



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, February 25, 2026

9:35 AM

Board Room - 1st Floor

The Metropolitan Transportation Commission meeting is scheduled to take place at 9:35 a.m.

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/81388723005>

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All standing committee meeting agendas may also be accessed on

MTC’s website here: <https://mtc.ca.gov/meetings-events>

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

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the (business) day 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.

Clerk: Kimberly Ward

Roster:

Sue Noack (Chair), Stephanie Moulton-Peters (Vice Chair),
Margaret Abe-Koga, Eddie Ahn, Candance Andersen, Marilyn Ezzy Ashcraft, Pat Burt,
Noelia Corzo, Dina El-Tawansy*, Victoria Fleming, Dorene M. Giacomini*,
Alicia John-Baptiste, Rebecca Kaplan, Matt Mahan, Amber Manfree, Mitch Mashburn,
Myrna Melgar, Nate Miley, Gina Papan, Belia Ramos, Libby Schaaf*
*Non-Voting Members

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

5. Executive Director's Report

5a. [26-0197](#) Executive Director's Report

Action: Information

Presenter: Andrew Fremier

6. Commissioner Comments

7. Consent Calendar

7a. [26-0198](#) Approval of the Commission Minutes of the January 28, 2026 meeting

Action: Commission Approval

Attachments: [7a 26-0198 January 28 2026 Draft Commission Minutes.pdf](#)

Programming and Allocations Committee (Commission Consent)

7b. [26-0199](#) MTC Resolution Nos. 3989, Revised, and 4505, Revised. Various revisions to the MTC Exchange and One Bay Area Grant (OBAG 3) Program.

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [7b 26-0199 1 Summary Sheet MTC Exchange OBAG3.pdf](#)
[7b 26-0199 2 MTC Resolution 4505.pdf](#)
[7b 26-0199 3 MTC Resolution 3989.pdf](#)

- 7c. [26-0200](#) MTC Resolution Nos. 4584, Revised; 4595 Revised; and 4731, Revised. Allocation of \$4.3 million in Regional Measure 3 Capital Funds to Contra Costa County and the Solano Transportation Authority (STA), and a rescission of \$2.7 million in RM3 Capital Funds for STA.
- Action:** Commission Approval
- Presenter:** Karl Anderson
- Attachments:** [7c 26-0200 1 Summary Sheet RM3 Allocation CCC STA.pdf](#)
[7c 26-0200 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[7c 26-0200 3 Attachment B RM3 Project Summary Recommendation.pdf](#)
[7c 26-0200 4 MTC Resolution 4584.pdf](#)
[7c 26-0200 5 MTC Resolution 4595.pdf](#)
[7c 26-0200 6 MTC Resolution 4731.pdf](#)
- 7d. [26-0203](#) MTC Resolution No. 4744, Revised. Adoption of the 2027 Regional Active Transportation Program (ATP) Cycle 8 Guidelines.
- Action:** Commission Approval
- Presenter:** Karl Anderson
- Attachments:** [7d 26-0203 1 Summary Sheet ATP Cycle 8.pdf](#)
[7d 26-0203 2 Attachment A ATP Cycle 8 Guideline Changes.pdf](#)
[7d 26-0203 3 Attachment B ATP Cycle 8.pdf](#)
[7d 26-0203 4 MTC Resolution 4744.pdf](#)
- 7e. [26-0243](#) MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment 2025-27.
- Action:** Commission Approval
- Presenter:** John Saelee
- Attachments:** [7e 26-0243 1 2027 TIP Amendment 2025-27.pdf](#)
[7e 26-0243 2 Attachment A TIP Revision Summary.pdf](#)
[7e 26-0243 3 MTC Resolution 4646.pdf](#)

Regional Network Management Committee (Commission Consent)

- 7f. [26-0205](#) MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory Group Charter - New Member Appointments
- Action:** Commission Approval
- Presenter:** Jose Ahrens
- Attachments:** [7f 26-0205 1 Summary Sheet RNM Cust Adv Group Charter New Membr](#)
[7f 26-0205 2 MTC Resolution 4610.pdf](#)

Committee Report

8. Programming and Allocations Committee Report (Fleming)

8a. [26-0202](#) MTC Resolution No. 4742. FY2026-27 MTC Fund Estimate.

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY2026-27.

Action: Commission Approval

Presenter: Luis Garcia

Attachments: [8a 26-0202 1 Summary Sheet FY27 Fund Estimate.pdf](#)
[8a 26-0202 2 MTC Resolution 4742.pdf](#)
[8a 26-0202 3 Presentation FY27 Fund Estimate .pdf](#)

8b. [26-0201](#) MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA).

Revisions to the MTC Community Action Resource and Empowerment (CARE) guidelines to establish county-level funding amounts for CBTP TA and update the program guidelines. Staff will also provide an overview of the Participatory Budgeting component of CARE including anticipated next steps in framework development.

Action: Commission Approval

Presenter: Janica Mendillo

Attachments: [8b 26-0201 1 Summary Sheet CARE CBTP.pdf](#)
[8b 26-0201 2 MTC Resolution 4604.pdf](#)
[8b 26-0201 3 Presentation CARE.pdf](#)

- 8c. [26-0204](#) MTC Resolution Nos. 4505, Revised, and 4740, Revised. Revisions to the One Bay Area Grant (OBAG 3 and 4) programs.

Revisions to the One Bay Area Grant (OBAG 3 and 4) programs, including establishing additional OBAG 4 policies and procedures and programming a total of \$81 million in OBAG 4 funds to MTC for planning and implementation activities by County Transportation Agencies (CTAs) (\$41 million) and MTC (\$40 million).

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [8c 26-0204 1 Summary Sheet OBAG 3 and 4 Revisions.pdf](#)
[8c 26-0204 2 Attachment A OBAG 4 Development Timeline.pdf](#)
[8c 26-0204 3 Attachment B Proposed OBAG 4 Policy Summary.pdf](#)
[8c 26-0204 4 MTC Resolution 4740.pdf](#)
[8c 26-0204 5 Public Comment BART.pdf](#)

9. Commission Approval

- 9a. [26-0206](#) Transit-Oriented Communities (TOC) Incentive Program

Overview of the proposed \$45 million TOC Incentive Program as part of One Bay Area Grant (OBAG) Cycle 4, including the TOC Evaluation Framework

Action: Commission Approval

Presenter: Gillian Adams

Attachments: [9a 26-0206 1 Summary Sheet TOC Incentive Program.pdf](#)
[9a 26-0206 2 MTC Resolution 4754 TOC Incentive Program.pdf](#)
[9a 26-0206 3 Attachment 1 TOC Housing Protection Policy Context and](#)
[9a 26-0206 4 Attachment 2 Summary TOC Administrative Guidance Chan](#)
[9a 26-0206 5 Attachment 3 Presentation TOC Incentive Program.pdf](#)

10. Commission Information

- 10a. [26-0252](#) Next-Generation Clipper Update
- Update on the Next-Generation Clipper system, highlighting the program's background and development history, as well as implementation progress of the new account-based platform and transitioning current Clipper users.
- Action:** Commission Information
- Presenter:** Jason Weinstein, MTC and Richard Bruce, Cubic Transportation Systems
- Attachments:** [10a 26-0252 Next Generation Clipper Update.pdf](#)

11. Closed Session

- 11a. [26-0239](#) Closed Session / Public Comment
- 11b. [26-0240](#) PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Titles: Executive Director, General Counsel
- CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Sue Noack and Stephanie Moulton-Peters
- Unrepresented Employees: Executive Director, General Counsel
- The Commission will meet in Closed Session, pursuant to Government Code §54957, with respect to the Executive Director's and General Counsel's performance and compensation range of non-represented employees. Neither the Executive Director nor General Counsel shall be present for discussions on compensation.

12. Open Session / Report out from Closed Session

- 12a. [26-0241](#) MTC Resolution No. 4369, Revised. Approval of the Executive Director's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.
- Action:** Commission Approval
- 12b. [26-0242](#) MTC Resolution No. 4741. Approval of General Counsel's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.
- Action:** Commission Approval

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 March 25, 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 #: 26-0197, **Version:** 1

Subject:
Executive Director's Report

Presenter:
Andrew Fremier

Recommended Action:
Information



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0198, **Version:** 1

Subject:

Approval of the Commission Minutes of the January 28, 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, January 28, 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 9:37 a.m.

