-	10,000,000	10,000,000
Regional Housing Technical Assistance	4505	3,465,000	-	3,465,000	3,225,000
Priority Conservation Area (PCA) Grant Program (OBAG 2)					
PCA Grant Program	4202	6,897,381	5,156,844	1,740,538	1,991,407
Priority Conservation Area (PCA) Grant Program (OBAG 3)					
PCA Grant Implementation	4505	1,600,000	286,180	1,313,820	250,617
PCA Grant Program	4505	6,450,000	2,070,827	4,379,173	3,282,000
Priority Production Area (PPA) Grant Program					
PPA Grant Program	4505	2,250,000	489,411	1,760,589	2,483,013
Bike Share Investments					
Bike Share Capital and Outreach - SMART Corridor	3925	826,000	245,225	580,776	134,300
Bike Share Capital and Outreach - Richmond	3925	1,024,000	1,024,000	-	-
Bay Wheels Bikeshare E-bike Expansion	4505	15,940,000	15,500,000	440,000	-
Bay Wheels Bikeshare Expansion - Daly City	4505	1,250,000	-	1,250,000	460,000
Bikeshare Station Electrification	4505	-	-	-	-
Adaptive Bikeshare Pilot	4505	200,000	62,388	137,612	108,184
Bikeshare Station Siting, Marketing, and Membership Incentives	4505	500,000	33,000	467,000	387,200
Bay Wheels Contract Extension	4505	2,410,000	-	2,410,000	2,410,000
Active Transportation Technical Assistance Program					
Active Transportation Technical Assistance Program	4505	3,700,000	937,378	2,762,622	2,740,000
Bay Trail Technical Assistance Program	4505	250,000	-	250,000	250,000
Other Multimodal Investments					
Stewart's Point Intertribal EV Implementation	3925	376,000	376,000	-	-
BBF Commuter Parking Initiative	4035	3,875,000	2,886,434	988,566	-
Fruitvale Quick Build	4035	25,000	25,000	-	-
IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	589,000	342,073	246,927	-
IDEA - Walnut Creek: Various Locations	4202	621,000	416,986	204,014	-
IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	144,000	143,538	462	-
Richmond-San Rafael Bridge Bicycle Access	4202	500,000	484,668	15,332	-
Richmond-San Rafael Bridge Forward	4202	1,046,000	184,745	861,255	938,495
Napa Valley Transportation Demand Strategies	4202	1,100,000	378,633	721,367	-
CARE Power-Building and Engagement	4505	3,000,000	-	3,000,000	2,830,000
Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	2,000,000	603,884	1,396,116	500,000
Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	2,000,000	-	2,000,000	2,000,000
Bay Area Vision Zero Data System	4505	260,000	160,000	100,000	100,000
Bay Trail Planning	4505	350,000	-	350,000	350,000
CEAC: Statewide Local Streets and Roads (LSR) Needs Assessment	4505	315,000	-	315,000	-
CARE CBTP Technical Assistance and Implementation	4505	12,000,000	-	12,000,000	12,000,000
CARE Participatory Budgeting and Project Implementation	4505	7,600,000	-	7,600,000	7,600,000
MTC Exchange Expenditures - Total		\$ 117,563,381	\$ 56,807,215	\$ 60,756,166	\$ 58,140,215

Balances		\$ 124,822,677	\$ 97,604,083	\$ 27,218,593

Note: These two exchange agreements were made possible by advancing approximately \$140 million of federal One Bay Area Grant (OBAG) funding, or nearly one year's worth of our regional share of federal apportionment of STP/CMAQ funding. Repayment of these two agreements with non-federal funds will be used to backfill OBAG program capacity and does not represent additional OBAG program capacity.

STA Revenue-Based Exchange Program (Transit Transformation)

Revenues	Resolution	Approved	Received to Date		FY 2026-27 Budget
Bay Area Rapid Transit District FY 22-23	4519, 4571	\$ 15,028,819	\$ 15,028,819		
Bay Area Rapid Transit District FY 23-24	4519, 4571	15,028,819	15,028,819		
Golden Gate Bridge, Highway, and Transportation District FY 22-23	4519, 4571	4,341,929	4,341,929		
Peninsula Corridor Joint Powers Board FY 22-23	4519, 4571	1,919,769	1,919,901		
San Francisco Municipal Transportation Authority FY 22-23	4519, 4571	11,534,333	11,534,333		
Water Emergency Transportation Authority FY 22-23	4519, 4571	1,248,305	1,248,305		
Account Interest To-Date	N/A	1,700,300	4,625,993		1,504,562
STA Revenue Exchange - Total		\$ 50,802,273	\$ 53,728,098		\$ 1,504,562

MTC Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Transit Priority					
Regional Transit Assessment	4529	\$ 1,100,000	\$ 207,015	\$ 892,985	\$ 892,985
Transit Priority Policy Supportive Content	4529	25,000	8,875	16,125	-
SFMTA BusAID Project: K-Ingleside Rapid Project Ocean Avenue Quick-Build	4529	2,800,000	449,188	2,350,812	2,350,812
AC Transit BusAID Project: Park Street Transit Signal Priority & Signal Optimization	4529	1,094,418	-	1,094,418	1,094,418
Union City Transit BusAID Project: Alvarado-Niles Road Part-Time Transit Lane Pilot	4529	1,507,688	60,213	1,447,475	1,447,475
County Connection BusAID Project: Monument Corridor Transit Speed Improvements	4529	385,885	-	385,885	385,885
City of San Jose BusAID Project: Cloud-Based TSP at 174 Intersections along VTA's Frequent Network	4529	972,113	-	972,113	972,113
BusAID Round 2	TBD	8,200,000	-	8,200,000	8,200,000
Bay Bridge Forward I-580 Westbound HOV Lane Extension TDM	TBD	750,000	-	750,000	750,000
Transit Planning					
TAP/RNM Implementation	TBD	1,800,000	-	1,800,000	1,800,000
MTC Expenditures - Total		\$ 18,635,104	\$ 725,291	\$ 17,909,813	\$ 17,893,688

External Expenditures	Resolution	Allocated	Expended to Date	Grant Balance Life to Date	FY 2026-27 Budget
Staff Support					
AC Transit	4529	\$ 2,226,738	\$ 1,116,032	\$ 1,110,706	310,000
BART	4529	2,344,960	925,121	1,419,839	577,000
External Expenditures - Total		\$ 4,571,698	\$ 2,041,153	\$ 2,530,545	\$ 887,000

MTC + External Expenditures - Total		\$ 23,206,802	\$ 2,766,444	\$ 20,440,358	\$ 18,780,688
Balances		\$ 30,521,296	\$ 50,961,654		

Note: In June 2022, the Commission adopted the \$85 million Blue Ribbon Transit Transformation Action Plan Program of Projects, MTC Resolution No. 4519. Of the total program amount, approximately \$49.1 million will be contributed by five operators through a transfer of their State Transit Assistance (STA) Revenue-based funds to MTC in FYs 2022-23 and 2023-24. Once MTC receives these funds, they will be deposited in this STA Exchange fund. These funds will be programmed through MTC Resolution No. 4519 and be allocated through MTC Resolution No. 4529.



METROPOLITAN
TRANSPORTATION
COMMISSION



Draft FY 2026-27 Operating and Capital Budget

Derek Hansel
Chief Financial Officer

May 27, 2026



FY 2025-26 Budget Assumptions

Revenue

- Transportation Development Act (TDA) budget projections up by 2.4% in comparison to FY 2025-26
- Interest yield 3.3%
- Modest decrease in federal grant funding
- Decrease in state grant funding is primarily Regional Early Action Planning 2.0 carryover projects

Expense

- 431 Full Time Equivalent positions (approved FY 2025-26)
 - One new position
 - 3.2% cost of living adjustment
- Additional work for final proposed budget
 - Update cost of living adjustment
 - Update interest earnings projection

Continuing and New Operating Concerns

MTC budget is developed in the face of challenges and uncertainty including:

- Moderate to high inflation over past five years
- Interest rate uncertainty
- Funding uncertainty
 - Federal Action Response Team
 - Scenario Planning
- Global trade tensions due to tariffs, inflationary pressures, and materials and labor supply constraints could impact future sales tax growth and availability of state funding

MTC FY 2026-27 Operating Budget

Operating Revenue Sources

- Federal Grants:
FHWA, FTA, Safe Streets

Operating Expense

- Salary & Benefits - COLA 3.2%
(per CPI); 8% vacancy; 46%
benefit rate

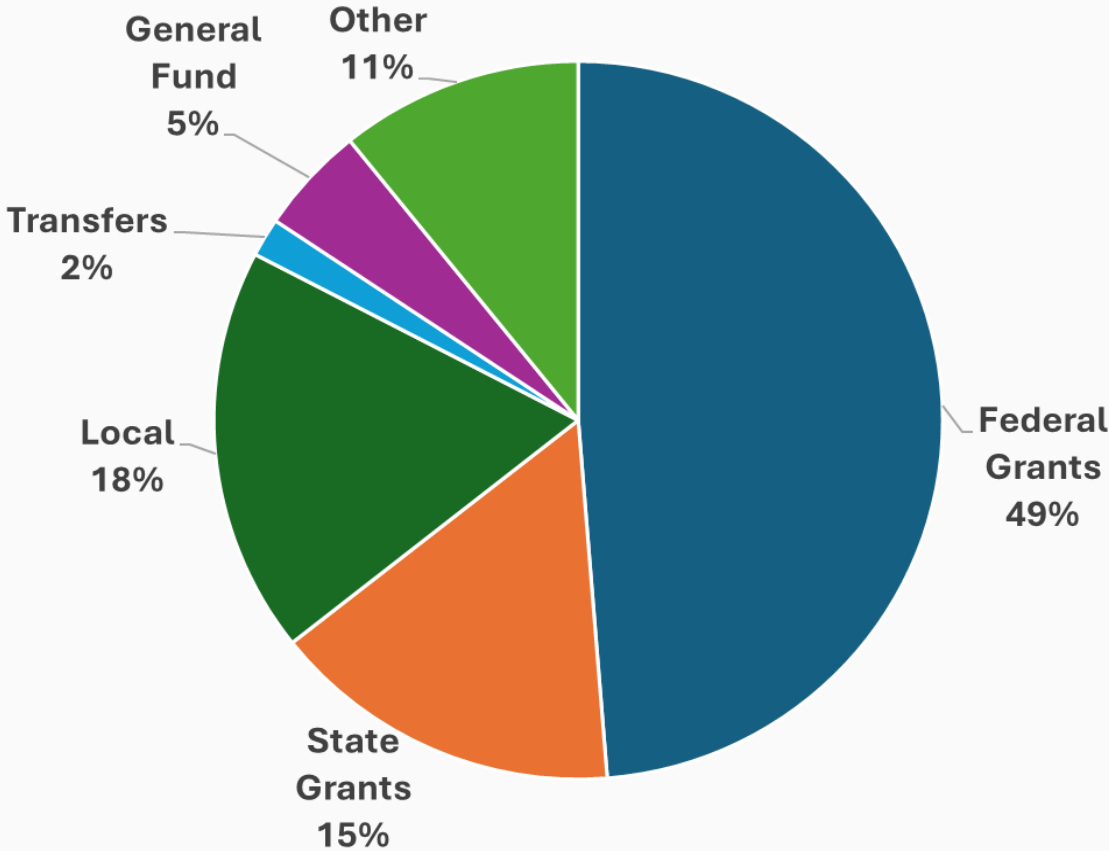
Reserves

- \$1.4M deficit driven by ICAP
carryforward (-\$5.5M)
- Policy requires \$38M operating
reserve of projected year-end total
reserve of \$78 million