1. Call to Order / Roll Call / Confirm Quorum

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

Absent: 1 - Commissioner Ashcraft

Commissioner Ramos participated remotely from a noticed remote location.

Commissioner Mahan arrived during agenda item 4c.

Non-Voting Commissioner Present: Commissioner Giacomini (remotely)

Non-Voting Commissioners Absent: Commissioner Ambuehl and Commissioner Schaaf

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

4a. [26-0094](#) Appreciation for longtime Policy Advisory Council Member and former Chair, Randi Kinman

Action: Information

Pamela Campos, Councilmember City of San Jose, gave public comment for agenda item 4a.

4b. [26-0212](#) MTC Resolution No. 4752. Resolution of Appreciation for Commissioner David Canepa on the occasion of his departure from MTC.

Action: Commission Approval

Aleta Dupree gave public comment for agenda item 4b.

Upon the motion by Commissioner Mashburn and seconded by Commissioner Lee, the Commission unanimously adopted MTC Resolution No. 4752. The motion carried by the following vote:

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

Absent: 2 - Commissioner Ashcraft and Commissioner Mahan

4c. [26-0170](#) MTC Resolution No. 4746. Resolution of Appreciation and In Memory of Peter Lee

Action: Commission Approval

Commissioner Mahan arrived during agenda item 4c.

Commissioner John-Baptiste was absent during the vote for agenda item 4c and returned shortly thereafter.

Upon the motion by Commissioner Papan and seconded by Vice Chair Moulton-Peters, the Commission unanimously adopted MTC Resolution No. 4746. The motion carried by the following vote:

Aye: 16 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 2 - Commissioner Ashcraft and Commissioner John-Baptiste

5. Closed Session

5a. [26-0027](#) Closed Session / Public Comment

5b. [26-0172](#) CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One case

6. Open Session / Report out from Closed Session

The Commission returned from closed session and Kathleen Kane, General Counsel, reported that the Commission unanimously approved the initiation of litigation because further disclosure at this time may inhibit the ability to prosecute upon official and public action with further information about the closed session available for public inquiry.

7. Chair's Report (continued)

7a. [26-0210](#) Updated Committee Assignments

Action: Commission Approval

Upon the motion by Vice Chair Moulton-Peters and seconded by Commissioner Abe-Koga, the Commission unanimously approved the updated Committee assignments appointing Commissioner Corzo to the second Friday Committees; Commissioner John-Baptiste appointed to Vice Chair of the Joint MTC/ABAG Legislation Committee; Commissioner Andersen appointed to Chair of the Regional Network Management Committee; and Commissioner Ezzy-Ashcraft appointed to Vice Chair of the Regional Network Management Committee. The motion carried by the following vote:

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

Absent: 1 - Commissioner Ashcraft

7b. [26-0147](#) Appointment of SB 63 Financial Efficiency Review Oversight Committee Members

Action: Commission Approval

Upon the motion by Commissioner Abe-Koga and seconded by Commissioner Ahn, the Commission unanimously approved the appointment of Debra Johnson, Nancy Whelan, Lou Thompson, and Ben Rosenfield as experts for the SB 63 Financial Efficiency Review Independent Oversight Committee. The motion carried by the following vote:

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

Absent: 1 - Commissioner Ashcraft

8. Executive Director's Report

8a. [26-0095](#) Executive Director's Report

Action: Information

Presenter: Andrew Fremier

Executive Director, Andrew Fremier gave the report.

Roland Lebrun and Adina Levin (Seamless Bay Area) gave public comment for agenda item 8a.

9. Commissioner Comments

10. Consent Calendar

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

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

Absent: 1 - Commissioner Ashcraft

10a. [26-0097](#) Approval of the Commission Minutes of the December 17, 2025, meeting

Action: Commission Approval

Regional Network Management (Commission Consent)

10b. [26-0153](#) MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory Group Charter - New Member Appointments

Action: Commission Approval

Presenter: Josie Ahrens

10c. [26-0154](#) MTC Resolution No. 4622, Revised. Updates to the Regional Network Management Council Charter and Membership Roster

Action: Commission Approval

Presenter: Allison Quach

Administration Committee (Commission Consent)

- 10d. [26-0156](#) MTC Resolution No. 4563, Revised - Reauthorization of MTC Investment Policy

Action: Commission Approval

Presenter: Natalie Perkins

Programming and Allocations Committee (Commission Consent)

- 10e. [26-0157](#) MTC Resolution No. 4709, Revised. Allocation of \$7.1 million in FY2025-26 Transportation Development Act (TDA) operating funds to the City of Fairfield (FAST) to support transit operations in the region.

Action: Commission Approval

Presenter: Jack McDowell

- 10f. [26-0158](#) MTC Resolution No. 4660, Revised. Allocation of \$15 million in Regional Measure 3 (RM3) Capital Funds to the City of Newark.

Action: Commission Approval

Presenter: Julieth Ortiz

Committee Reports

11. Legislation Committee Report

- 11a. [26-0151](#) MTC Resolution No. 4686, Revised (and ABAG Resolution No. 5-2025).
Approval of MTC ABAG Community Advisory Council Appointments

A request that the Commission approve the inaugural members of the MTC ABAG Community Advisory Council (term running from January 1, 2026 to December 31, 2029) and make other minor technical changes to MTC Resolution No. 4686.

Action: Commission Approval

Presenter: Ky-Nam Miller

Amanda Chang (Urban Habitat) and Julia Gerasimenko (TransForm) gave public comment for agenda item 11a.

Commissioner Fleming was absent during the vote for agenda item 11a.

Upon the motion by Commissioner Lee and seconded by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution No. 4686, Revised. The motion carried by the following vote:

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

Absent: 2 - Commissioner Ashcraft and Commissioner Fleming

- 11b. [26-0152](#) Final 2026 MTC and ABAG Joint Advocacy Program

Final 2026 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

Action: Commission Approval

Presenter: Georgia Gann Dohrmann

Commissioner Fleming was absent during the vote for agenda item 11b.

Upon the motion by Commissioner John-Baptiste and seconded by Commissioner Andersen, the Commission unanimously approved the Final 2026 MTC and ABAG Joint Advocacy Program. The motion carried by the following vote:

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

Absent: 2 - Commissioner Ashcraft and Commissioner Fleming

12. Regional Network Management (John-Baptiste)

12a. [26-0155](#) MTC Resolution No. 4739. MTC Bay Area Transit Priority Policy for Roadways

Request for Commission approval of MTC Resolution No. 4739 adopting the Bay Area Transit Priority Policy for Roadways.

Action: Commission Approval

Presenter: Britt Tanner

Adina Levin (Seamless Bay Area) gave public comment for agenda item 12a.

Commissioner Fleming returned and Commissioner Mahan was absent during the vote for agenda item 12a.

Upon the motion by Commissioner John-Baptiste and seconded by Commissioner Andersen, this Resolution was adopted. The motion carried by the following vote:

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

Absent: 2 - Commissioner Ashcraft and Commissioner Mahan

13. Programming and Allocations Committee (Fleming)

- 13a. [26-0159](#) MTC Resolution Nos. 4604, Revised, and 3989, Revised. MTC Community Action Resource and Empowerment (CARE) Power-building and Engagement (Pb+E): Program of Projects (Round 2).

Revisions to MTC Community Action Resource and Empowerment (CARE) guidelines and MTC’s Exchange Program to award an additional \$1 million in Power-building and Engagement (Pb+E) grants, augmenting the \$1.5 million awarded in November 2025 in Round 1.

Action: Commission Approval

Presenter: Judis Santos

Commissioner John-Baptiste and Commissioner Mahan were absent during agenda item 13a.

Upon the motion by Commissioner Fleming and seconded by Commissioner Melgar, the Commission adopted MTC Resolution Nos. 4604, Revised, and 3989, Revised. The motion carried by the following vote:

Aye: 14 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner Ashcraft, Commissioner John-Baptiste and Commissioner Mahan

Abstain: 1 - Commissioner Miley

14. Commission Approval / Information

- 14a. [26-0112](#) MTC Resolution No. 4740. One Bay Area Grant (OBAG 4) Funding Framework

Adoption of the One Bay Area Grant (OBAG 4) framework, including the funding distribution between regional and county components and Transit-Oriented Communities (TOC) Policy incentive program set-aside

Action: Commission Approval

Presenter: Thomas Arndt

Written correspondence was received from the City of Cotati, and three coalitions.

Public comments for agenda item 14a was heard from Emily Wheeler (Public Advocates), Enrique Navarro-Donnellan (Association of Realtors and Government Affairs), Greg Peralta (Santa Clara County Association of Realtors), Joseph Weinstein, Sandy Sicsko, Rebecca Selden, Jeff Podraza, John Scaglione, Joe Brown (Santa Clara County Association of Realtors), Jenny Zhao, Anil Babbar (California Apartment Association), Rhovy Lyn Antonio, Jennifer Rizzo (California Apartment Association), Amanda Chang (Urban Habitat), Julia Gerasimenko (TransForm), Amiel Leano (Enterprise Community Partners), Wendy Wong (San Francisco Coalition for Good Neighborhood), Alex Miller, Ken Chan, Policy Director with EBLC Team, Adina Levin, Shanti Singh, Jordan Grimes,

Commissioner John-Baptiste and Commissioner Mahan returned during agenda item 14a.

Commissioner Mahan left before the vote was taken for agenda item 14a.

Upon the motion by Commissioner Mashburn and seconded by Commissioner Ahn, the Commission adopted MTC Resolution No. 4740 with direction to allow flexibility to revise the Transit Oriented Communities set-aside funding amount and regional program balances if there is not a consensus when the item is brought back before the Commission next month. The motion carried by the following vote:

Aye: 13 - Commissioner Ahn, Commissioner Andersen, Commissioner Burt, Canepa, Commissioner Fleming, Commissioner John-Baptiste, Commissioner Lee, Commissioner Manfree, Commissioner Mashburn, Commissioner Melgar, Commissioner Miley, Vice Chair Moulton-Peters and Chair Noack

Nay: 2 - Commissioner Abe-Koga and Commissioner Papan

Absent: 3 - Commissioner Ashcraft, Commissioner Mahan and Commissioner Ramos

14b. [26-0185](#) Update on Governor’s Budget and the Bay Area Transit Loan

Staff provided an update on ongoing efforts to secure a Bay Area Transit Loan from the state to preserve essential services for Bay Area transit riders, in light of the Governor’s Budget Proposal that authorizes MTC to provide short-term loans to transit agencies.

Action: Information

Presenter: Andrew Fremier

15. Public Comment / Other Business

Alex Miller gave public comment for agenda item 15.

16. Adjournment / Next Meetings:

The next meeting of the Commission is scheduled to be held on Wednesday, February 25, 2026 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. 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 #: 26-0199, **Version:** 1

Subject:

MTC Resolution Nos. 3989, Revised, and 4505, Revised. Various revisions to the MTC Exchange and One Bay Area Grant (OBAG 3) Program.

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 2b-26-0077

MTC Resolutions Nos. 3989, Revised and 4505, Revised

Subject:

Various revisions to the One Bay Area Grant (OBAG 3) and MTC exchange programs, including programming \$12 million to MTC for Community Action Resource and Empowerment (CARE) Community-Based Transportation Plan (CBTP) Technical Assistance Implementation, \$1 million to MTC for various CARE Power-Building and Engagement (Pb+E) projects, and \$100,000 to MTC for the Bay Area Vision Zero Data System (BayViz).

Background:

The OBAG 3 program establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for FY 2023 through FY 2026.

MTC's fund exchange program provides greater flexibility to deliver select priority projects within the broader OBAG framework. MTC Resolution No. 3989, Revised, describes the procedures governing MTC's exchange program and details the agreements and commitments that have been made to date. The program facilitates funding agreements with partner agencies to exchange federal STP/CMAQ funds with non-federal local funds. These exchanges do not increase the total amount of funds available to the region but enable MTC to support key investments within the OBAG policy framework that are ineligible for STP/CMAQ funds.

This month, staff recommend revisions to the OBAG 3 and MTC exchange programs as detailed below.

Community Action Resource and Empowerment (CARE)

The Commission has set aside \$15 million in OBAG 3 Regional Complete Streets and Community Choice funds to support the Community Action Resource and Empowerment (CARE) Program, which is also funded through the Regional Early Action Planning (REAP 2) Program. Of the OBAG 3 amount, the Commission has programmed \$3 million to date for Power-Building and Engagement (Pb+E) projects and program implementation.

This month, staff recommend programming the remaining \$12 million in CARE balances to MTC for Community-Based Transportation Plan (CBTP) Technical Assistance Implementation. These funds would be used for CBTP project development as detailed in the CARE Program Guidelines (MTC Resolution No. 4604, Revised), which are also recommended for revisions this month. As part of this action, staff recommend changing the fund source from federal STP/CMAQ to non-federal MTC exchange to reduce administrative burden and increase flexibility for project sponsors.

In addition, staff recommend revising the OBAG 3 program (MTC Resolution No. 4505) to reflect the \$1 million in CARE Pb+E projects awarded by the Commission last month.

Regional Vision Zero/Safety Program

In December 2023, the US Department of Transportation awarded MTC a \$10 million Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant to complement MTC's Regional Vision Zero/Safety Program, including expanding and improving the BayViz safety data system. The existing system is operated by a third-party vendor, under a contract that is ineligible for federal funds. Staff plan to transfer to in-house administration of the BayViz system using federal SS4A and OBAG 3 funds, giving MTC more control and ownership over the improved tool and underlying data.

Due to delays in executing the SS4A grant, MTC has extended the existing contract to continue BayViz operations in the meantime. The Commission previously exchanged a total of \$160,000 in federal OBAG 3 STP/CMAQ for non-federal MTC exchange funds for two one-year BayViz contract extensions (in March 2024 and March 2025).

This month, staff recommend changing the fund source for an additional \$100,000 in OBAG 3 funds previously programmed to MTC for BayVIZ from federal STP/CMAQ to non-federal MTC exchange funds. This additional exchange will fund a final one-year extension of the existing BayViz contract and support the transition to in-house operations.

Planning and Implementation Advances

In October 2025, the Commission approved \$31.3 million in advance programming to MTC to support continued planning and implementation activities by the County Transportation Agencies (\$18.7 million) and MTC (\$12.7 million) during the OBAG 4 period. This month, staff recommend incorporating these amounts into recommended OBAG 4 programming as detailed in Agenda Item 4a.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 3989, Revised and 4505, Revised to the Commission for approval. Resolution No. 4505 is also recommended for revisions under Agenda Item 4a, and is included once under this item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission for approval.

Attachments:

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



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4505, Revised

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

The resolution includes the following attachments:

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

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

On February 23, 2022, Attachment B-1 was revised to program \$30,000,000 in OBAG 3 Regional Multimodal Systems Operations and Performance Program funds to the Clipper C2 Capital project as part of an alternative funding plan for the project’s Regional Measure 3 (RM3) funds.

On March 23, 2022, Appendix A-1 was added to incorporate guidelines for the County and Local Program call for projects.

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 3 of 10

On January 11, 2023, Attachments B-1 and B-2 and Appendix A were revised to program \$301,682,000 in County & Local Program funds to various projects throughout the region, and \$300,000 to MTC's Active Transportation Technical Assistance Program within the Regional Complete Streets and Community Choice Program; and to clarify programming policy requirements for OBAG 3 projects involved in local fund exchanges.

On February 22, 2023, Attachment B-1 was revised to direct \$20,000,000 within the Climate Initiatives program to MTC for Bay Wheels Bikeshare E-Bike Expansion; and revise the name of MTC's Regional Carpool Program to Regional Carpool/Vanpool Program to reflect the full scope of the program.

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

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

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

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within MTC's Regional Vision Zero/Safety Program to various projects; and deprogram \$415,000 from MTC's Cotati Santero Way PDA Planning project.