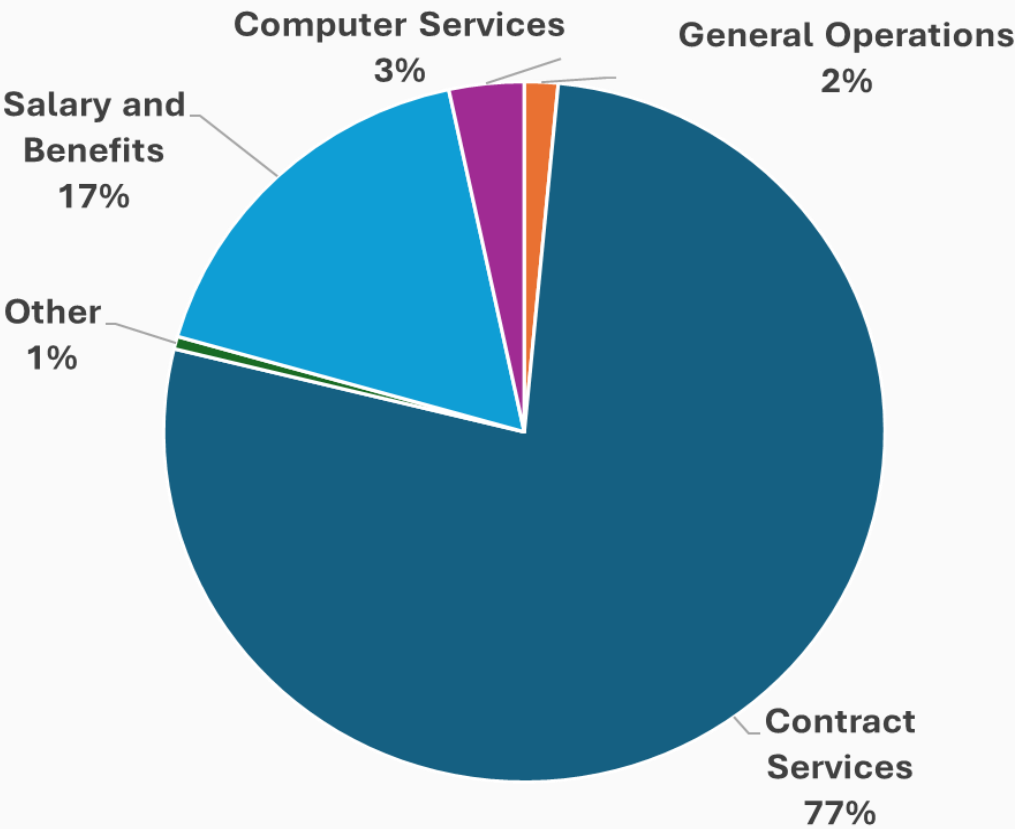
Revenue	FY 2025-26 Amendment No. 1 (\$ thousands)	FY 2026-27 Draft (\$ thousands)	Change % Increase/(Decrease)
Federal Grants	\$182,077	\$173,240	(5%)
State Grants	66,584	55,571	(17%)
Local	44,975	64,999	44%
Transfers	7,880	6,169	(22%)
General Fund	16,782	17,186	2%
Other	38,174	38,335	0%
Total Revenue	\$356,472	\$355,500	(0%)
Expense	FY 2025-26 Amendment No. 1 (\$ thousands)	FY 2026-27 Draft (\$ thousands)	Change % Increase/(Decrease)
Salary & Benefits	\$61,924	\$61,525	(1%)
Computer Services	9,610	11,998	25%
General Operations	5,945	5,365	(10%)
Contract Services	270,287	275,888	2%
Other	2,195	2,080	(5%)
Total Expense	\$349,961	\$356,856	2%
Operating Surplus/(Deficit)	\$6,511	(\$1,356)	(121%)

FY 2026-27 Draft Operating Budget

Revenue by Source



Expense by Category



FY 2026-27 Staffing

431 full time staff

(including term-limited positions)

One new position proposed:

- **Authorized headcount of 431** across MTC, ABAG, and affiliated operating entities
- **New position is fully funded** for TNC Access for All, and includes accessibility work
- **Staffing reallocations** reflect changing program needs and reimbursement sources



MTC FY 2026-27 Capital Budget

FY 2026-27 Additions:

- **\$1,400,000**
Enterprise Resource Planning
Software Replacement
- **\$120,000**
Agenda Management Solution
- **\$119,000**
Intune Enhancements &
Information Security Services

Revenue	FY 2025-26 Amendment No. 1 LTD Budget (\$ thousands)	FY 2026-27 Draft (\$ thousands)	FY 2026-27 LTD Budget (\$ thousands)
Operating Reserve & Interest Income	\$22,195	\$1,135	\$23,330
Transfer from Bay Area Toll Authority	7,540	434	7,974
Transfer from Bay Area Infrastructure Financing Authority	1,140	70	1,210
Total Revenue	\$30,875	\$1,639	\$32,514
Expense	FY 2025-26 Amendment No. 1 LTD Budget (\$ thousands)	FY 2026-27 Draft (\$ thousands)	FY 2026-27 LTD Budget (\$ thousands)
Information Security Services	\$-	\$39	\$39
Infrastructure Systems	1,346	200	1,546
Enterprise Resource Planning Software Replacement	29,967	1,400	31,367
Systems Transformation	2,500	-	2,500
Total Expense	\$33,813	\$1,639	\$35,452

Clipper FY 2026-27 Operating Budget

- Total operating costs decreased from amended **FY 2025-26** budget
- Clipper 1 closing out as Clipper 2 enters full revenue service during FY 2026-27
- Significant Operator contribution growth as Clipper 2 reaches full operations

Revenue	FY 2025-26 Amendment No. 1 (\$ millions)	FY 2026-27 Draft (\$ millions)	Change % Increase/(Decrease)
Regional Measure 2	\$4.2	\$4.5	6%
State Transit Assistance	6.7	7.0	4%
State of Good Repair	11.4	8.9	(21%)
CARES	0.0	0.0	0%
Low Carbon Transit Operations Program (LCTOP)	14.9	10.0	(33%)
Clipper Cards	1.5	2.7	79%
Float Account Interest	7.1	3.7	(47%)
Operators	22.2	30.4	37%
Total Revenue	\$67.9	\$67.2	(1%)
Expense	FY 2025-26 Amendment No. 1 (\$ millions)	FY 2026-27 Draft (\$ millions)	Change % Increase/(Decrease)
Staff	3.7	4.7	25%
Operations	66.1	59.4	(10%)
Total Expense	\$69.8	\$64.0	(8%)

Clipper FY 2026-27 Capital Budget

- Total capital costs increased from amended **FY 2025-26** budget by **\$19.2 million**
- Proposed costs of **\$19.0 million** to support continued Clipper 2 deployment and capital consultant costs

Revenue	FY 2025-26 Amendment No. 1 LTD (\$ millions)	FY 2026-27 Draft (\$ millions)	FY 2026-27 LTD (\$ millions)
Federal	\$311.7	\$0.9	\$312.6
State	128.8	13.3	142.1
Local	70.4	0.0	70.4
General Fund	0.9	0.0	0.9
Transit Operators	12.2	0.2	12.4
Clipper Cards	48.9	0.0	48.9
Inactive Accounts	1.1	2.3	3.4
Float Account Interest	1.1	2.5	3.6
Total Revenue	\$575.1	\$19.2	\$594.3
Expense	FY 2025-26 Amendment No. 1 LTD (\$ millions)	FY 2026-27 Draft (\$ millions)	FY 2026-27 LTD (\$ millions)
Staff	\$44.6	\$3.8	\$48.4
Equipment	69.0	8.7	77.7
Consultants	460.5	6.5	467.0
Total Expense	\$574.1	\$19.0	\$593.1

Bay Area Infrastructure Capital Budget

FY 2026-27 Additions:

- **\$31.1 million**
Bay Bridge Forward 2020
- **\$14.9 million**
West Oakland Link

Revenue	FY 2025-26 Amendment No. 1 LTD (\$ millions)	FY 2026-27 Draft (\$ millions)	FY 2026-27 LTD (\$ millions)
Bay Bridge	\$66.6	\$31.1	\$97.7
Richmond San Rafael	4.3	0.0	4.3
Freeway Performance Initiatives	22.3	0.0	22.3
Dumbarton	9.4	0.0	9.4
Napa	4.7	0.0	4.7
Sears Point to Mare Island	74.0	3.5	77.5
West Oakland Link	65.2	14.9	80.1
Adaptive Ramp Metering	6.0	0.0	6.0
Total Revenue	\$252.5	\$49.5	\$302.0
Expense	FY 2025-26 Amendment No. 1 LTD (\$ millions)	FY 2026-27 Draft (\$ millions)	FY 2026-27 LTD (\$ millions)
Bay Bridge	\$66.6	\$31.1	\$97.7
Richmond San Rafael	4.3	0.0	4.3
Freeway Performance Initiatives	22.3	0.0	22.3
Dumbarton	9.4	0.0	9.4
Napa	4.7	0.0	4.7
Sears Point to Mare Island	74.0	3.5	77.5
West Oakland Link	65.2	14.9	80.1
Adaptive Ramp Metering	6.0	0.0	6.0
Total Expense	\$252.5	\$49.5	\$302.0



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0701, **Version:** 1

Subject:

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

Presenter:

Derek Hansel

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

May 27, 2026

Agenda Item 12b - 26-0701

Metropolitan Transportation Commission

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

Subject:

Staff requests adoption of Metropolitan Transportation Commission (MTC) Resolution No. 4782, approving the form of a Loan Agreement with the State of California, and the form of Sub-Loan Agreements with each of Alameda–Contra Costa Transit District, San Francisco Bay Area Rapid Transit District, Peninsula Corridor Joint Powers Board, and San Francisco Municipal Transportation Agency, and authorizing the Executive Director or his designee to execute final agreements, all as authorized by AB 117 (2026).

Background:

The signing of SB 63 last fall allows the Public Transit Revenue Measure District, created by SB 63, to place a regional sales tax measure on the November ballot, or alternatively, for such a measure to be placed on the ballot by a citizens’ petition. While the approval of a regional sales tax measure would provide substantial financial support for the region’s transit agencies for the fourteen years beginning with Fiscal Year 2027-2028, it would not address the large shortfall that some of the largest transit operators face for Fiscal Year 2026-2027.

To address these near-term funding shortfalls the legislature approved and the Governor signed into law AB 117, which provides for a loan of \$590 million from the California State Transportation Agency (CalSTA) to MTC, for the purpose of on-lending those funds to AC Transit, BART, Caltrain, and SFMTA, and grants to MTC the power to borrow and to lend money for this purpose. MTC and CalSTA will enter into a loan agreement in which CalSTA will provide immediate funding to MTC of \$590 million in four tranches tied to the Sub-Loan Agreements described below. MTC will enter into Sub-Loan Agreements with each of the four operators:

- AC Transit - \$55 million
- BART - \$285 million
- Caltrain - \$50 million
- SFMTA - \$200 million

Each of the Sub-Loan Agreements shall be secured by that particular operator's share of State Transit Assistance revenue-based funds. The MTC/CalSTA Loan Agreement shall be secured by each of the operators' Sub-Loan Agreements and by the STA revenue-based funds of the four operators, on a several and not joint basis. This provides security to the State of loan repayment in the event that any particular operator is unable to pay debt service from a different source of funds – it also ensures that any operator only has financial responsibility for its own portion of the loan. The MTC/CalSTA Loan Agreement does not have recourse with respect to MTC to any source of funds other than the STA revenue-based funds associated with one of the four operators.

The Loan Agreement and the Sub-Loan Agreements work together such that MTC's financial obligations to the State are matched by corresponding financial obligations from the four operators – MTC is not undertaking financial risk in this set of transactions. Both the Loan Agreement and the Sub-Loan Agreements will have variable rate interest – these will match. MTC will be investing half of the loan proceeds received from the State in advance of a second distribution of loan proceeds to the operators in January 2027; interest earned on these funds will be credited towards payments otherwise due from the operators, and the operators will bear any risk of mismatches between interest due to the State and interest earned on invested funds.

The Loan Agreement provides that by January 1, 2027, MTC shall review, in consultation with CalSTA, the planned second loan distribution and make any necessary adjustments in accordance with the provisions of AB117.

The loans shall be interest only for approximately two years and then will have a ten-year amortization period, with final loan repayment in June 2038. The loans are all prepayable, in whole or in part, on any loan payment date, with no prepayment penalty.

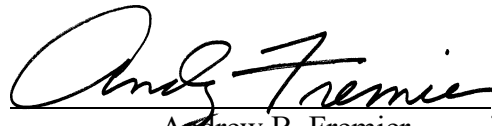
The Loan Agreement and the Sub-Loan agreements have been collaboratively developed with both CalSTA and the operators. MTC will have responsibility for administration of the Sub-Loans, including receipt of payment from the four operators, and for managing payment to the State. MTC is not receiving an administration fee for these efforts. AB 117 requires that the State make its disbursement by July 1, 2026. The operators are taking their own independent actions in June 2026, as necessary, to authorize entering into the Sub-Loan agreements.

Recommendation:

Staff recommends that the Commission approve Resolution No. 4782.

Attachments:

- MTC Resolution No. 4782
- Form of State Loan Agreement
- Form of Operator Sub-Loan Agreement
- Presentation



Andrew B. Fremier

MTC Resolution No. 4782
is in development and will be posted as a
handout.

LOAN AGREEMENT

by and between the

METROPOLITAN TRANSPORTATION COMMISSION,
as Borrower

and the

CALIFORNIA STATE TRANSPORTATION AGENCY,
as Lender

Dated as of [DATE - TKTK]

LOAN AGREEMENT

THIS LOAN AGREEMENT, made and entered into as of [DATE - TKTK] (the "**Agreement**"), by and between the Metropolitan Transportation Commission, a public agency of the State of California duly organized and existing under the Metropolitan Transportation Commission Act (California Government Code Section 66500 et seq.), as borrower (the "**Borrower**" or "**MTC**"), and the California State Transportation Agency, a California State Agency, as lender (the "**Lender**" or "**CalSTA**"). Lender and Borrower are hereinafter at times collectively referred to as the "**Parties**" and individually as a "**Party**."