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

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

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

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

ABSTRACT

MTC Resolution No. 4505, Revised

Page 8 of 10

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4505

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

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

MTC Res. No. 4505 Attachment B-1

Adopted: 01/26/22-C

Revised: 02/23/22-C 06/22/22-C 09/28/22-C 10/26/22-C 11/16/22-C
 01/25/23-C 02/22/23-C 03/22/23-C 05/24/23-C 06/28/23-C 07/26/23-C
 09/27/23-C 10/25/23-C 11/22/23-C 12/20/23-C 02/28/24-C 03/27/24-C
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OBAG 3 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 3 REGIONAL PROGRAMS		\$365,714,000	\$102,040,000
1. PLANNING AND PROGRAM IMPLEMENTATION			
Planning and Program Implementation			
Regional Planning Activities	MTC	\$8,300,000	
Program and Project Implementation	MTC	\$49,889,000	
Program and Project Implementation - Transit Transformation	MTC	\$4,000,000	
1. PLANNING AND PROGRAM IMPLEMENTATION		\$62,189,000	\$0
2. GROWTH FRAMEWORK IMPLEMENTATION			
Growth Framework Implementation			
PDA Planning and Technical Assistance Grants			
Alameda County: San Lorenzo Village Specific Plan	MTC	\$600,000	
Benicia: Eastern Gateway Infrastructure Master Plan	MTC	\$312,000	
Fairfield/STA: Solano Rail Hub Residential Cluster	MTC	\$200,000	
Millbrae: El Camino Real Streetscape Plan Implementation	MTC	\$200,000	
Millbrae: MSASP Amend - Integrated Multi-Modal Transit Stn	MTC	\$600,000	
Milpitas: Innovation District Parks and Trails Master Plan	MTC	\$200,000	
Milpitas: Milpitas Main Street Sense of Place Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan	MTC	\$600,000	
Moraga: Moraga Center Specific Plan Amendments	MTC	\$88,000	
Orinda: Path for Affordable Housing TOD at Orinda BART	MTC	\$200,000	
Petaluma: Corona Road SMART Station PDA Specific Plan	MTC	\$1,150,000	
San Carlos: Downtown Together - Downtown Specific Plan	MTC	\$300,000	
San Francisco: Well-Resourced PDAs Zoning Plan	MTC	\$1,035,000	
San Leandro: Bay Fair TOD Specific Plan Amendment	MTC	\$600,000	
San Leandro: Bay Fair TOD Sub-Area 1 Precise Plan	MTC	\$1,200,000	
Santa Rosa: South Santa Rosa Specific Plan	MTC	\$1,200,000	
Sebastopol: Workforce Housing Zoning	MTC	\$250,000	
Suisun City/STA: PDA Project Implementation	MTC	\$200,000	
Vacaville: Allison Policy Plan	MTC	\$1,200,000	
Vallejo: Downtown Amend and Streetscape Impl	MTC	\$1,200,000	
Priority Production Area (PPA) Pilot Program			
Benicia: Port of Benicia - Infr. & Facility Modernization Plan	MTC	\$0	\$750,000
CC County: N Waterfront PPAs Technical Assistance Project	MTC	\$0	\$500,000
East Bay Econ Dev Alliance: Next Gen EB Indust Bldgs/Dists	MTC	\$0	\$500,000
STA: Aligning Middle Wage Jobs with Housing in Solano County	MTC	\$0	\$500,000
Regional Housing Initiatives			
BAHFA: Mixed-Income Loan Fund	MTC	\$0	\$5,000,000
Regional Housing Technical Assistance			
Alameda County CDA: TOC Housing Policy Development	MTC	\$0	\$400,000
Emeryville: TOC Housing Policy Development	MTC	\$0	\$250,000
Marin County: TOC Housing Policy Development	MTC	\$0	\$400,000
Menlo Park: TOC Housing Policy Development	MTC	\$0	\$250,000
Belmont: TOC Housing Policy Development in San Mateo County	MTC	\$0	\$500,000
Morgan Hill: TOC Housing Policy Development	MTC	\$0	\$200,000
Windsor: TOC Housing Policy Development	MTC	\$0	\$200,000
RHTA Implementation	MTC	\$0	\$865,000
TOC Policy Implementation	MTC	\$0	\$400,000
Transit Oriented Communities (TOC) Planning and Rezoning			
Alameda County CDA: TOC Planning and Rezoning	MTC	\$1,000,000	
Antioch: TOC Planning and Rezoning	MTC	\$650,000	
Concord: TOC Planning and Rezoning	MTC	\$185,000	
El Cerrito: TOC Planning and Rezoning	MTC	\$270,000	
Pittsburg: TOC Planning and Rezoning	MTC	\$250,000	
Colma: TOC Planning and Rezoning	MTC	\$100,000	
Redwood City: TOC Planning and Rezoning	MTC	\$350,000	

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OBAG 3 Regional Programs Project List

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OBAG 3 REGIONAL PROGRAMS		\$365,714,000	\$102,040,000
San Bruno: TOC Planning and Rezoning	MTC	\$300,000	
San Mateo City: TOC Planning and Rezoning	MTC	\$610,000	
South San Francisco: TOC Planning and Rezoning	MTC	\$250,000	
Milpitas: TOC Planning and Rezoning	MTC	\$100,000	
Morgan Hill: TOC Planning and Rezoning	MTC	\$650,000	
San José: TOC Planning and Rezoning	MTC	\$1,200,000	
Santa Clara City: TOC Planning and Rezoning	MTC	\$250,000	
Healdsburg: TOC Planning and Rezoning	MTC	\$1,130,000	
Petaluma: TOC Planning and Rezoning	MTC	\$1,000,000	
Santa Rosa: TOC Planning and Rezoning	MTC	\$300,000	
Sonoma County: TOC Planning and Rezoning	MTC	\$200,000	
Windsor: TOC Planning and Rezoning	MTC	\$650,000	
2. GROWTH FRAMEWORK IMPLEMENTATION		\$21,380,000	\$10,715,000
3. CLIMATE, CONSERVATION, AND RESILIENCE			
Climate Initiatives			
Mobility Hubs			
Mobility Hubs Capital Grants - Balance	TBD	\$61,000	\$0
Dublin/Pleasanton Access and Station Area Improvements	BART	\$0	\$3,000,000
Union City Intermodal Station Mobility Hub at Union City BART	Union City	\$0	\$2,259,000
Contra Costa College (CCC) Mobility Hub	San Pablo	\$0	\$2,950,000
Martinez Amtrak Station Shared Mobility Hub	CCTA	\$0	\$3,000,000
Walnut Creek BART Station Shared Mobility Hub	CCTA	\$0	\$3,343,000
Daly City BART Station Mobility Hub	BART	\$3,776,000	
San Fernando Street Small-Scale Mobility Hubs	San Jose	\$0	\$1,140,000
VTA Blossom Hill Light Rail Station Mixed-Use Housing & Mobility Hub	VTA	\$42,000	\$4,758,000
Mobility Hubs Planning Grants			
Alameda County CDA: TOC Station Access and Circulation Planning	MTC	\$400,000	
Berkeley/BART: TOC Station Access and Circulation Planning	MTC	\$400,000	
Pleasanton: TOC Station Access and Circulation Planning	MTC	\$150,000	
San Leandro: TOC Station Access and Circulation Planning	MTC	\$265,000	
Antioch: TOC Station Access and Circulation Planning	MTC	\$100,000	
Contra Costa County: TOC Station Access and Circulation Planning	MTC	\$400,000	
ECCTA: Antioch Park n Ride Mobility Hub Plan	MTC	\$400,000	
Lafayette: TOC Station Access and Circulation Planning	MTC	\$350,000	
TAM: Marin County Mobility Hub Plan	MTC	\$400,000	
SFMTA: Southeastern SF Mobility Hub Plan	MTC	\$396,000	
Menlo Park: TOC Station Access and Circulation Planning	MTC	\$400,000	
Morgan Hill: TOC Station Access and Circulation Planning	MTC	\$175,000	
San José: TOC Station Access and Circulation Planning	MTC	\$400,000	
Santa Clara City: TOC Station Access and Circulation Planning	MTC	\$400,000	
Petaluma: TOC Station Access and Circulation Planning	MTC	\$190,000	
Windsor: TOC Station Access and Circulation Planning	MTC	\$200,000	
Mobility Hubs and Parking Management Technical Assistance	MTC	\$572,000	
Bikeshare			
Electric Bikeshare: Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	MTC	\$1,250,000	\$15,940,000
Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	MTC	\$0	\$100,000
Adaptive Bikeshare Pilot - San Francisco	MTC	\$0	\$100,000
Bay Wheels Bikeshare Expansion - Daly City	MTC	\$0	\$1,250,000
Bay Wheels Procurement Strategy	MTC	\$500,000	
Bikeshare Outreach	MTC	\$300,000	
Bikeshare Station Electrification	MTC	\$0	\$560,000
Bikeshare Station Siting - Oakland	MTC	\$0	\$150,000
Marketing for Bikeshare E-bike Expansion Launch	MTC	\$0	\$150,000
Membership Incentives for Bikeshare E-bike Expansion Launch	MTC	\$0	\$200,000

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OBAG 3 REGIONAL PROGRAMS		\$365,714,000	\$102,040,000
Transportation Electrification			
Charging Infrastructure: Regional Technical Assistance Program			
Alameda Public EV Charging Program	Alameda	\$0	\$1,237,000
Expanding Electric Vehicle Charging	Pinole	\$0	\$952,000
Southern Marin Vehicle Charging Consortium (SMVCC)	Mill Valley	\$0	\$1,351,000
Equity Focused EV Charging in Downtown Napa	Napa	\$0	\$974,000
Expanding Charging Access in San Francisco's EPCs	SFMTA	\$0	\$2,254,000
San Mateo County Regional EV Charging	East Palo Alto	\$0	\$581,000
San Mateo County Regional EV Charging	Half Moon Bay	\$0	\$829,000
Long Term EV Charging Infrastructure	Menlo Park	\$0	\$2,297,000
San Mateo County Regional EV Charging	Portola Valley	\$0	\$317,000
San Mateo County Regional EV Charging	San Carlos	\$0	\$523,000
Gilroy Public Library EV Chargers	Gilroy	\$0	\$527,000
Transit Hub Charging Stations	Morgan Hill	\$0	\$1,052,000
Palo Alto School-Community Partnership EV Charging Infrastructure	Palo Alto	\$0	\$2,855,000
San José Community EV Charging Access	San Jose	\$0	\$2,495,000
County of Santa Clara TOC EV Charging	Santa Clara County	\$0	\$1,756,000
Solano 360 Mobility Hub	Solano County	\$0	\$250,000
Charging Infrastructure: Transit Station Public Charging Program			
Electric Vehicle Charging at BART Stations	BART	\$0	\$5,900,000
Richmond Ferry Terminal Charging Infrastructure	WETA	\$0	\$3,750,000
Suisun City EV Charging Station Installation	Suisun City	\$0	\$350,000
Local Public Fleet Electrification: Planning Assistance			
Large (500+ Vehicle) Fleet Planning <i>BART, Berkeley, Marin County, San Francisco, Sonoma County</i>	MTC	\$2,000,000	
Medium (100-500 Vehicle) Fleet Planning <i>Alameda, Oakland, San Leandro, Concord, El Cerrito, Novato, San Rafael, Napa, Napa County, San Mateo, South San Francisco, Benicia, Vacaville</i>	MTC	\$2,600,000	
Small (<100 Vehicle) Fleet Planning <i>Dublin, Corte Madera, Fairfax, Mill Valley, San Anselmo, Sausalito, Tiburon, Calistoga, St. Helena, Yountville, Belmont, Half Moon Bay, Hillsborough, Dixon</i>	MTC	\$1,400,000	
Planning & Program Strategy: Local Action Planning	MTC	\$4,500,000	
Planning & Program Strategy: Regional Program Strategy	MTC	\$500,000	
Parking Management			
Parking Management Capital			
Downtown Concord Parking Technology Innovation & Implementation	Concord	\$500,000	
Sausalito Capital Parking Improvements	Sausalito	\$500,000	
Park Napa	Napa	\$500,000	
Advancing Curb Management Project	San Jose	\$2,000,000	
Parking Management Planning			
Concord: Downtown Parking Technology Solutions Study	MTC	\$110,000	
Lafayette: Downtown Lafayette Parking Mgmt Program	MTC	\$170,000	
Walnut Creek: Downtown Curbside Management Plan	MTC	\$195,000	
Sausalito: Sausalito Downtown Parking Study	MTC	\$106,000	
Napa: Park Napa Plan	MTC	\$315,000	
Menlo Park: Menlo Park Citywide Strategic Parking Plan	MTC	\$125,000	
San Mateo: Citywide Parking Requirement Update	MTC	\$200,000	
Redwood City: TOC Parking Management Planning	MTC	\$300,000	
Milpitas: TOC Parking Management Planning	MTC	\$300,000	
San José: TOC Parking Management Planning	MTC	\$300,000	
Santa Clara City: TOC Parking Management Planning	MTC	\$150,000	
Vallejo: Downtown/Waterfront Parking Mgmt Eval/Action Plan	MTC	\$150,000	

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OBAG 3 REGIONAL PROGRAMS		\$365,714,000	\$102,040,000
Petaluma: Downtown Area Parking Management Plan	MTC	\$100,000	
Santa Rosa: Downtown Parking, Curb Mgmt & Access Plan	MTC	\$207,000	
Santa Rosa: TOC Parking Management Planning	MTC	\$150,000	
Windsor: TOC Parking Management Planning	MTC	\$150,000	
Regional Transportation Demand Management (TDM)			
Commuter Benefits Program	MTC	\$8,400,000	
Commuter Benefits Program - Air District	BAAQMD	\$1,600,000	
Regional Carpool/Vanpool Program	MTC	\$3,400,000	
Bike to Work & Spare the Air Youth	MTC	\$4,800,000	
511 Traveler Information Services	MTC	\$14,000,000	
Regional TDM Strategy	MTC	\$250,000	
Regional TDM Balance	MTC	\$3,250,000	
Priority Conservation Area (PCA) Grant Program			
PCA Program Implementation	MTC	\$0	\$1,600,000
PCA Call for Projects - Phase I			
CCRCD: Livestock Pond Restoration	MTC	\$0	\$280,000
EBRPD: Tidewater Expansion	MTC	\$0	\$1,000,000
Farm to Market Phase 4	Solano County	\$750,000	
GGNPC: Bothin Marsh Evolving Shorelines	MTC	\$0	\$670,000
Napa Valley Vine Trail - Vista Carneros Segment	Napa County	\$750,000	
NCRPOSD: Phinney Fee Acquisition	MTC	\$0	\$1,000,000
Coyote Valley Wildlife Connectivity Planning	POST/VTA	\$250,000	\$0
SCVHA: Richmond Ranch Acquisition	MTC	\$0	\$1,000,000
SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	MTC	\$0	\$250,000
Sonoma Schellville Trail Design	Sonoma County	\$550,000	
Southeast Greenway	Santa Rosa	\$750,000	
Santa Clara County: Upper Stevens Creek Trail	MTC	\$0	\$500,000
SFRPD: Visitacion Ave Bike/Ped Safety Improvements	MTC	\$0	\$750,000
Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	MTC	\$0	\$1,000,000
PCA Grant Program Balance	TBD	\$8,000,000	
3. CLIMATE, CONSERVATION, AND RESILIENCE		\$79,805,000	\$77,200,000
4. COMPLETE STREETS AND COMMUNITY CHOICE			
Healthy, Safe, and Sustainable Streets			
Regional Vision Zero/Safety Program			
CCTA: Local Roadway Safety Plan Development	MTC	\$630,000	
NVTA: Local Roadway Safety Plan Development	MTC	\$250,000	
C/CAG: Local Roadway Safety Plan Development	MTC	\$0	\$400,000
Bay Area Vision Zero Data System (BayViz)	MTC	\$860,000	\$160,000
BayViz Non-Pavement Asset Data Collection	MTC	\$1,000,000	
Data Driven Safety Campaign	San Jose	\$1,700,000	
Enhancing Support for Safety in the Bay Area (SS4A Match)	MTC	\$0	\$2,000,000
Vision Zero Working Group Peer Exchanges	MTC	\$500,000	
Vision Zero Working Group Workshops	MTC	\$500,000	
Regional Pavement & Asset Management Program			
		\$0	
Pavement Technical Assistance Program (PTAP)	MTC	\$10,000,000	
Pavement Management Program (PMP)	MTC	\$1,000,000	\$2,000,000
CEAC: Statewide Local Streets and Roads Needs Assessment	MTC	\$0	\$315,000
Regional Active Transportation Plan (AT Plan) Implementation			
Active Transportation Technical Assistance Program			
Active Transportation Program (ATP) Application Assistance	MTC	\$0	\$300,000
Active Transportation Technical Assistance Implementation	MTC	\$0	\$90,000
Active Transportation Workshops	MTC	\$1,000,000	
Alameda: Willie Stargell Ave Safety Improvements Project	MTC	\$0	\$300,000
Albany: Pierce-Cleveland Bikeway Connection Project	MTC	\$0	\$300,000
BART: Coliseum BART Bike/Ped Preferred Path of Travel Improvements	MTC	\$0	\$300,000