WITNESSETH:

WHEREAS, pursuant to the authority granted under Section 75227 of the Public Resources Code of the State of California (as the same may be amended or modified, the "Transit Law"), the State

of California has authorized CalSTA to make a loan to MTC for the purpose of providing emergency transit operating assistance to certain Bay Area transit operators (the "Loan");

WHEREAS, the Borrower is the designated regional transportation planning agency for the San Francisco Bay Area and is authorized under applicable law, including the Transit Law, to receive and distribute State Transit Assistance funds and to enter into loan and financing agreements on behalf of, and for the benefit of, regional transit operators;

WHEREAS, the transit operators identified in this Agreement—the San Francisco Bay Area Rapid Transit District ("BART"), the San Francisco Municipal Transportation Agency ("SFMTA"), the Alameda-Contra Costa Transit District ("AC Transit"), and the Peninsula Corridor Joint Powers Board ("Caltrain") (each an "Operator" and collectively the "Operators")—face near-term operating funding shortfalls that threaten continuity of transit service in the Bay Area;

WHEREAS, the Borrower intends to distribute Loan proceeds to each Operator pursuant to separate sub-loan agreements to be entered into between MTC and each Operator, the terms of which shall be consistent with this Agreement;

WHEREAS, Lender wishes to provide such financing to MTC for the benefit of the Operators, and MTC wishes to borrow such funds from Lender, all on the terms and conditions set forth herein;

WHEREAS, the Parties intend that each tranche of this Loan shall be secured on a several and not joint basis by the respective Operator's revenue-based portion of State Transit Assistance funds; and

WHEREAS, the Parties intend this Agreement to constitute a legally binding obligation of both Parties, consistent with the requirements and intent of the Transit Law.

NOW, THEREFORE, in consideration of these premises and of the promises and mutual agreements herein contained, the Parties do hereby agree as follows:

ARTICLE I DEFINITIONS

SECTION 1.01. Definitions.

Unless defined above or within this Agreement, or the context clearly otherwise requires, the capitalized terms in this Agreement shall have the respective meanings set forth below.

"AC Transit" means the Alameda-Contra Costa Transit District, a transit district organized and existing under the laws of the State.

"Agreement" means this Loan Agreement, between Lender and the Borrower, together with all Exhibits hereto, as originally entered into and as amended from time to time pursuant to the provisions hereof.

"Amortization Period" means the approximately ten (10) year period commencing on July 1, 2028 and ending on the Maturity Date.

"Amortization Schedule" means the quarterly principal amortization schedule for each Tranche, to be determined by Lender and Borrower on or before March 1, 2028, in accordance with Section 2.05, setting forth the quarterly principal payment amounts during the Amortization Period.

"BART" means the San Francisco Bay Area Rapid Transit District, a transit district organized and existing under the laws of the State.

"Borrower Representative" shall have the meaning set forth in Section 8.08 hereto.

"Business Day" means any day, Monday through Friday, which is not a legal holiday of the State or a date on which banks are required or authorized by law to close.

"CalSTA" or "Lender" means the California State Transportation Agency, a State Agency, acting as lender hereunder.

"Caltrain" means the Peninsula Corridor Joint Powers Board, a joint powers authority organized and existing under the laws of the State.

"Certificate of the Borrower" means a request or certificate, in writing, signed by a duly authorized representative of the Borrower.

"Effective Date" means [DATE - TKTK], the date on which this Agreement becomes effective and binding on the Parties.

"Event of Default" means any of the events described in Section 7.01.

"Fiscal Year" means the twelve-month period extending from July 1 in one calendar year to June 30 of the succeeding calendar year, both dates inclusive.

"Interest-Only Period" means the two (2) year period, commencing on the Loan Issue Date and extending to but not including July 1, 2028, in connection with which only interest payments (and no principal payments) are due on the Loan.

"Loan" means the loan from Lender to the Borrower in an aggregate principal amount equal to the Loan Amount made on the terms and conditions set forth herein.

"Loan Amount" means the aggregate principal amount of Five Hundred Ninety Million Dollars (\$590,000,000), comprised of the four Tranches set forth in Section 2.01.

"Loan Issue Date" means the date on which Loan proceeds are received by the Borrower.

"Maturity Date" means June 3, 2038.

"MTC" or "Borrower" means the Metropolitan Transportation Commission, acting as Borrower hereunder.

"Operators" means BART, SFMTA, AC Transit, and Caltrain, collectively, and "Operator" means any one of them individually.

"Payment Date" means the third (3rd) Business Day of each September, December, March, and June, commencing on September 3, 2026, and continuing until the Maturity Date.

“Public Transit Operating Purposes,” as defined in Section 75227(b)(1) of the Public Resources Code, includes, but is not limited to, costs necessary to avoid or mitigate service reductions and costs to maintain or restore existing transit service levels for bus, rail, and other public transportation services. “Public Transit Operating Purposes” does not include capital construction costs or any other capital expenses.

"Quarterly SMIF Rate" means the State Controller's most recently published quarterly interest rate for the Surplus Money Investment Fund (SMIF).

"SFMTA" means the San Francisco Municipal Transportation Agency, an agency of the City and County of San Francisco duly constituted and established under Article VIIIA of the Charter of the City and County of San Francisco.

"SMIF" means the Surplus Money Investment Fund maintained by the State of California Pooled Money Investment Account, as administered by the State Controller's Office.

"State" means the State of California.

"State Transit Assistance" or "STA" means funds apportioned to transit operators pursuant to the State Transit Assistance Program under California Public Utilities Code Sections 993314 et seq.

"STA Revenue-Based Funds" means the portion of State Transit Assistance funds allocated to an Operator based on operator revenues as defined in Section XX XX PRC, as distinct from the population-based allocation, calculated in accordance with applicable law.

"Sub-Loan Agreement" means each separate loan agreement entered into between MTC and an Operator for the sub-lending of the applicable Tranche proceeds to that Operator, as contemplated by Section 2.03, as each may be amended from time to time.

"Tranche" means each of the four separately-tracked portions of the Loan Amount, as allocated to a specific Operator pursuant to Section 2.01, together with all accrued interest thereon.

“Transit Law” means Section 75227 of the Public Resources Code of the State of California, as the same may be amended or modified, the statutory authority under which this Agreement is made.

SECTION 1.02. Rules of Construction.

Except where the context otherwise requires, words imparting the singular number shall include the plural number and vice versa, and pronouns inferring the masculine gender shall include the feminine gender and vice versa. All references herein to particular articles or sections are references to articles or sections of this Agreement. The headings and subheadings herein are solely for convenience of reference and shall not constitute a part of this Agreement, nor shall they affect its meaning, construction or effect.

SECTION 1.03. Conditions Precedent.

As conditions precedent to the Lender's obligations hereunder, each Party shall have signed this Agreement and delivered its signature to the other Party on or before the Effective Date. Additionally, Borrower shall provide to the Lender executed copies of the Sub-Loan Agreements that are substantially in the form attached hereto as Exhibit B. If these conditions precedent are not satisfied, neither Party shall have any obligations under this Agreement. Signatures received in portable document format, with original signatures to follow within a mutually agreeable reasonable time thereafter, are deemed to satisfy this condition.

ARTICLE II TERMS OF LOAN

SECTION 2.01. Loan to the Borrower; Tranches.

Lender hereby agrees to loan to the Borrower, and the Borrower hereby agrees to borrow from Lender, the Loan Amount under and subject to the terms of this Agreement. The Loan is comprised of four (4) Tranches, each associated with a specific Operator and Sub-Loan securing a separate, several obligation of the Borrower as described in Article IV hereof:

Tranche 1 (BART): \$285,000,000

Tranche 2 (SFMTA): \$200,000,000

Tranche 3 (AC Transit): \$55,000,000

Tranche 4 (Caltrain): \$50,000,000

This Agreement constitutes a continuing agreement between the Borrower and Lender governing the Loan and to secure the full and final payment of the Loan, subject to the covenants, agreements,

provisions and conditions herein contained. The Loan is non-revolving; amounts may not be borrowed, repaid, and re-borrowed. The maximum amount of the Loan shall be five hundred ninety million dollars (\$590,000,000).

SECTION 2.02. Loan Administration.

Lender shall administer and service the Loan directly. Lender shall designate a contact person pursuant to Section 8.08 who shall be responsible for day-to-day administration of this Agreement. All disbursements, notices, approvals, and other administrative actions required under this Agreement shall be performed by Lender directly, without the involvement of any third-party servicer. MTC shall direct all communications, disbursement requests, and certifications to Lender's designated contact person.

SECTION 2.03. Sub-Loan Agreements; Use of Proceeds.

(a) **Sub-Loan Agreements.** MTC shall enter into a Sub-Loan Agreement with each Operator prior to, or concurrently with, the disbursement of any Tranche proceeds to such Operator. Each Sub-Loan Agreement shall be consistent with the terms of this Agreement with respect to the applicable Tranche.

(b) **Use of Proceeds; Public Transit Operating Purposes Restriction.** MTC shall use Loan proceeds solely to sub-lend funds to the Operators for Public Transit Operating Purposes. MTC shall include a corresponding use-of-proceeds restriction in each Sub-Loan Agreement.

(c) **MTC Distribution Discretion.** Subject to the restrictions set forth in subsection (b) above, the allocation of Loan proceeds within each Tranche to specific Public Transit Operating Purposes categories shall be at the discretion of MTC and the applicable Operator, consistent with the Sub-Loan Agreement for that Tranche. MTC shall have final authority over the distribution of Loan proceeds to the Operators, subject to the consultation and review process described in Section 2.04(b).

SECTION 2.04. Disbursements; January 1, 2027 Review.

(a) **Disbursement Schedule.** Subject to the conditions set forth herein, Lender shall disburse the Loan Amount to Borrower in a single installment on or prior to July 1, 2026. MTC shall disburse each Tranche to the applicable Operator in two equal installments pursuant to the respective Sub-Loans. MTC shall in turn disburse: (i) the first installment to each Operator for its respective Tranche within ten (10) Business Days of MTC's receipt of funds from Lender, and (ii) the second

installment to each Operator for its respective Tranche on the first Business Day of calendar year 2027.

(b) **January 1, 2027 Review.** By January 1, 2027, MTC shall review, in consultation with Lender, the planned Loan distributions to the applicable Operators and make any necessary adjustments to the remaining Sub-Loan disbursements in accordance with the Transit Law.

(c) **Disbursement Conditions.** Lender shall not be required to disburse any amount relating to a particular Tranche of the Loan unless the applicable Sub-Loan Agreement is in full force and effect.

SECTION 2.05. Interest Rate; Amortization Method; Payment Dates.

(a) **Interest-Only Period.** During the Interest-Only Period (from the Effective Date to but not including July 1, 2028), each Tranche of the Loan shall accrue simple interest on the average outstanding principal balance of such Tranche for each quarter at the Quarterly SMIF Rate most recently published by the State Controller prior to the commencement of such quarter. No principal payments shall be due during the Interest-Only Period. Interest shall be due and payable on each Payment Date commencing September 3, 2026.

(b) **Amortization Period Interest.** During the Amortization Period (commencing July 1, 2028), each Tranche shall accrue simple interest for each one-year period commencing from July 1 of such year at the average of the four (4) published Quarterly SMIF Rates for the prior calendar year. Interest shall be calculated on the actual average outstanding principal balance of the applicable Tranche.

(c) **Amortization Schedule Determination.** On or before March 31, 2028, the Parties shall jointly determine and memorialize the principal Amortization Schedule for each Tranche. The quarterly principal amortization payments for each Tranche shall be calculated using the average Quarterly SMIF Rate for calendar year 2027, so as to create a level quarterly debt service schedule as if such average rate were to apply throughout the Amortization Period. The actual interest accruing on each Payment Date during the Amortization Period shall be calculated in accordance with subsection (b) above on the actual average outstanding principal balance for such period, and the total quarterly debt service payment shall be the sum of the scheduled principal amortization payment and the interest accrued for such quarter and, for purposes of the first Payment Date during the Amortization Period, shall include interest accrued from the final Payment Date of the Interest Only Period to but not including July 1, 2028.

(d) **Payment Dates.** Payments of interest and, during the Amortization Period, principal and interest, shall be due and payable on each Payment Date. The first Payment Date during the Amortization Period shall be September 3, 2026, and payments shall continue on each Payment Date thereafter until the Maturity Date, on which date all outstanding principal and accrued interest shall be due and payable in full.

(e) **Application of Payments.** All payments by MTC shall be applied first to accrued and unpaid interest, and then to outstanding principal. Prepayments made on any Payment Date, in excess of the principal and interest then due and payable, shall be applied as set forth in Section 2.06.

(f) **Business Day Adjustment.** Whenever any payment is required to be made on a day that is not a Business Day, such payment shall be required to be made on the next succeeding Business Day with the same effect as if it had been paid on the date required, and no further interest shall accrue on such payment for the intervening period.

(g) **Unconditional Obligation.** The obligation of the Borrower to repay the Loan as set forth herein is absolute and unconditional; provided that, notwithstanding anything to the contrary herein, such obligation shall be a special, limited obligation of MTC, payable solely from payments received by MTC from each Operator pursuant to the applicable Sub-Loan Agreement, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligation or make any payment or satisfy any obligation hereunder. The Borrower shall not discontinue or suspend any payments of principal or interest required to be paid under this Agreement when due, and such payments shall not be subject to reduction by offset or otherwise, nor conditional upon the performance or nonperformance by any other party for any cause whatsoever; provided that, notwithstanding anything to the contrary herein, such obligation shall be a special, limited obligation of MTC, payable solely from payments received by MTC from each Operator pursuant to the applicable Sub-Loan Agreement, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligation or make any payment or satisfy any obligation hereunder.

SECTION 2.06. Prepayment.

MTC, at the request of any Operator, shall have the right to prepay any or all of the scheduled principal amortization payments for the applicable Tranche, in whole or in part, in any order and on any scheduled Payment Date, at no premium or penalty. Any such prepayment shall be applied to the Tranche associated with the requesting Operator, in the order of priority set forth in Section 2.05(e). Conditional notice of any prepayment shall be provided to Lender no later than ten (10) Business Days prior to the intended prepayment date. MTC shall have sole discretion, subject to the preceding sentence, to determine the order and priority of any prepayments across Tranches at the request of the applicable Operator; provided that no prepayment shall be applied to a Tranche

other than the Tranche associated with the Operator making the prepayment request without the prior written consent of Lender.