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OBAG 3 REGIONAL PROGRAMS		\$365,714,000	\$102,040,000
Colma: El Camino Real Bike/Ped Improvement (Segment A)	MTC	\$0	\$300,000
El Cerrito: BART to Bay Trail Connector	MTC	\$0	\$40,000
El Cerrito: South El Cerrito Safe Routes to School	MTC	\$0	\$40,000
Lafayette: EBMUD Aqueduct Pathway	MTC	\$0	\$300,000
Mountain View: Evelyn Avenue Bikeway, Franklin to Bernardo	MTC	\$0	\$40,000
Napa Valley Vine Trail Coalition: NVVT Gap Closure North to S Napa County	MTC	\$0	\$40,000
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	\$0	\$40,000
Oakland: Fruitvale Connections	MTC	\$0	\$300,000
Orinda: Wilder/Downtown Class 1 Multi-use Path Development Project	MTC	\$0	\$40,000
Petaluma: Lakeville Corridor Multi-Modal Improvements Study	MTC	\$0	\$40,000
Pleasant Hill: Monument Boulevard Active Transportation Corridor	MTC	\$0	\$40,000
Richmond: Richmond Wellness Trail	MTC	\$0	\$150,000
SCTA/Rohnert Park: Hwy 101 Bike/Ped Overcrossing at Copeland Creek	MTC	\$0	\$40,000
San Bruno: San Bruno Avenue Complete Streets Project	MTC	\$0	\$40,000
San Jose: Quick Build Delineators to Complete 11 Class IV Bikeways	MTC	\$0	\$200,000
San Leandro: Hesperian Boulevard Bike Lane Gap Closure	MTC	\$0	\$100,000
San Mateo County: Midcoast Multimodal Parallel Trail Gap Closure	MTC	\$0	\$40,000
Santa Clara: De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects	MTC	\$0	\$40,000
Santa Clara County: San Tomas Trail Extension	MTC	\$0	\$300,000
Santa Rosa: Deployment of Quick Build Low-Stress Bicycle Facilities	MTC	\$0	\$200,000
SSF: Colma/SSF El Camino Real Bike/Ped Improvement (Segment C)	MTC	\$0	\$300,000
Union City: UC Blvd. Bay Trail Connect/ Ala Creek Trail to Dry Creek Park	MTC	\$0	\$40,000
Vallejo: Mare Island Causeway Complete Street	MTC	\$0	\$40,000
Bay Trail Planning	MTC	\$1,150,000	\$350,000
Bay Trail Implementation	MTC	\$750,000	
Bay Trail Technical Assistance			
Oakland: Doolittle Drive Bay Trail Gap Closure	MTC	\$0	\$250,000
Bay Trail - Marshlands Road (Phase 1)	Fremont	\$1,500,000	
Bay Skyway: West Oakland Link	MTC	\$1,900,000	
SFMTA Light Rail Vehicles (for YBI MUP and Related Roadway Imps)	SFMTA	\$4,100,000	
Community Choice			
Community-Based Transportation Plans (CBTPs)			
ACTC: Community-Based Transportation Plans	MTC	\$600,000	
CCTA: Community-Based Transportation Plans	MTC	\$450,000	
TAM: Community-Based Transportation Plans (Revised)	MTC	\$300,000	
NVTA: Community-Based Transportation Plans	MTC	\$150,000	
SFCTA: Community-Based Transportation Plans	MTC	\$0	\$370,000
C/CAG: Community-Based Transportation Plans	MTC	\$0	\$245,000
VTA: Community-Based Transportation Plans	MTC	\$0	\$600,000
STA: Community-Based Transportation Plans	MTC	\$0	\$190,000
SCTA: Community-Based Transportation Plans	MTC	\$0	\$245,000
Community Action Resource and Empowerment (CARE) Program			
CARE Power-Building and Engagement (Revised)			
Engagement, TA, Capacity Building for CBTPs and CARE	MTC	\$0	\$3,000,000
CARE Unprogrammed Balance (Revised)	TBD	\$12,000,000	
4. COMPLETE STREETS AND COMMUNITY CHOICE		\$40,340,000	\$14,125,000
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE			
Transit Transformation Action Plan			
Transit Priority - Highway Investments			
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	\$4,600,000	
Bay Bridge Forward: I-80, SFOBB, & Carquinez Bridge HOV Hours of Operation	MTC	\$3,050,000	
Smart Transbay Transit	MTC	\$5,350,000	
Transit Priority - Bus Accelerated Infrastructure Delivery (BusAID)	TBD	\$4,095,000	
International Blvd Transit Lane Delineation	AC Transit	\$3,906,000	

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El Camino Real Bus Boarding Islands & Stop Balancing in Redwood City	SamTrans	\$1,421,000	
El Camino Real - Fast Tracking Corridor-Wide Implementation	SamTrans	\$2,000,000	
K-Ingleside Rapid Project Ocean Ave Quick-Build	SFMTA	\$2,200,000	
Vision Zero E San Jose Safety Corridor Senter Rd Boarding Islands	San Jose	\$4,028,000	
Innovative Deployments for Enhanced Arterials - Transit Signal Priority (IDEA TSP)			
CCTA: Innovate 680 - Coordinated Adaptive Traffic Signals (CATS)	MTC	\$250,000	
TAM: Marin Countywide Coordinated Signal Modernization Plan	MTC	\$500,000	
County Connection: Four Corridors TSP	MTC	\$200,000	
SamTrans: Countywide TSP Program	MTC	\$700,000	
City of San José: TSP Evaluation and Signal Retiming	MTC	\$300,000	
Mapping & Wayfinding	MTC	\$5,600,000	
Multimodal Systems Programs			
Clipper C2 Capital (Loan for RM3)	MTC	\$30,000,000	
Forward Programs			
Bay Bridge Forward Preliminary Engineering	MTC	\$4,000,000	
Bay Bridge Forward: I-580 WB to I-80 EB Connector Bus Lane	MTC	\$3,600,000	
Bay Bridge Forward: I-80 EB HOV Connector Bus on Shoulder	MTC	\$3,600,000	
Bay Bridge Forward: I-80 HOV Lane Access Restrictions	MTC	\$4,300,000	
Bay Bridge Forward: I-80 Localized Transit Priority/HOV Strategies	MTC	\$6,300,000	
Bay Bridge Forward: I-80/Powell I/C Transit Access	MTC	\$1,200,000	
Resilient SR 37	MTC	\$10,000,000	
Design Alternative Assessments/Corridor Studies	MTC	\$4,000,000	
Adaptive Ramp Metering Implementation			
Adaptive Ramp Metering on I-680 in Contra Costa County	MTC	\$2,000,000	
Adaptive Ramp Metering on I-80 in Solano County	MTC	\$1,000,000	
Adaptive Ramp Metering on SR 4 in Contra Costa County	MTC	\$1,000,000	
Adaptive Ramp Metering on SR 237 in Santa Clara County	MTC	\$1,000,000	
Adaptive Ramp Metering on US 101 in Marin and Sonoma Counties	MTC	\$1,000,000	
Optimized Freeway Corridor Operations			
US 101 Optimized Corridor Operations in Santa Clara and San Mateo Counties	MTC	\$3,000,000	
Multimodal Arterial Operations			
Shared Connected/Automated Vehicles and Technology	MTC	\$1,000,000	
Regional ITS Architecture	MTC	\$2,000,000	
Regional Communications Infrastructure Upgrade	MTC	\$23,300,000	
Incident Management	MTC	\$4,000,000	
SR 29 American Canyon Operational and Multimodal Imps	NVTA	\$1,000,000	
SamTrans Preventative Maintenance (for SamTrans ROW Repayment)	SamTrans	\$7,000,000	
5. MULTIMODAL SYSTEMS OPERATIONS AND PERFORMANCE		\$162,000,000	\$0
OBAG 3 REGIONAL PROGRAMS	TOTAL:	\$365,714,000	\$102,040,000

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

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

OBAG 3 County & Local Programs Project List

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

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

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

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		\$344,793,000	
SAN FRANCISCO COUNTY			
CTA Planning Activities			
Planning Activites Base (Revised)	MTC	\$3,624,000	
Planning Activities Supplemental	SFCTA	\$789,000	\$1,411,000
County/Local Program			
Elevator Modernization, Phase 1.3	BART	\$6,078,460	
Regional Carpool/Vanpool (for BART Elevator Modernization Phase 1.3)	MTC	\$7,221,540	
Yerba Buena Island Multi-use Pathway and Related Roadway Imps	SFCTA	2250000	
SFMTA Light Rail Vehicles (for SFCTA YBI MUP and Related Imps)	SFMTA	\$750,000	
SFMTA Light Rail Vehicles (for SFCTA West Side Bridges)	SFMTA	\$14,899,000	
SRTS Non-Infrastructure Program	SFMTA	\$7,082,000	
29 Sunset Improvement	SFMTA	\$5,976,000	
Central Embarcadero Safety	SFMTA	\$6,320,000	
SAN FRANCISCO COUNTY		\$54,990,000	\$1,411,000
SAN MATEO COUNTY			
CTA Planning Activities			
Planning Activites Base (Revised)	MTC	\$3,450,000	
Planning Activities Supplemental	C/CAG		\$2,300,000
County/Local Program			
Rollins Road Bicycle and Pedestrian Improvement	Burlingame	\$3,100,000	
El Camino Real Complete Street, Mission Rd to SSF	Colma	\$4,640,000	
SRTS Non-Infrastructure Program	C/CAG	\$2,820,000	
Middle Ave Caltrain Pedestrian and Bicycle Undercrossing	Menlo Park/Caltrain	\$5,000,000	
Roosevelt Avenue Traffic Calming Project	Redwood City	\$3,400,000	
Bay Road Complete Street Rehabilitation	Redwood City	\$3,807,000	
19th Ave/Fashion Island Blvd Complete Street Class IV	SMCTA	\$3,375,000	
School St/Spruce Ave and Hillside Blvd Safety and Access Imps	South San Francisco	\$3,128,000	
SAN MATEO COUNTY		\$32,720,000	\$2,300,000
SANTA CLARA COUNTY			
CTA Planning Activities			
Planning Activites Base (Revised)	MTC	\$5,307,000	
Planning Activities Supplemental	VTA		\$4,693,000
County/Local Program			
N San Antonio Road Protected Bikeway	Los Altos	\$7,298,000	
Monterey Road Traffic, Bicycle, & Pedestrian Improvements	Morgan Hill	\$3,921,000	
El Camino Real / El Monte / Escuela Intersection Imps	Mountain View	\$2,400,000	
Middlefield Road Complete Streets	Mountain View	\$2,406,000	
Moffett Boulevard Complete Streets	Mountain View	\$3,500,000	
Jackson Avenue Complete Streets	San Jose	\$3,805,000	
Julian & St. James Livable Streets Couplet Conversion	San Jose	\$12,974,000	
Signalized Intersections Pedestrian Safety Improvements	San Jose	\$6,300,000	
Story-Keyes Complete Streets	San Jose	\$5,000,000	\$27,730,000
White Road Pedestrian Safety Improvements	San Jose	\$3,382,000	
Central Santa Clara Bicycle and Pedestrian Improvement	Santa Clara	\$9,029,000	
SANTA CLARA COUNTY		\$65,322,000	\$32,423,000
SOLANO COUNTY			
CTA Planning Activities			
Planning Activites Base (Revised)	MTC	\$3,446,000	
Planning Activities Supplemental	STA		\$4,044,000
County/Local Program			
East Fifth Street PDA - Affordable Housing Streetscape Imps	Benicia	\$261,000	
Linear Park Node 4 Safe Routes to School and Transit	Fairfield	\$2,239,000	
Travis Safe Routes to School and Transit	Fairfield	\$3,960,000	
Solano 360 Transit Center Phase 1	Solano County	\$2,101,000	

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

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

OBAG 3 County & Local Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 3 COUNTY & LOCAL PROGRAMS		\$344,793,000	
Solano Mobility Call Center and Employer Commuter Program	STA	\$1,500,000	
SRTS Non-Infrastructure Program	STA	\$1,000,000	
Sacramento Street Road Diet – Phase II	Vallejo	\$850,000	
SOLANO COUNTY		\$15,357,000	\$4,044,000
SONOMA COUNTY			
CTA Planning Activities			
Planning Activities Base (Revised)	MTC	\$3,446,000	
Planning Activities Supplemental County/Local Program	SCTA		\$2,229,000
Grove Street Neighborhood Plan Implementation	Healdsburg	\$2,217,000	
Hwy 101 Bike/Ped Overcrossing at Copeland Creek	Rohnert Park	\$3,350,000	
Downtown Connectivity for Housing Density Intensification	Santa Rosa	\$2,588,000	
Hwy 101 Hearn Ave Multi-Use Pathway and Pavement Rehab	Santa Rosa	\$1,321,000	
SRTS Non-Infrastructure Program	SCTA	\$1,910,000	
SMART Pathway: Great Redwood Trail – Santa Rosa	SMART	\$2,000,000	
Todd Rd and Standish Ave Intersection Improvements	Sonoma County	\$2,200,000	
Downtown Bike/Ped US 101 Crossing - Underpass Widening	Windsor	\$2,000,000	
SONOMA COUNTY		\$21,032,000	\$2,229,000
OBAG 3 COUNTY & LOCAL PROGRAMS		TOTAL:	\$42,407,000

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

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

Page 5 of 6

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

Page 6 of 6

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).

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, and February 11, 2026.

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

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

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 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C
 11/20/19-C 03/25/20-C 11/20/20-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 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 02/25/25-C

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)	3940, 4306	2/24/2010, 12/20/17	\$5,000,000
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

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 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C
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 10/25/23-C 11/15/23-C 12/20/23-C 02/28/24-C 03/27/24-C
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 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 02/25/25-C

**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 - Infr. & 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

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 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C
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 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 02/25/25-C

**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 Electrification	4505	10/22/2025	\$560,000
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	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	Lafayette: EBMUD Aqueduct Pathway	4505	3/26/2025	\$300,000

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 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 02/25/25-C

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
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 (Added)	4505	2/25/2026	\$12,000,000
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 (Revised)	4505	3/27/2024 3/26/2025 2/25/2026	<u>\$260,000</u>
MTC	Bay Trail Planning	4505	5/22/2024	\$350,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	9/24/2025	\$250,000
MTC	BAHFA: Mixed-Income Loan Fund	4505	9/24/2025	\$5,000,000
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	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

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 09/26/18-C 11/28/18-C 03/27/19-C 09/25/19-C
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 10/22/25-C 11/19/25-C 12/17/25-C 01/28/26-C 02/25/25-C

**MTC Exchange Program
 Funding Commitments
 Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
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:				\$108,113,381



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0200, **Version:** 1

Subject:

MTC Resolution Nos. 4584, Revised; 4595 Revised; and 4731, Revised. Allocation of \$4.3 million in Regional Measure 3 Capital Funds to Contra Costa County and the Solano Transportation Authority (STA), and a rescission of \$2.7 million in RM3 Capital Funds for STA.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 2c-26-0101

MTC Resolution Nos. 4584, Revised; 4595 Revised; and 4731, Revised. Allocation of \$4.3 million in Regional Measure 3 Capital Funds to Contra Costa County and the Solano Transportation Authority (STA), and a rescission of \$2.7 million in RM3 Capital Funds for STA.

Subject:

Recommended allocation of a net total of \$1.6 million in RM3 capital funds to three projects:

- RM3 Project 4, San Francisco Bay Trail/Safe Routes to Transit Program – \$425,000 to Contra Costa County for the San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study (RM3 Project #4.5).
- RM3 Project 22, Interstate 80 Westbound Truck Scales – rescind \$2.7 million in RM3 funds from STA for the design phase, and allocate \$2.7 million for the construction phase to STA for the I-80 Westbound Truck Scales project (RM3 Project 22).
- RM3 Project 26, North Bay Transit Improvements – \$1.2 million to STA for the City of Fairfield’s Transit Facility Expansion Project (RM3 Project #26.15).

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 January 2025, a total of nearly \$1.92 billion in RM3 Capital Program allocations have been approved by the Commission and via Delegated Authority.