ARTICLE III REPRESENTATIONS AND WARRANTIES OF THE BORROWER

The Borrower hereby represents that each of the following are true and correct as of the Effective Date.

SECTION 3.01. Organization; Authority.

The Borrower is a public agency duly organized and existing under California Government Code Section 66500 et seq., and has all necessary power and authority to enter into and perform its duties under this Agreement. The Borrower's execution, delivery, and performance of this Agreement has been duly authorized by all necessary action under applicable law, including any required approval by the Borrower's governing board.

SECTION 3.02. Transit Law Authority.

This Agreement is made under, and consistent with, the authority granted to the Borrower by the Transit Law. The Borrower acknowledges that the Loan is authorized under the Transit Law and shall be administered consistent with the requirements and intent of that statute.

SECTION 3.03. Agreement Valid and Binding.

This Agreement has been duly authorized, executed, and delivered by the Borrower and constitutes the legal, valid, and binding obligation of the Borrower, enforceable in accordance with its terms, except as enforcement may be limited by bankruptcy, insolvency, reorganization, moratorium, or similar laws or equitable principles relating to or limiting creditors' rights generally.

SECTION 3.04. No Conflict in Execution of Agreement.

The execution and delivery by the Borrower of this Agreement and compliance with the provisions hereof will not conflict with or constitute a breach of or default by the Borrower under any law, administrative regulation, court decree, resolution, charter, bylaw, or any agreement or instrument to which the Borrower is subject or by which it is bound or by which its properties may be affected.

SECTION 3.05. No Litigation.

There is no action, suit, proceeding, or investigation at law or in equity before or by any court or governmental agency or body pending or threatened against the Borrower to restrain or enjoin the execution or delivery of this Agreement, or in any way contesting or affecting the validity of this

Agreement, or contesting the powers of the Borrower to enter into or perform its obligations under this Agreement.

SECTION 3.06. No Breach or Default.

The Borrower is not in breach of or in default under any applicable law or administrative regulation of the State or the United States, the Constitution of the State, any applicable judgment or decree, or any agreement, indenture, bond, note, resolution, or other instrument to which the Borrower is a party or is otherwise subject, which, if not resolved in favor of the Borrower, would have a material adverse impact on the Borrower's ability to perform its obligations under this Agreement.

SECTION 3.07. No Consent Required.

No consent, permission, authorization, order, or license of, or filing or registration with, any governmental authority (other than those already obtained) is necessary in connection with the execution and delivery of this Agreement or the consummation of any transaction contemplated herein.

SECTION 3.08. Accuracy and Completeness of Information.

The information relating to the Borrower submitted by or on behalf of the Borrower to Lender at any time in connection with this Agreement was true and correct at the time submitted and, as of the Effective Date, remains true and correct in all material respects. Such information did not at the time submitted, and does not as of the Effective Date (provided that any such information shall be deemed to speak only as of the date thereof), contain any untrue or misleading statement of a material fact or omit to state any material fact necessary to make the statements therein not misleading in light of the circumstances under which they were made.

SECTION 3.09. Eligibility of Operators for STA Funds.

To the knowledge of the Borrower, each Operator is, as of the Effective Date, an eligible recipient of State Transit Assistance funds pursuant to California Public Utilities Code Sections 99310 et seq., and is in compliance in all material respects with the requirements for receipt of STA Revenue-Based Funds.

ARTICLE IV SECURITY; PLEDGE OF STA REVENUE-BASED FUNDS

SECTION 4.01. Pledge of STA Revenue-Based Funds; Several Obligation.

(a) **Security.** As security for the Loan, MTC hereby pledges and assigns to Lender, with respect to each Tranche, MTC's interest in and right to receive the STA Revenue-Based Funds allocable to the applicable Operator that would otherwise be administered by MTC pursuant to Section 99314 of the Public Utilities Code of the State of California including, without limitation, MTC's rights to receive payment thereof from each Operator pursuant to, and all authority therefor conferred under, the respective Sub-Loan Agreements for each such Tranche. Such pledge is made on a several and not joint basis — the applicable STA Revenue-Based Funds of one Operator shall not be available to secure or satisfy obligations under any other Tranche. Lender's security for any given Tranche shall not include any portion of STA Revenue-Based Funds or any other funds allocable to any other Operator.

(b) **Several Nature of Obligation.** Each Tranche is a separately secured, several obligation of MTC with respect to the applicable Operator's STA Revenue-Based Funds. A default or deficiency under one Tranche does not create cross-default rights with respect to any other Tranche, except as expressly set forth in Section 7.01.

(c) **Offset; Limitation.** Lender shall have no right of offset of payments due under this Loan other than against the STA Revenue-Based Funds of the applicable Operator associated with the Tranche for which a payment is delinquent pursuant to Section 7.06(a)(2) or 7.06(b). Lender shall not offset or withhold STA Revenue-Based Funds allocable to any Operator or MTC on account of a payment default attributable to a different Operator's Tranche.

SECTION 4.02. MTC Sub-Loan Agreement Amendments.

MTC shall not amend, waive, or terminate any Sub-Loan Agreement in any manner that would materially impair Lender's security interest therein without the prior written consent of Lender.

SECTION 4.03. Maintenance of STA Eligibility.

MTC shall take all actions reasonably within its control to maintain, and to assist each Operator in maintaining, the Operator's eligibility to receive STA Revenue-Based Funds throughout the term of this Agreement, provided that MTC shall not be obligated to expend any of its own funds in providing such assistance. MTC shall promptly notify Lender in writing if it becomes aware of any event, action, or proceeding that could reasonably result in the suspension, reduction, or termination of any Operator's receipt of STA Revenue-Based Funds.

ARTICLE V AFFIRMATIVE COVENANTS OF THE BORROWER

SECTION 5.01. Punctual Payment.

The Borrower hereby covenants to punctually pay, or cause to be paid, all payments required hereunder when due and in all other respects in strict conformity with the terms of this Agreement, and to faithfully observe and perform all of the conditions, covenants, and requirements of this Agreement, *provided that*, notwithstanding anything to the contrary herein, such obligations shall be special, limited obligations of MTC, payable solely from payments received by MTC from each Operator pursuant to the applicable Sub-Loan Agreement to the extent provided herein, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligations or make any payment hereunder. MTC shall hold all payments it receives from each Operator pursuant to the applicable Sub-Loan Agreement on behalf of the applicable Operator and shall be required to remit such payments to CalSTA in accordance with this Agreement.

SECTION 5.02. Books, Accounts, and Financial Statements.

(a) The Borrower hereby covenants that it will keep proper books of record and accounts in which complete and correct entries shall be made of all transactions related to this Agreement and the Loan, including all disbursements to Operators and repayments received from Operators. Such books shall at all times during business hours be subject to the inspection of CalSTA or its designee.

(b) The Borrower shall prepare and file with CalSTA annually, as soon as practicable through commercially reasonable efforts, but in no event later than two hundred seventy (270) calendar days after the close of each Fiscal Year, so long as the Loan has not been repaid in full, its annual financial statements, together with any independent audit reports required by applicable law.

(c) Simultaneously with the delivery of annual financial statements, the Borrower shall deliver to CalSTA a Certificate of the Borrower stating: (1) that, to its knowledge, no Event of Default has occurred or is continuing, and, to its knowledge, no event has occurred which, with the passage of time or the giving of notice, or both, would constitute an Event of Default; (2) a summary of the status of each Sub-Loan Agreement, including payments received from Operators; and (3) such other information as may be reasonably requested by Lender.

SECTION 5.03. Reporting and Compliance.

(a) Each Sub-Loan Agreement shall require that, simultaneously with the delivery of other required documentation, but in no event more than two hundred seventy (270) calendar days after the close of each fiscal year, the applicable Operator file a written certificate with MTC certifying that all Sub-Loan proceeds have been used in accordance with Section 2.03(b).

(b) MTC shall provide Lender with copies of any material notices, default notices, or other significant communications received from or sent to any Operator under a Sub-Loan Agreement within ten (10) Business Days of receipt or transmission.

(c) MTC shall promptly notify Lender of any event or circumstance that would materially affect MTC's ability to repay the Loan or, to its knowledge, any Operator's ability to repay its Sub-Loan.

SECTION 5.04. Transit Law Compliance.

MTC shall comply with all requirements, conditions, and restrictions imposed by the Transit Law in connection with the Loan and the distribution of Loan proceeds to the Operators. MTC shall cooperate with any audit or review conducted by Lender, the State Controller, or any other State agency with oversight authority over the Loan or the use of Loan proceeds.

SECTION 5.05. Further Assurances.

The Borrower will adopt, make, execute, and deliver, or will cause to be made, executed, and delivered, any and all such further resolutions, instruments, and assurances as may be agreed upon by the parties as necessary or proper to carry out the intention or to facilitate the performance of this Agreement and for the better assuring and confirming unto Lender the rights, remedies, and benefits provided in this Agreement.

SECTION 5.06. Notice of Default.

The Borrower covenants that it will deliver to Lender, immediately upon a [Responsible Officer] of the Borrower obtaining actual knowledge of the occurrence of an Event of Default or an event that, in such Responsible Officer's reasonable determination would, with the passage of time or the giving of notice, constitute an Event of Default, a written statement setting forth the details of such event and the action which the Borrower proposes to take with respect thereto.

ARTICLE VI NEGATIVE COVENANTS OF THE BORROWER

SECTION 6.01. Limitation on Use of Proceeds.

The Borrower shall not use, or authorize any Operator to use, any Loan proceeds for any purpose other than Public Transit Operating Purposes in accordance with the Transit Law, as described in Section 2.03(b). MTC shall not re-allocate Loan proceeds from one Operator's Tranche to another Operator without the prior written consent of such Operators and the Lender.

SECTION 6.02. No Amendment of Sub-Loan Agreements Without Consent.

MTC shall not amend, waive, or otherwise modify any material term of any Sub-Loan Agreement—including but not limited to repayment terms, use-of-proceeds restrictions, or security provisions—without the prior written consent of Lender, which consent shall not be unreasonably withheld or delayed.

SECTION 6.03. No Impairment of Security.

MTC shall take no action, and shall not authorize any action, that would materially impair Lender's security interest in the STA Revenue-Based Funds pledged under Article IV, or that would cause any Operator to become ineligible to receive STA Revenue-Based Funds.

ARTICLE VII EVENTS OF DEFAULT AND REMEDIES

SECTION 7.01. Events of Default and Acceleration.

(a) Each of the following events shall constitute an Event of Default hereunder:

(1) Failure by the Borrower to pay principal and interest due on any Tranche of the Loan when and as the same shall become due and payable, provided that the Borrower has received sufficient monies therefor from the applicable Operator;

(3) Failure by the Borrower to observe and perform any of the covenants, agreements, or conditions on its part contained in this Agreement, other than as referred to in subsection (1) above, for a period of sixty (60) calendar days after written notice has been given to the Borrower by Lender specifying such failure and requesting that such failure be remedied; provided, however, that if the failure stated in such notice can be corrected, but not within such sixty (60) calendar day period, Lender may, in its reasonable discretion, consent to an extension of such time if corrective action is instituted by the Borrower within such sixty (60) calendar day period and diligently pursued until such failure is corrected;

(4) The filing by the Borrower of a petition or answer seeking reorganization or arrangement under the federal bankruptcy laws or any other applicable law of the United States of America, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the Borrower seeking reorganization under the federal bankruptcy laws or any other applicable law of the United States of America, or if, under the provisions

of any other law for the relief or aid of debtors, any court of competent jurisdiction shall assume custody or control of the Borrower or of any substantial part of its properties; and

(5) Any representation, warranty, or other written statement made by the Borrower contained in this Agreement, or in any instrument furnished in compliance with or in reference thereto, shall prove to have been incorrect in any material respect at the time made in a manner that would reasonably result in an impairment of the ability of the Borrower to perform its obligations hereunder, including repayment of the Loan, or otherwise impair the security of Lender with respect to repayment of the Loan.

(b) If an Event of Default has occurred and is continuing, Lender may seek to enforce its rights hereunder and compel performance by pursuing any remedies available at law or in equity, including through writ of mandamus or a suit for damages. Immediately upon becoming aware of the occurrence of an Event of Default, Lender shall give written notice of such Event of Default to the Borrower and the applicable Operator.

SECTION 7.02. [Reserved].

SECTION 7.03. No Waiver.

Nothing in this Article VII or in any other provision of this Agreement shall affect or impair the obligation of the Borrower, which is absolute and unconditional, to pay all payments due hereunder, provided that, notwithstanding anything to the contrary herein, such obligations shall be special, limited obligations of MTC, payable solely from payments received by MTC from each Operator pursuant to the applicable Sub-Loan Agreement to the extent provided herein, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligations or make any payment hereunder. A waiver of any default by Lender shall not affect any subsequent default or impair any rights or remedies on the subsequent default. No delay or omission of Lender to exercise any right or power accruing upon any default shall impair any such right or power, or shall be construed to be a waiver of any such default, or an acquiescence therein, and every power and remedy conferred by this Article VII may be enforced and exercised from time to time and as often as shall be deemed expedient by Lender.

SECTION 7.04. Remedies Not Exclusive.

No remedy herein conferred is intended to be exclusive of any other remedy. Every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder, or now or hereafter existing at law or in equity or by statute or otherwise.

Section 7.05 Operator Non-Payment Events.

- (a) If an Operator fails to make any payment due to MTC under the applicable Sub-Loan Agreement, which failure continues unremedied for a period of thirty (30) calendar days after written notice of such failure has been delivered to MTC and the Operator, Lender shall have the right to pursue the remedies set forth in Section 7.06(a) with respect to the applicable Tranche.
- (b) If an Operator shall file a petition or answer seeking reorganization or arrangement under the federal bankruptcy laws or any other applicable law of the United States of America, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the Operator seeking reorganization under the federal bankruptcy laws or any other applicable law of the United States of America, or if, under the provisions of any other law for the relief or aid of debtors, any court of competent jurisdiction shall assume custody or control of the Operator or of any substantial part of its properties, Lender shall have the right to pursue the remedies set forth in Section 7.06(b) with respect to the applicable Tranche.

Section 7.06. Remedies: Operator Non-Payment Events.

- (a) If an event specified in Section 7.05(a) has occurred and is continuing, the Lender may:
 - (1) with respect to the Tranche affected by such event, enforce all remedies available under applicable law and in equity with respect to any past due principal or interest; and
 - (2) ten (10) days after delivery of written notice to the Borrower and the applicable Operator that Lender intends to exercise offset rights, exercise any offset rights against the STA Revenue-Based Funds of the applicable Operator as to the applicable late payment, including taking the applicable STA Revenue-Based Funds before disbursement to the applicable Operator and intervening with State Controller's Office before disbursement of such funds, all as limited by Section 4.01(c).
- (b) If an event specified in Section 7.05(b) has occurred and is continuing, Lender may, with respect to the Tranche affected by such event, declare the principal of such Tranche, together with all accrued interest thereon, to be due and payable immediately, and upon any such declaration the same shall become immediately due and payable; and (ii) exercise any offset rights against the STA Revenue-Based Funds of the applicable Operator, including taking the applicable STA Revenue-Based Funds before disbursement to the

applicable Operator and intervening with State Controller's Office before disbursement of such funds, all as limited by Section 4.01(c).

ARTICLE VIII MISCELLANEOUS

SECTION 8.01. California Law; Venue.

This Agreement shall be governed by and construed and interpreted in accordance with the laws of the State of California. Any action or proceeding arising out of this Agreement shall be filed and maintained in the Superior Court in and for the County of Sacramento, California.

SECTION 8.02. Assignment of Rights.

Borrower may not assign its rights and obligations hereunder unless required by law. Lender may assign its rights and duties under this Agreement to a successor State agency created by law. In the event of any assignment as provided in this Section 8.02, each Party agrees to execute all documents as the other Party may reasonably require in connection with such assignment.

SECTION 8.03. Third Party Beneficiaries.

Nothing in this Agreement, expressed or implied, is intended to give to any person other than Lender and Borrower any right, remedy, or claim under or by reason of this Agreement. All covenants, stipulations, promises, or agreements contained in this Agreement by and on behalf of the Borrower shall be for the sole and exclusive benefit of Lender and its permitted assigns.

SECTION 8.04. Successor Entities.

Whenever in this Agreement either the Borrower or Lender is named or referred to, such reference shall be deemed to include the permitted successors or assigns thereof, and all the covenants and agreements in this Agreement contained by or on behalf of the Borrower or Lender shall bind and inure to the benefit of the respective permitted successors and assigns thereof, whether so expressed or not.

SECTION 8.05. Amendment.

No term or provision of this Agreement may be waived or otherwise modified except by a written agreement signed by both Parties. The Parties acknowledge and agree that the previous sentence shall be interpreted, enforced, and adhered to strictly, notwithstanding any legal doctrine, rule, statute, or case law that may permit oral modification of this Agreement. To the greatest extent permissible under the law, the Parties hereby agree to waive any legal doctrine, rule, statute, or case law that permits, or could be construed to permit, modification of this Agreement by means other than a writing signed by both Parties.

SECTION 8.06. Arm's Length Transaction.

The Borrower acknowledges and agrees that: (i) the transaction contemplated by this Agreement is an arm's-length transaction between governmental entities; (ii) CalSTA is acting solely as Lender and is not acting as agent, advisor, or fiduciary of MTC; (iii) CalSTA has not assumed any advisory or fiduciary responsibility in favor of MTC with respect to the Loan; and (iv) MTC has consulted its own legal, financial, and other advisors to the extent it has deemed appropriate.

SECTION 8.07. Notices.

All written notices to be given under this Agreement shall be transmitted by a nationally recognized overnight mail carrier, or by electronic mail with confirmation of receipt, at the addresses set forth below, or at such other addresses as may be provided in writing from time to time. Notice shall be effective upon actual receipt.

If to Lender (CalSTA):

California State Transportation Agency
Attn: Carlos Quant, Deputy Secretary of Budget and Administration
400 Capitol Mall Suite 2340
Sacramento, CA 95814

If to Borrower (MTC):

Metropolitan Transportation Commission
Attn: Executive Director
TK TK TK

SECTION 8.08. Contact Persons.

(a) The Secretary of Transportation of CalSTA, or such other person as designated in writing by CalSTA, shall manage this Agreement for Lender and shall have authority to make determinations and findings with respect to matters arising under or in connection with the interpretation, performance, or payment under this Agreement.

(b) The Executive Director of MTC, or his or her permitted assignee, shall manage this Agreement for Borrower and shall have authority to act on behalf of MTC in connection with this Agreement

(the "**Borrower Representative**"). All communications given to the Borrower Representative shall be as binding as if given to the Borrower.

SECTION 8.09. Partial Invalidity.

The illegality, unenforceability, or invalidity of any provision of this Agreement shall not render that provision illegal, unenforceable, or invalid with regard to any other provision or circumstance. All provisions of this Agreement, in all other respects, shall remain legal, enforceable, and valid to the fullest extent permitted by law. If any provision of this Agreement is held to be illegal, unenforceable, or invalid by a court of competent jurisdiction, then such provision shall be deemed severed from this Agreement, and this Agreement shall be construed and enforced as if such provision had never been part hereof.

SECTION 8.10. Entire Agreement.

Except as expressly stated herein, this Agreement, together with the exhibits and attachments hereto, constitutes the entire agreement between the Parties with respect to the Loan. There are no understandings, agreements, representations, or warranties, express or implied, not specified herein regarding this Agreement.

SECTION 8.12. Waiver of Consequential Damages.

To the fullest extent permitted by law, the Borrower shall not assert, and hereby waives, any claim against CalSTA on any theory of liability for special, indirect, consequential, or punitive damages (as opposed to direct actual damages) arising from, or in connection with, this Agreement.

SECTION 8.13. Section Headings.

All section headings contained herein are for convenience of reference only and are not intended to define or limit the scope of any provision hereof.

SECTION 8.14. Time of the Essence.

Time is of the essence with respect to this Agreement, the conditions of this Agreement, and the performance of each obligation contained herein. Whenever the last day for performance of any obligation falls on a Saturday, Sunday, or legal holiday in the State, the time for performance shall be extended to the next Business Day. The first day shall be excluded and the last day shall be included when computing time periods under this Agreement. Unless otherwise provided herein, all time periods shall end at 5:00 p.m. California time.

SECTION 8.15. Execution in Counterparts.

This Agreement shall become enforceable upon its execution and delivery. This Agreement may be executed and entered into in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument. Signatures hereto may be provided in portable document format, with original signatures to follow within a mutually agreeable reasonable time thereafter.

SECTION 8.16. Usury Savings.

Nothing herein shall be construed as entitling Lender to charge, receive, or collect interest in a sum greater than the maximum interest rate permitted to be charged under applicable law. The Parties intend that this Agreement shall comply with applicable law and that the rate of interest charged hereunder shall not exceed such maximum rate. If any circumstance, event, or contingency should cause such interest to exceed the maximum rate, any such excess amount shall be applied to the reduction of the unpaid principal balance of the Loan.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be signed by their respective authorized officers, all as of the Effective Date.

CALIFORNIA STATE TRANSPORTATION AGENCY, as Lender

By: _____

[NAME]

Secretary of Transportation

California State Transportation Agency

METROPOLITAN TRANSPORTATION COMMISSION, as Borrower

By: _____

[NAME]

Executive Director
Metropolitan Transportation Commission

EXHIBIT A

FORM OF AMORTIZATION SCHEDULE CERTIFICATE

*[TO BE DETERMINED ON OR BEFORE MARCH 1, 2028, IN ACCORDANCE WITH
SECTION 2.05(c) OF THE LOAN AGREEMENT]*

The Amortization Schedule shall set forth, for each Tranche, the scheduled quarterly principal amortization payments for the Amortization Period (July 1, 2028 through June 3, 2038), calculated using the average Quarterly SMIF Rate for calendar year 2027 to produce a level quarterly debt service schedule and, for purposes of the first Payment Date of the Amortization Period on September 5, 2028, including interest accrued from the final Payment Date of the Interest Only Period to but not including July 1, 2028. The Amortization Schedule shall be executed by both Parties and attached hereto upon determination, and shall thereupon constitute a part of this Agreement.

Payment Date

Tuesday, September 5, 2028

Tuesday, December 5, 2028

Monday, March 5, 2029

Tuesday, June 5, 2029

Wednesday, September 5, 2029

Wednesday, December 5, 2029

Tuesday, March 5, 2030

Wednesday, June 5, 2030

Wednesday, September 4, 2030

Wednesday, December 4, 2030

Wednesday, March 5, 2031

Wednesday, June 4, 2031

Wednesday, September 3, 2031

Wednesday, December 3, 2031

Wednesday, March 3, 2032

Thursday, June 3, 2032
Friday, September 3, 2032
Friday, December 3, 2032
Thursday, March 3, 2033
Friday, June 3, 2033
Monday, September 5, 2033
Monday, December 5, 2033
Friday, March 3, 2034
Monday, June 5, 2034
Tuesday, September 5, 2034
Tuesday, December 5, 2034
Monday, March 5, 2035
Tuesday, June 5, 2035
Wednesday, September 5, 2035
Wednesday, December 5, 2035
Wednesday, March 5, 2036
Wednesday, June 4, 2036
Wednesday, September 3, 2036
Wednesday, December 3, 2036
Wednesday, March 4, 2037
Wednesday, June 3, 2037
Thursday, September 3, 2037
Thursday, December 3, 2037
Wednesday, March 3, 2038
Thursday, June 3, 2038

EXHIBIT B
FORM OF SUB-LOAN AGREEMENT

LOAN AGREEMENT

by and between the

METROPOLITAN TRANSPORTATION COMMISSION,
as Lender

and the

[OPERATOR],
as Borrower

Dated as of [DATE]

LOAN AGREEMENT

THIS LOAN AGREEMENT, made and entered into as of [DATE] (the “**Agreement**”), by and between the Metropolitan Transportation Commission, a public agency of the State of California duly organized and existing under the Metropolitan Transportation Commission Act (California Government Code Section 66500 et seq.), as lender (the “**Lender**” or “**MTC**”), and [Operator], an [AGENCY ORGANIZATION], as borrower (the “**Borrower**” or “[**Operator**]”). Lender and Borrower are hereinafter at times collectively referred to as the “**Parties**” and individually as a “**Party**.”

W I T N E S S E T H:

WHEREAS, pursuant to the authority granted under Section 75227 of the Public Resources Code of the State of California (as the same may be amended or modified, the “**Transit Law**”), the State of California has authorized the California State Transportation Agency, a California State Agency (“**CalSTA**”) to make a loan to MTC for the purpose of providing emergency transit operating assistance to certain Bay Area transit operators (the “**CalSTA Loan**”);

WHEREAS, MTC is the designated regional transportation planning agency for the San Francisco Bay Area and is authorized under applicable law, including the Transit Law, to receive and distribute State Transit Assistance funds and to enter into loan and financing agreements on behalf of, and for the benefit of, regional transit operators;

WHEREAS, the Transit Law requires MTC to use the proceeds of the CalSTA Loan to offer loans to the specified transit entities identified therein—[the Alameda-Contra Costa Transit District (“**AC Transit**”), the Peninsula Corridor Joint Powers Board (“**Caltrain**”), the San Francisco Bay Area Rapid Transit District (“**BART**”), and the San Francisco Municipal Transportation Agency (“**SFMTA**” and, collectively, the “**Operators**”)]—for public transit operating purposes, including but not limited to costs necessary to avoid or mitigate service reductions and costs to maintain or restore existing transit service levels for bus, rail, and other public transportation services (as further defined herein, “**Public Transit Operating Purposes**”), as each Operator faces near-term operating funding shortfalls that threaten continuity of transit service in the Bay Area;

WHEREAS, this Agreement constitutes one of [four] separate loan agreements that MTC is entering into with each Operator, the terms of which shall be consistent with the terms of the loan agreement between CalSTA and MTC providing for the CalSTA Loan, and the payment obligations under which shall be several and not joint;

WHEREAS, MTC desires to enter into this Agreement to loan a portion of the proceeds of the CalSTA Loan to [AC Transit] / [BART] / [Caltrain] / [SFMTA], and [AC Transit] / [BART] / [Caltrain] / [SFMTA] wishes to borrow such funds from MTC, all on the terms and conditions set forth herein;

WHEREAS, the Transit Law requires that [AC Transit] / [BART] / [Caltrain] / [SFMTA] use its share of State Transit Assistance funds allocated to it based on its revenues, as distinct from the population-based allocation, calculated in accordance with applicable law, as security for this Loan (as further defined herein, the “STA Revenue-Based Funds”), and such funds may be redirected to MTC as repayment for the Loan if [AC Transit] / [BART] / [Caltrain] / [SFMTA] fails to make timely payments hereunder; and

WHEREAS, the Parties intend this Agreement to constitute a legally binding obligation of both Parties, consistent with the requirements and intent of the Transit Law and the CalSTA Loan.

NOW, THEREFORE, in consideration of these premises and of the promises and mutual agreements herein contained, the Parties do hereby agree as follows:

ARTICLE I DEFINITIONS

SECTION 1.01. Definitions.

Unless defined above or within this Agreement, or the context clearly otherwise requires, the capitalized terms in this Agreement shall have the respective meanings set forth below.

[“AC Transit” or “Borrower” means the Alameda-Contra Costa Transit District, a transit district organized and existing under the laws of the State.]

“Agreement” means this Loan Agreement, between Lender and the Borrower, together with all Exhibits hereto, as originally entered into and as amended from time to time pursuant to the provisions hereof.

“Amortization Period” means the approximately ten (10) year period commencing on July 1, 2028 and ending on the Maturity Date.

“Amortization Schedule” means the quarterly principal amortization schedule, to be determined by the Lender and the Borrower on or before March 1, 2028, in accordance with Section 2.05, setting forth the quarterly principal payment amounts during the Amortization Period.

[“BART” or “Borrower” means the San Francisco Bay Area Rapid Transit District, a transit district organized and existing under the laws of the State.]

“Borrower Representative” shall have the meaning set forth in Section 8.08(b).

“Business Day” means any day, Monday through Friday, which is not a legal holiday of the State or a date on which banks are required or authorized by law to close.

“CalSTA” means the California State Transportation Agency, a State Agency.

“CalSTA Due Date” means the third (3rd) Business Day of September, December, March or June, commencing on September 3, 2026 and continuing through the Maturity Date.

“CalSTA Loan” means the loan from CalSTA to MTC authorized by the Transit Law, the proceeds of which shall be used to offer loans to the Operators for Public Transit Operating Purposes, as it may be amended or supplemented from time to time.

“CalSTA Loan Agreement” means the Loan Agreement, dated as of [DATE], by and between MTC and CalSTA, providing for the CalSTA Loan to MTC as authorized by the Transit Law.

[“Caltrain” or “Borrower” means the Peninsula Corridor Joint Powers Board, a joint powers authority organized and existing under the laws of the State.]

“Certificate of the Borrower” means a request or certificate, in writing, signed by a duly authorized representative of the Borrower.

“Effective Date” means [DATE], the date on which this Agreement becomes effective and binding on the Parties.

“Event of Default” means any of the events described in Section 7.01.

“Fiscal Year” means the twelve-month period extending from July 1 in one calendar year to June 30 of the succeeding calendar year, both dates inclusive.

“Interest-Only Period” means the two (2) year period commencing on the Loan Issue Date and extending to but not including July 1, 2028, in connection with which only interest payments (and no principal payments) are due on the Loan.

“Lender Representative” shall have the meaning set forth in Section 8.08(a).

“Loan” means the loan from the Lender to the Borrower in an aggregate principal amount equal to the Loan Amount made on the terms and conditions set forth herein.

“Loan Amount” means the aggregate principal amount of [LOAN AMOUNT] Dollars (\$[_____]).

“Loan Issue Date” means the date on which Lender receives proceeds of the CalSTA Loan.

“Maturity Date” means June 3, 2038.

“MTC” or “Lender” means the Metropolitan Transportation Commission, acting as lender hereunder.

“Operators” means BART, SFMTA, AC Transit, and Caltrain, collectively, and “Operator” means any one of them individually.

“Payment Date” means the second (2nd) Business Day prior to each September 1, December 1, March 1, and June 1, commencing on August 28, 2026, and continuing until the final Payment Date before the Maturity Date; *provided that*, for the avoidance of doubt, payments made to the Lender on such dates shall include all interest scheduled to accrue through the immediately subsequent CalSTA Due Date.

“Public Transit Operating Purposes,” as defined in Section 75227(b)(1) of the California Public Resources Code, includes, but is not limited to, costs necessary to avoid or mitigate service reductions and costs to maintain or restore existing transit service levels for bus, rail, and other public transportation services. “Public Transit Operating Purposes” does not include capital construction costs or any other capital expenses.

“Quarterly SMIF Rate” means the State Controller’s most recently published quarterly interest rate for the Surplus Money Investment Fund (SMIF).

“Responsible Officer” means [_____].

[“SFMTA” or “Borrower” means the San Francisco Municipal Transportation Agency, an agency of the City and County of San Francisco duly constituted and established under Article VIIIA of the Charter of the City and County of San Francisco.”]

“SMIF” means the Surplus Money Investment Fund maintained by the State of California Pooled Money Investment Account, as administered by the State Controller's Office.

“STA Revenue-Based Funds” means the portion of State Transit Assistance funds allocated to the Borrower based on operator revenues, as distinct from the population-based allocation, calculated in accordance with applicable law.

“State” means the State of California.

“State Transit Assistance” or “STA” means funds apportioned to transit operators pursuant to the State Transit Assistance Program under California Public Utilities Code Sections 99314 *et seq.*

“Tranche” shall have the meaning assigned to such term in the CalSTA Loan Agreement.

“Transit Law” means Section 75227 of the California Public Resources Code, as the same may be amended or modified, the statutory authority under which this Agreement is made.

“Undisbursed Amounts” means all undisbursed proceeds of the CalSTA Loan held by MTC from time to time for the Tranche allocated to Borrower under the CalSTA Loan Agreement.

“Undisbursed Investment Calculation Date” means the end of the calendar month preceding any Payment Date.

“Undisbursed Proceeds Investment Earnings” means, as of any Payment Date, investment earnings, if any, on Undisbursed Amounts as of the most recent Undisbursed Investment Calculation Date which have not yet been credited to the Borrower’s payment obligations pursuant to Section 2.05(h) hereof.

SECTION 1.02. Rules of Construction.

Except where the context otherwise requires, words imparting the singular number shall include the plural number and vice versa, and pronouns inferring the masculine gender shall include the feminine gender and vice versa. All references herein to particular articles or sections are references to articles or sections of this Agreement. The headings and subheadings herein are solely for convenience of reference and shall not constitute a part of this Agreement, nor shall they affect its meaning, construction or effect.

SECTION 1.03. Conditions Precedent.

As conditions precedent to the Lender’s obligations hereunder, each Party shall have signed this Agreement and delivered its signature to the other Party on or before the Effective Date. If these conditions precedent are not satisfied, neither Party shall have any obligations under this Agreement. Signatures received in portable document format, with original signatures to follow within a mutually agreeable reasonable time thereafter, are deemed to satisfy this condition.

ARTICLE II TERMS OF LOAN

SECTION 2.01. Loan to the Borrower.

Lender hereby agrees to loan to the Borrower, and the Borrower hereby agrees to borrow from Lender, the Loan Amount under and subject to the terms of this Agreement. This Agreement constitutes a continuing agreement between the Borrower and Lender governing the Loan and to secure the full and final payment of the Loan, subject to the covenants, agreements, provisions and conditions herein contained. The Loan is non-revolving; amounts may not be borrowed, repaid, and re-borrowed.

SECTION 2.02. Loan Administration.

Lender shall administer and service the Loan, and shall designate a contact person pursuant to Section 8.08 who shall be responsible for day-to-day administration of this Agreement. All disbursements, notices, approvals, and other administrative actions required under this Agreement shall be performed by MTC directly, without the involvement of any third-party servicer. The Borrower shall direct all communications, disbursement requests, and certifications to MTC's designated contact person.

SECTION 2.03. Use of Proceeds.

(a) **Use of Proceeds.** The Borrower shall use all proceeds of the Loan solely for Public Transit Operating Purposes as provided in the Transit Law.

(b) **Allocation Discretion.** Subject to the restrictions set forth in subsection (a) above, the allocation of Loan proceeds to specific categories of Public Transit Operating Purposes shall be at the discretion of the Borrower in consultation with MTC.

SECTION 2.04. Disbursement; Conditions.

(a) Subject to the conditions set forth herein, Lender shall disburse the Loan Amount to Borrower as follows: (i) the first installment shall be disbursed to the Borrower within ten (10) Business Days of Lender's receipt of proceeds of the CalSTA Loan, and (ii) the second installment shall be disbursed to the Borrower on the first Business Day of calendar year 2027; *provided that*, MTC shall review, by January 1, 2027, in consultation with CalSTA, the planned distribution to [AC Transit] / [BART] / [Caltrain] / [SFMTA] and make any necessary adjustments to such remaining disbursement in accordance with the Transit Law.

(b) Lender shall not be required to disburse any amounts hereunder unless: (i) this Agreement is in full force and effect, and (ii) Lender has first received and holds proceeds of the CalSTA Loan in an amount sufficient to make such disbursement. Notwithstanding anything to the contrary herein, the Loan shall be funded solely from proceeds of the CalSTA Loan available to, and held by, the Lender. If CalSTA does not provide sufficient available proceeds of the CalSTA Loan to the Lender to fund the full amount of all loans to be made by Lender pursuant to the Transit Law, the principal amount of the Loan shall be reduced by an amount equal to the proportion of the Loan to the amount of all loans to be made by Lender under the Transit Law multiplied by the amount of the total deficiency of proceeds under the CalSTA Loan. The Lender shall not be required to apply any other funds to cure a deficiency in proceeds of the CalSTA Loan.

SECTION 2.05. Interest Rate; Amortization Method; Payment Dates.

(a) **Interest-Only Period.** During the Interest-Only Period (from the Loan Issue Date to but not including July 1, 2028), the Loan shall accrue simple interest on the average outstanding principal balance (including on Undisbursed Amounts still held by Lender as provided in Section

2.04) for each quarter at the Quarterly SMIF Rate most recently published by the State Controller prior to the commencement of such quarter. No principal payments shall be due during the Interest-Only Period. Interest shall be due and payable on each Payment Date commencing August 28, 2026; *provided that*, for the avoidance of doubt, payments made by the Borrower on such Payment Dates shall include all accrued interest and all interest scheduled to accrue through the immediately subsequent CalSTA Due Date.

(b) **Amortization Period Interest.** During the Amortization Period (commencing July 1, 2028), the Loan shall accrue simple interest for each one-year period commencing from July 1 of such year at the average of the four (4) published Quarterly SMIF Rates for the prior calendar year. Interest shall be calculated on the actual average outstanding principal balance of the Loan.

(c) **Amortization Schedule Determination.** On or before March 31, 2028, the Parties shall jointly determine and memorialize the principal Amortization Schedule, which shall be calculated as provided in the CalSTA Loan Agreement for the applicable Tranche. [Lender shall use commercially reasonable efforts to provide a draft Amortization Schedule to the Borrower for review on or before [_____].]

(d) **Payment Dates.** Payments of interest and, during the Amortization Period, principal and interest, shall be due and payable on each Payment Date; *provided that*, for the avoidance of doubt, payments made by the Borrower on such Payment Dates shall include all accrued interest and all interest scheduled to accrue through the immediately subsequent CalSTA Due Date. The first Payment Date during the Amortization Period shall be August 28, 2026, and payments shall continue on each Payment Date thereafter until the Payment Date immediately prior to the Maturity Date, on which date all outstanding principal and accrued interest shall be due and payable in full.

(e) **Application of Payments.** All payments by Borrower shall be applied first to accrued and unpaid interest and all interest scheduled to accrue through the immediately subsequent CalSTA Due Date, and then to outstanding principal. Prepayments made on any Payment Date, in excess of the principal and interest due and payable on the immediately subsequent CalSTA Due Date, shall be applied as set forth in Section 2.06.

(f) **Business Day Adjustment.** Whenever any payment is required to be made on a day that is not a Business Day, such payment shall be required to be made on the next succeeding Business Day with the same effect as if it had been paid on the date required, and no further interest shall accrue on such payment for the intervening period.

(g) **Unconditional Obligation.** The obligation of the Borrower to repay the Loan as set forth herein is absolute and unconditional; provided that, notwithstanding anything to the contrary herein, such obligation shall be a special, limited obligation of the Borrower, secured solely by STA Revenue-Based Funds, and the Borrower shall not be obligated to expend any of its other

funds to satisfy such obligation or make any payment or satisfy any obligation hereunder. The Borrower shall not discontinue or suspend any payments of principal or interest required to be paid under this Agreement when due, and such payments shall not be subject to reduction by offset or otherwise, nor conditional upon the performance or nonperformance by any other party for any cause whatsoever.

(h) **Passthrough Obligation and Investment Earnings Credit.** Notwithstanding anything herein to the contrary, the amount of principal and interest due and payable on the Loan at any time is intended to be, and shall be, equal to the principal and interest due and payable by MTC on the Tranche allocated to the Borrower under the CalSTA Loan Agreement; *provided that*, Lender shall apply Undisbursed Proceeds Investment Earnings as a credit against the principal and interest due on any Payment Date.

SECTION 2.06. Prepayment.

The Borrower shall have the right to prepay any or all of the scheduled principal amortization payments, in whole or in part, in any order and as of any scheduled CalSTA Due Date, at no premium or penalty. Any such prepayment shall be applied in the order of priority set forth in Section 2.05(e). Conditional notice of any prepayment shall be provided to Lender no later than fifteen (15) Business Days prior to the intended prepayment date that is a CalSTA Due Date. Funds for such prepayment must be delivered to Lender together with regularly scheduled amounts on the applicable Payment Date.

SECTION 2.07. Investment of Undisbursed Amounts.

Lender shall manage all Undisbursed Amounts for the Tranche allocated to Borrower under the CalSTA Loan Agreement in accordance with Lender's investment policy for its funds. On the tenth (10th) day of any month in which a Payment Date falls, or if such day is not a Business Day, on the next succeeding Business Day, Lender shall provide Borrower with documentation of any Undisbursed Proceeds Investment Earnings, which shall be credited to Borrower's payment obligations pursuant to Section 2.05(h), and Lender shall remit such amount to CalSTA on the immediately subsequent CalSTA Due Date.

ARTICLE III REPRESENTATIONS AND WARRANTIES OF THE BORROWER

The Borrower hereby represents that each of the following are true and correct as of the Effective Date.

SECTION 3.01. Organization; Authority.

The Borrower is a[n] [AC Transit: special transit district duly established by voters on November 6, 1956 pursuant to Part 1 of Division 10 of the Public Utilities Code of the State of

California (Section 24501 *et seq.*)] / [BART: a rapid transit district duly established pursuant to Part 2 of Division 10 of the Public Utilities Code of the State of California (Section 28500 *et seq.*)] / [Caltrain: joint exercise of powers agency duly established pursuant to Article 1 of Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (Section 6500 *et seq.*)] / [SFMTA: agency of the City and County of San Francisco, duly constituted and established under Article VIIIA of the Charter of the City and County of San Francisco], and has all necessary power and authority to enter into and perform its duties under this Agreement. The Borrower's execution, delivery, and performance of this Agreement has been duly authorized by all necessary action under applicable law, including any required approval by the Borrower's governing board.

SECTION 3.02. Transit Law Authority.

This Agreement is made under, and consistent with, the authority granted to the Parties by the Transit Law. The Parties acknowledge that the Loan is authorized under the Transit Law and shall be administered consistent with the requirements and intent of that statute.

SECTION 3.03. Agreement Valid and Binding.

This Agreement has been duly authorized, executed, and delivered by the Borrower and constitutes the legal, valid, and binding obligation of the Borrower, enforceable in accordance with its terms, except as enforcement may be limited by bankruptcy, insolvency, reorganization, moratorium, or similar laws or equitable principles relating to or limiting creditors' rights generally.

SECTION 3.04. No Conflict in Execution of Agreement.

The execution and delivery by the Borrower of this Agreement and compliance with the provisions hereof will not conflict with or constitute a breach of or default by the Borrower under any law, administrative regulation, court decree, resolution, charter, bylaw, or any agreement or instrument to which the Borrower is subject or by which it is bound or by which its properties may be affected.

SECTION 3.05. No Litigation.

There is no action, suit, proceeding, or investigation at law or in equity before or by any court or governmental agency or body pending or threatened against the Borrower to restrain or enjoin the execution or delivery of this Agreement, or in any way contesting or affecting the validity of this Agreement, or contesting the powers of the Borrower to enter into or perform its obligations under this Agreement.

SECTION 3.06. No Breach or Default.

The Borrower is not in breach of or in default under any applicable law or administrative regulation of the State or the United States, the Constitution of the State, any applicable judgment or decree, or any agreement, indenture, bond, note, resolution, or other instrument to which the Borrower is a party or is otherwise subject, which, if not resolved in favor of the Borrower, would have a material adverse impact on the Borrower's ability to perform its obligations under this Agreement.

SECTION 3.07. No Consent Required.

No consent, permission, authorization, order, or license of, or filing or registration with, any governmental authority (other than those already obtained) is necessary in connection with the execution and delivery of this Agreement or the consummation of any transaction contemplated herein.

SECTION 3.08. Accuracy and Completeness of Information.

The information relating to the Borrower submitted by or on behalf of the Borrower to Lender and CalSTA, as applicable, at any time in connection with this Agreement was true and correct at the time submitted and, as of the Effective Date, remains true and correct in all material respects. Such information did not at the time submitted, and does not as of the Effective Date (provided that any such information shall be deemed to speak only as of the date thereof), contain any untrue or misleading statement of a material fact or omit to state any material fact necessary to make the statements therein not misleading in light of the circumstances under which they were made.

SECTION 3.09. Eligibility for STA Funds.

The Borrower is, as of the Effective Date, an eligible recipient of State Transit Assistance funds pursuant to California Public Utilities Code Sections 99310 *et seq.*, and is in compliance in all material respects with the requirements for receipt of STA Revenue-Based Funds.

ARTICLE IV SECURITY; PLEDGE OF STA REVENUE-BASED FUNDS

SECTION 4.01. Pledge of STA Revenue-Based Funds.

(a) **Security.** As security for the Loan, the Borrower hereby pledges and assigns to Lender, the STA Revenue-Based Funds allocable to the Borrower that would otherwise be administered by MTC pursuant to Section 99314 of the Public Utilities Code of the State of California. The Borrower hereby consents to Lender's pledge of its interest in, and rights to receive, payment thereof from the Borrower as security for the CalSTA Loan, including without limitation, Lender's rights to receive payment thereof from Borrower and all authority therefor conferred under this Agreement.

(b) **Offset; Limitation.** Lender shall have no right of offset of payments due under this Loan other than against the STA Revenue-Based Funds of the Borrower pursuant to Section 7.04(b)(2) or 7.04(d).

SECTION 4.03. Maintenance of STA Eligibility.

The Borrower shall take all actions necessary to maintain eligibility to receive STA Revenue-Based Funds throughout the term of this Agreement. The Borrower shall promptly notify Lender and CalSTA in writing if Borrower becomes aware of any event, action, or proceeding that could reasonably result in the suspension, reduction, or termination of the Borrower's receipt of STA Revenue-Based Funds.

ARTICLE V AFFIRMATIVE COVENANTS OF THE BORROWER

SECTION 5.01. Punctual Payment.

The Borrower hereby covenants to punctually pay, or cause to be paid, all payments required hereunder when due and in all other respects in strict conformity with the terms of this Agreement, and to faithfully observe and perform all of the conditions, covenants, and requirements of this Agreement, *provided that*, notwithstanding anything to the contrary herein, such obligations shall be special, limited obligations of the Borrower, secured solely by STA Revenue-Based Funds, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligations or make any payment hereunder. MTC shall hold all payments received from Borrower on behalf of Borrower and shall remit such payments to CalSTA as required under the terms of the CalSTA Loan Agreement.

SECTION 5.02. Books, Accounts, and Financial Statements.

(a) The Borrower hereby covenants that it will keep proper books of record and accounts in which complete and correct entries shall be made of all transactions related to this Agreement and the Loan. Such books shall at all times during business hours be subject to the inspection of Lender or its designee.

(b) The Borrower shall prepare and file with Lender and CalSTA annually, as soon as practicable through commercially reasonable efforts, but in no event later than two hundred seventy (270) calendar days after the close of each Fiscal Year, so long as the Loan has not been repaid in full, its annual financial statements, together with any independent audit reports required by applicable law.

(c) Simultaneously with the delivery of annual financial statements, the Borrower shall deliver to Lender and CalSTA a Certificate of the Borrower stating: (1) that, to its knowledge, no Event of Default has occurred or is continuing, and, to its knowledge, no event has occurred which,

with the passage of time or the giving of notice, or both, would constitute an Event of Default; and
(2) such other information as may be reasonably requested by Lender or CalSTA.

SECTION 5.03. Reporting and Compliance.

(a) The Borrower shall prepare and file with Lender and CalSTA, simultaneously with the delivery of other required documentation, but in no event later than two hundred seventy (270) calendar days after the close of each Fiscal Year, a written certificate certifying that all Loan proceeds have been used in accordance with Section 2.03.

(b) The Borrower shall promptly notify MTC of any event or circumstance that would materially affect the Borrower's ability to repay the Loan.

SECTION 5.04. Transit Law Compliance.

The Parties shall comply with all requirements, conditions, and restrictions imposed by the Transit Law in connection with the Loan. The Borrower shall cooperate with any audit or review conducted by MTC, CalSTA, the State Controller, or any other State agency with oversight authority over the Loan or the use of Loan proceeds.

SECTION 5.05. Further Assurances.

The Borrower will adopt, make, execute, and deliver, or will cause to be made, executed, and delivered, any and all such further resolutions, instruments, and assurances as may be agreed upon by the parties as necessary or proper to carry out the intention or to facilitate the performance of this Agreement and for the better assuring and confirming unto Lender the rights, remedies, and benefits provided in this Agreement.

SECTION 5.06. Notice of Default.

The Borrower covenants that it will deliver to Lender, immediately upon a [Responsible Officer] of the Borrower obtaining actual knowledge of the occurrence of an Event of Default or an event that, in such Responsible Officer's reasonable determination would, with the passage of time or the giving of notice, constitute an Event of Default, a written statement setting forth the details of such event and the action which the Borrower proposes to take with respect thereto.

ARTICLE VI NEGATIVE COVENANTS OF THE BORROWER

SECTION 6.01. Limitation on Use of Proceeds.

The Borrower shall not use any Loan proceeds for any purpose other than Public Transit Operating Purposes in accordance with the Transit Law, as described in Section 2.03.

SECTION 6.02. No Amendment of CalSTA Loan Agreement Without Consent.

MTC shall not amend, waive, or otherwise modify any material term of the CalSTA Loan Agreement without the prior written consent of the Operators, which consent shall not be unreasonably withheld or delayed.

SECTION 6.03. No Impairment of Security.

The Borrower shall take no action, and shall not authorize any action, that would materially impair CalSTA or MTC's security interest in the STA Revenue-Based Funds pledged under Article IV, or that would cause the Borrower to become ineligible to receive STA Revenue-Based Funds.

ARTICLE VII EVENTS OF DEFAULT AND REMEDIES

SECTION 7.01. Events of Default and Acceleration.

(a) Each of the following events shall constitute an Event of Default hereunder:

- (1) Failure by the Borrower to pay principal or interest due on the Loan when and as the same shall become due and payable, provided that STA Revenue-Based Funds are available to the Borrower in an amount sufficient to make such payment;
- (2) Failure by the Borrower to observe and perform any of the covenants, agreements, or conditions on its part contained in this Agreement, other than as referred to in subsection (1) above, for a period of sixty (60) calendar days after written notice has been given to the Borrower by Lender specifying such failure and requesting that such failure be remedied; provided, however, that if the failure stated in such notice can be corrected, but not within such sixty (60) calendar day period, Lender may, in its reasonable discretion, consent to an extension of such time if corrective action is instituted by the Borrower within such sixty (60) calendar day period and diligently pursued until such failure is corrected;
- (3) The filing by the Borrower of a petition or answer seeking reorganization or arrangement under the federal bankruptcy laws or any other applicable law of the United States of America, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the Borrower seeking reorganization under the federal bankruptcy laws or any other applicable law of the United States of America, or if, under the provisions of any other law for the relief or aid of debtors, any court of competent jurisdiction shall assume custody or control of the Borrower or of any substantial part of its properties; and
- (4) Any representation, warranty, or other written statement made by the Borrower contained in this Agreement, or in any instrument furnished in compliance with or

in reference thereto, shall prove to have been incorrect in any material respect at the time made in a manner that would reasonably result in an impairment of the ability of the Borrower to perform its obligations hereunder, including repayment of the Loan, or otherwise impair the security of MTC with respect to repayment of the Loan.

(b) If an Event of Default has occurred and is continuing, MTC may seek to enforce its rights hereunder and compel performance by pursuing any remedies available at law or in equity, including through writ of mandamus or a suit for damages. Immediately upon becoming aware of the occurrence of an Event of Default, MTC shall give written notice of such Event of Default to the Borrower and CalSTA.

SECTION 7.02. No Waiver.

Nothing in this Article VII or in any other provision of this Agreement shall affect or impair the obligation of the Borrower, which is absolute and unconditional, to pay all payments due hereunder, provided that, notwithstanding anything to the contrary herein, such obligations shall be special, limited obligations of the Borrower, payable solely from STA Revenue-Based Funds, and the Borrower shall not be obligated to expend any of its other funds to satisfy such obligations or make any payment hereunder. A waiver of any default by MTC shall not affect any subsequent default or impair any rights or remedies on the subsequent default. No delay or omission of MTC to exercise any right or power accruing upon any default shall impair any such right or power, or shall be construed to be a waiver of any such default, or an acquiescence therein, and every power and remedy conferred by this Article VII may be enforced and exercised from time to time and as often as shall be deemed expedient by MTC.

SECTION 7.03. Remedies Not Exclusive.

No remedy herein conferred is intended to be exclusive of any other remedy. Every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder, or now or hereafter existing at law or in equity or by statute or otherwise.

SECTION 7.04. Non-Payment Events and CalSTA Remedies.

(a) If the Borrower fails to make any payment due to Lender hereunder, which failure continues unremedied for a period of thirty (30) calendar days after written notice of such failure has been delivered to the Borrower, Lender shall have the right, and Borrower acknowledges and agrees that such right will be collaterally assigned by Lender to CalSTA under the CalSTA Loan Agreement, to pursue the remedies set forth in Section 7.04(b) with respect to the Loan.

(b) If an event specified in Section 7.04(a) has occurred and is continuing, Lender or CalSTA, as applicable, may:

(1) enforce all remedies available under applicable law and in equity with respect to any past due principal or interest; and

(2) ten (10) days after delivery of written notice to the Lender and the Borrower that CalSTA intends to exercise offset rights, CalSTA may exercise any offset rights against the STA Revenue-Based Funds of the Borrower as to that late payment, including CalSTA taking the applicable STA Revenue-Based Funds before disbursement to the applicable Operator and intervening with State Controller's Office before disbursement of such funds, all as limited by Section 4.01(c) of the CalSTA Loan Agreement.

(c) If Borrower shall file a petition or answer seeking reorganization or arrangement under the federal bankruptcy laws or any other applicable law of the United States of America, or if a court of competent jurisdiction shall approve a petition filed with or without the consent of the Borrower seeking reorganization under the federal bankruptcy laws or any other applicable law of the United States of America, or if, under the provisions of any other law for the relief or aid of debtors, any court of competent jurisdiction shall assume custody or control of the Borrower or of any substantial part of its properties, Lender shall have the right to pursue the remedies set forth in Section 7.04(d), and Borrower acknowledges and agrees that such right will be collaterally assigned by Lender to CalSTA under the CalSTA Loan Agreement.

(d) If an event specified in Section 7.04(c) has occurred and is continuing, MTC may declare the principal of the Loan, together with all accrued interest thereon, to be due and payable immediately, and upon any such declaration the same shall become immediately due and payable and Borrower acknowledges and agrees that such right shall be collaterally assigned by MTC to CalSTA under the CalSTA Loan Agreement; and CalSTA may further exercise any offset rights against the STA Revenue-Based Funds of the Borrower, including CalSTA taking the applicable STA Revenue-Based Funds before disbursement to the applicable Operator and intervening with State Controller's Office before disbursement of such funds, all as limited by Section 4.01(c) of the CalSTA Loan Agreement.

ARTICLE VIII MISCELLANEOUS

SECTION 8.01. California Law; Venue.

This Agreement shall be governed by and construed and interpreted in accordance with the laws of the State of California. Any action or proceeding arising out of this Agreement shall be filed and maintained in the Superior Court in and for the County of [Sacramento], California.

SECTION 8.02. Assignment of Rights.

The Borrower may not assign its rights and obligations hereunder without the prior written consent of MTC, which consent shall be granted or denied in MTC's sole and absolute discretion.

MTC may assign its rights and duties under this Agreement to any successor agency created by law as an authorized successor hereunder, and otherwise shall not assign its rights without the prior written approval of the Borrower, which approval shall not be unreasonably withheld. In the event of any assignment by either Party, such Party agrees to execute all documents as the other Party may reasonably require in connection with such assignment.

SECTION 8.03. Third Party Beneficiaries.

Nothing in this Agreement, expressed or implied, is intended to give to any person other than MTC and the Borrower any right, remedy, or claim under or by reason of this Agreement. All covenants, stipulations, promises, or agreements contained in this Agreement by and on behalf of the Borrower shall be for the sole and exclusive benefit of MTC and its permitted assigns.

SECTION 8.04. Successor Entities.

Whenever in this Agreement either the Borrower or Lender is named or referred to, such reference shall be deemed to include the permitted successors or assigns thereof, and all the covenants and agreements in this Agreement contained by or on behalf of the Borrower or Lender shall bind and inure to the benefit of the respective permitted successors and assigns thereof, whether so expressed or not.

SECTION 8.05. Amendment.

No term or provision of this Agreement may be waived or otherwise modified except by a written agreement signed by both Parties. The Parties acknowledge and agree that the previous sentence shall be interpreted, enforced, and adhered to strictly, notwithstanding any legal doctrine, rule, statute, or case law that may permit oral modification of this Agreement. To the greatest extent permissible under the law, the Parties hereby agree to waive any legal doctrine, rule, statute, or case law that permits, or could be construed to permit, modification of this Agreement by means other than a writing signed by both Parties.

SECTION 8.06. Arm's Length Transaction.

The Borrower acknowledges and agrees that: (i) the transaction contemplated by this Agreement is an arm's-length transaction between governmental entities; (ii) MTC is acting solely as Lender and is not acting as agent, advisor, or fiduciary of the Borrower; (iii) MTC has not assumed any advisory or fiduciary responsibility in favor of the Borrower with respect to the Loan; and (iv) the Borrower has consulted its own legal, financial, and other advisors to the extent it has deemed appropriate.

SECTION 8.07. Notices.

All written notices to be given under this Agreement shall be transmitted by a nationally recognized overnight mail carrier, or by electronic mail with confirmation of receipt, at the addresses set forth below, or at such other addresses as may be provided in writing from time to time. Notice shall be effective upon actual receipt.

If to Lender (MTC):

Metropolitan Transportation Commission
Attn: Executive Director
[Additional Notice Address Information]

If to Borrower ([AC Transit] / [BART] / [Caltrain]):

[Operator Name]
[Notice Address]

SECTION 8.08. Contact Persons.

(a) The Executive Director of MTC, or his or her permitted assignee, shall manage this Agreement for MTC and shall have authority to act on behalf of MTC in connection with this Agreement (the “**Lender Representative**”). All communications given to the Lender Representative shall be as binding as if given to the Lender.

(b) The [TITLE] of [Operator Name], or his or her permitted assignee, shall manage this Agreement for the Borrower and shall have authority to act on behalf of the Borrower in connection with this Agreement (the “**Borrower Representative**”). All communications given to the Borrower Representative shall be as binding as if given to the Borrower.

SECTION 8.09. Partial Invalidity.

The illegality, unenforceability, or invalidity of any provision of this Agreement shall not render that provision illegal, unenforceable, or invalid with regard to any other provision or circumstance. All provisions of this Agreement, in all other respects, shall remain legal, enforceable, and valid to the fullest extent permitted by law. If any provision of this Agreement is held to be illegal, unenforceable, or invalid by a court of competent jurisdiction, then such provision shall be deemed severed from this Agreement, and this Agreement shall be construed and enforced as if such provision had never been part hereof.

SECTION 8.10. Entire Agreement.

Except as expressly stated herein, this Agreement, together with the exhibits and attachments hereto, constitutes the entire agreement between the Parties with respect to the Loan. There are no understandings, agreements, representations, or warranties, express or implied, not specified herein regarding this Agreement.

SECTION 8.12. Waiver of Consequential Damages.

To the fullest extent permitted by law, the Borrower shall not assert, and hereby waives, any claim against MTC on any theory of liability for special, indirect, consequential, or punitive damages (as opposed to direct actual damages) arising from, or in connection with, this Agreement.

SECTION 8.13. Section Headings.

All section headings contained herein are for convenience of reference only and are not intended to define or limit the scope of any provision hereof.

SECTION 8.14. Time of the Essence.

Time is of the essence with respect to this Agreement, the conditions of this Agreement, and the performance of each obligation contained herein. Whenever the last day for performance of any obligation falls on a Saturday, Sunday, or legal holiday in the State, the time for performance shall be extended to the next Business Day. The first day shall be excluded and the last day shall be included when computing time periods under this Agreement. Unless otherwise provided herein, all time periods shall end at 5:00 p.m. California time.

SECTION 8.15. Execution in Counterparts.

This Agreement shall become enforceable upon its execution and delivery. This Agreement may be executed and entered into in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument. Signatures hereto may be provided in portable document format, with original signatures to follow within a mutually agreeable reasonable time thereafter.

SECTION 8.16. Usury Savings.

Nothing herein shall be construed as entitling Lender to charge, receive, or collect interest in a sum greater than the maximum interest rate permitted to be charged under applicable law. The Parties intend that this Agreement shall comply with applicable law and that the rate of interest charged hereunder shall not exceed such maximum rate. If any circumstance, event, or contingency should cause such interest to exceed the maximum rate, any such excess amount shall be applied to the reduction of the unpaid principal balance of the Loan.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be signed by their respective authorized officers, all as of the Effective Date.

METROPOLITAN TRANSPORTATION COMMISSION, as Lender

By: _____

[NAME]

Executive Director

Metropolitan Transportation Commission

**[ALAMEDA-CONTRA COSTA TRANSIT DISTRICT] / [SAN FRANCISCO BAY AREA
RAPID TRANSIT DISTRICT] / [PENINSULA CORRIDOR JOINT POWERS BOARD] /
[SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY], as Borrower**

By: _____

[NAME]

[TITLE]

[OPERATOR NAME]

EXHIBIT A

FORM OF AMORTIZATION SCHEDULE CERTIFICATE

*[TO BE DETERMINED ON OR BEFORE MARCH 1, 2028, IN ACCORDANCE WITH
SECTION 2.05(c) OF THE LOAN AGREEMENT]*

The Amortization Schedule shall set forth the scheduled quarterly principal amortization payments for the Amortization Period (July 1, 2028 through June 3, 2038), calculated in accordance with Exhibit A to the CalSTA Loan Agreement. The Amortization Schedule shall be executed by both Parties and attached hereto upon determination, and shall thereupon constitute a part of this Agreement.

CalSTA Due Date:

Tuesday, September 5, 2028

Tuesday, December 5, 2028

Monday, March 5, 2029

Tuesday, June 5, 2029

Wednesday, September 5, 2029

Wednesday, December 5, 2029

Tuesday, March 5, 2030

Wednesday, June 5, 2030

Wednesday, September 4, 2030

Wednesday, December 4, 2030

Wednesday, March 5, 2031

Wednesday, June 4, 2031

Wednesday, September 3, 2031

Wednesday, December 3, 2031

Wednesday, March 3, 2032

Thursday, June 3, 2032

Friday, September 3, 2032

Friday, December 3, 2032

Thursday, March 3, 2033

Friday, June 3, 2033
Monday, September 5, 2033
Monday, December 5, 2033
Friday, March 3, 2034
Monday, June 5, 2034
Tuesday, September 5, 2034
Tuesday, December 5, 2034
Monday, March 5, 2035
Tuesday, June 5, 2035
Wednesday, September 5, 2035
Wednesday, December 5, 2035
Wednesday, March 5, 2036
Wednesday, June 4, 2036
Wednesday, September 3, 2036
Wednesday, December 3, 2036
Wednesday, March 4, 2037
Wednesday, June 3, 2037
Thursday, September 3, 2037
Thursday, December 3, 2037
Wednesday, March 3, 2038
Thursday, June 3, 2038

AB 117 – State Transit Operating Loans

MTC Resolution No. 4782

Derek Hansel
Chief Financial Officer
May 27, 2026



Summary of Resolution No. 4782

Resolution Approval Purpose

The resolution seeks formal approval of loan and sub-loan agreements critical to stabilizing Bay Area transit funding.

Interconnected Agreements

This resolution approves a Loan Agreement with the State and Sub-Loan Agreements with AC Transit, BART, Caltrain, and SFMTA.

Execution Authority Delegation

The resolution authorizes the Executive Director to execute final agreements and achieve closing by the July 1 statutory deadline for State funding of the Loan.

Background: Near-term Transit Funding Challenge and SB63

Near-Term Fiscal Challenges

AC Transit, BART, Caltrain and SF Muni are projecting combined deficits of more than \$800 million per year starting in FY 2026–2027.

Legislative Background of SB 63

SB 63 authorized placement of a regional sales tax measure on the November 2026 ballot in Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara counties. The measure focused on preventing major service cuts on AC Transit, BART, Caltrain, and SF Muni.

An independent signature-gathering effort is underway to place the measure on the November 2026 ballot via a petition.

AB 117 Loan Authority

Legislative Loan Authority

AB 117 authorizes a \$590 million loan from CalSTA to MTC for on-lending to the operators solely for operating costs.

Loan Distribution Structure

Funds are distributed in four tranches linked to Sub-Loan Agreements:

- AC Transit - \$55 million
- BART - \$285 million
- Caltrain - \$50 million
- SFMTA - \$200 million

Security and Repayment

Each Sub-Loan is secured by that operator's STA revenue share, ensuring repayment responsibility is individual and clear.

Financing Structure

Collaboratively Developed

MTC Staff worked collaboratively with CalSTA, the California State Department of Finance, and the four operators to develop the Loan Agreement and the Sub-Loan agreements.

Risk Allocation

MTC's contractual obligations on the State loan are matched by the Operator loans, ensuring MTC assumes no independent exposure.

Security and Repayment

Each Sub-Loan is secured by that operator's STA revenue share, ensuring repayment responsibility is individual and clear.

Variable Interest Rates

Loan and Sub-Loan Agreements use a matched variable interest rate to prevent structural imbalance among the agreements.

Repayment Terms and MTC Responsibilities

Investment and Interest Earnings

MTC will make two distributions of funds to the operators – one immediately, and one in January 2027; interest earned on the invested amounts will be credited against payments due from the operators, balancing risks.

Loan Repayment Structure

Loans start as interest-only for two years, then shift to a ten-year amortization, with final repayment by June 2038.

Prepayment Flexibility

All loans can be prepaid early without penalties, allowing operators to retire debt at their option.

MTC Administrative Role

MTC administers sub-loans, tracks payments, coordinates with CalSTA, and ensures compliance