February RM3 Recommendations:

Staff recommend approval of one allocation amendment to rescind \$2.7 million in RM3 funds from the engineering phase of the I-80 Westbound Truck Scales project in Solano County, and \$4.3 million in RM3 allocations to three projects. The table below shows the recommended projects for this month's actions; summaries of these requests 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)
Rescissions					
STA	22	4595, Revised	Interstate 80 Westbound Truck Scales	PS&E	(\$2.7)
Rescission Total					(\$2.7)
Allocations					
CC Co.	4.5	4731, Revised	San Pablo Ave Enhanced Bicycle & Pedestrian Gap Closure Study	CON	\$0.4
STA	22	4595, Revised	Interstate 80 Westbound Truck Scales	CON	\$2.7
STA	26.15	4584, Revised	City of Fairfield Transit Facility Expansion	CON	\$1.2
Allocation Total					\$4.3

Regional Compliance:

Not applicable.

Issues:

None.

Recommendations:

Refer MTC Resolution Nos. 4584, Revised; 4595 Revised; and 4731, Revised to the Commission for approval.

Attachments:

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries

- MTC Resolution No. 4584, Revised
 - Attachments A15-D15
- MTC Resolution No. 4595, Revised
 - Attachments A1-D1
- MTC Resolution No. 4731, Revised
 - Attachments A5-D5



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	Reimbursements to Date ⁵
1	BART Expansion Cars	\$ 500.00	BART		\$ 500.00	\$ 1,152.70	4636	4/24/2024-C	\$ 335.77
2	Bay Area Corridor Express Lanes	\$ 317.00	MTC						
2.1	<i>I-80 Express Lanes in Solano County</i>	\$ 101.70	STA	\$ 70.42	\$ 70.42	\$ 248.70	4591	6/26/2023-C	\$ 29.53
2.2	<i>I-80 Express Lanes in Solano County (Toll System)</i>		BAIFA	\$ 31.28	\$ 31.28	\$ 31.30	4592	3/27/2024-C	\$ -
2.3	<i>I-680 Southbound Express Lanes in Alameda County</i>	\$ 80.00	ACTC	\$ 80.00	\$ 80.00	\$ 259.30	4597	7/26/2023-C	\$ 60.42
2.4	<i>US 101 Express Lanes: I-380 to Santa Clara County Line</i>	\$ 75.00	SMCTA						
2.X	<i>Reserve</i>	\$ 60.00	MTC						
3	Goods Movement and Mitigation	\$ 160.00	MTC/ACTC						
3.1	<i>GoPort 7th St Grade Separation East</i>	\$ 55.00	ACTC	\$ 55.00	\$ 55.00	\$ 364.50	4598	7/26/2023-C	\$ 2.67
3.2	<i>Railroad Safety Enhancement Program</i>	\$ 25.00	ACTC						
3.3	<i>Martin Luther King Jr. Way Streetscape Improvements</i>	\$ 29.62	City of Oakland		\$ 29.62	\$ 59.23	4699	9/24/2025-C	\$ -
3.4	<i>Embarcadero West Rail Safety and Access Improvements</i>	\$ 25.38	City of Oakland						
4	San Francisco Bay Trail / Safe Routes to Transit	\$ 150.00	MTC						
4.1	<i>East Bay Greenway Multimodal Phase 1</i>	\$ 25.00	ACTC			\$ 192.06			
4.2	<i>Stargell Avenue Complete Street Project</i>	\$ 4.90	City of Alameda			\$ 7.41			
4.3	<i>Adeline Street Quick-Build</i>	\$ 0.92	City of Berkeley		\$ 0.92	\$ 1.04	4731	10/22/2025-C	\$ -
4.4	<i>40th Street Multimodal Project</i>	\$ 13.17	City of Emeryville			\$ 30.60			
4.5	<i>San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study</i>	\$ 0.43	CCPW		\$ 0.43	\$ 0.50	4731	2/25/2026-C	\$ -
4.6	<i>Canal Neighborhood Bellam Gateway Local Access Improvement Project</i>	\$ 6.84	City of San Rafael			\$ 8.56			
4.7	<i>Multimodal Bay Skyway: YBI MUP</i>	\$ 16.25	SFCTA & MTC		\$ 16.25	\$ 209.05	4731	11/26/2025-C	\$ -
5	Ferry Enhancement Program	\$ 300.00	WETA						

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
5.1	Mission Bay Ferry Landing	\$ 26.00	WETA	\$ 25.00	\$ 26.00	\$ 74.40	4614	5/28/2025-C	\$ 0.10
5.2	Shoreline Electrical Program	\$ 0.84	WETA		\$ 0.84	\$ 29.90	4614	3/27/2024-C	\$ 0.61
5.3	Berkeley Marina Ferry Facility	\$ 3.00	WETA		\$ 3.00	\$ 11.00	4614	7/24/2024-C	\$ 0.05
5.4	Three 149-Passenger Electric Ferry Vessels	\$ 32.14	WETA		\$ 32.14	\$ 58.40	4614	2/26/2025-C	\$ 3.18
5.5	One 400-Passenger Vessel	\$ 5.46	WETA		\$ 5.46	\$ 36.33	4614	9/24/2025-C	\$ -
5.6	Hydrus Vessel Conversion to All Battery Electric Ferry	\$ 8.89	WETA		\$ 8.89	\$ 23.46	4614	11/19/2025-C	\$ -
5.7	Downtown San Francisco Gate G Universal Charging Float	\$ 10.27	WETA		\$ 10.27	\$ 30.50	4614	12/17/2025-C	
5.8	Seaplane Ferry Terminal Universal Charging Float	\$ 16.19	WETA		\$ 16.19	\$ 28.36	4614	12/17/2025-C	
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		\$ -			9/24/2025-C	\$ -
9	Caltrain Downtown Extension	\$ 325.00	TJPA		\$ 100.70	\$ 8,254.80	4612	11/15/2023-C	\$ 0.07
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	\$ 3.50
10.02	Light Rail Vehicle (LRV) Procurement	\$ 6.50	SFMTA		\$ 6.83	\$ 1,126.90	4615	1/24/2024-C	\$ 6.50
10.03	40'/60' hybrid buses	\$ 27.01	SFMTA		\$ 27.01	\$ 147.30	4615	1/24/2024-C	\$ 0.02
10.04	Kirkland Electrification	\$ 6.51	SFMTA		\$ 6.51	\$ 156.60	4615	7/24/2024-C	\$ 2.96
10.05	Battery Electric Bus procurement	\$ 14.76	SFMTA		\$ 14.43	\$ 44.40	4615	7/23/2025-C	\$ 0.24
10.06	Presidio Yard Modernization	\$ 12.59	SFMTA		\$ 12.59	\$ 496.10	4615	3/27/2024-C	\$ 0.03
10.07	Vintage Streetcar Rehabilitation	\$ 6.72	SFMTA		\$ 6.72	\$ 12.10	4615	6/26/2024-C	\$ -
10.08	New Flyer Midlife Overhaul	\$ 12.44	SFMTA		\$ 11.34	\$ 146.20	4615	6/26/2024-C	\$ 11.34

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
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	\$ -
11.2	Hayward Facility Hydrogen Charging Infrastructure	\$ 4.10	AC Transit		\$ 4.10	\$ 20.27	4722	7/23/2025-C	\$ -
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	\$ 1.74
12.2	Quick Build Transit Priority Projects	\$ 1.50	AC Transit		\$ 1.50	\$ 3.30	4613	12/20/2023-C	\$ 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	\$ 92.26
16	San Jose Diridon Station	\$ 100.00	VTA	\$ 30.00	\$ 65.12	TBD	4608	9/24/2025-C	\$ 26.78
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	\$ -
17.2	Union City BART At-grade Pedestrian Crossing	\$ 3.00	ACTC/Union City		\$ 3.00	\$ 8.40	4660	11/20/2024-C	\$ -
17.3	Fremont Quarry Lakes Trail	\$ 10.80	ACTC/Fremont		\$ 1.03	\$ 32.80	4660	11/20/2024-C	\$ -
17.4	Marshland Road Bay Trail	\$ 1.00	BATA		\$ 1.00	TBD	4660	1/22/2025-C	\$ -
17.5	Quarry Lakes Parkway	\$ 25.00	Union City		\$ 16.73	\$ 334.48	4660	12/17/2025-C	
17.6	Thornton Avenue Complete Streets & Bay Trail	\$ 15.00	ACTC/Newark		\$ 15.00	\$ 24.65	4660	1/28/2026-C	
17.X	US 101/SR 84 Interchange Improvement Project	\$ 48.00	Redwood City / SMCTA						

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
17.X	<i>Decoto Road Complete Streets and I-880/Decoto Road Interchange Modernization</i>	\$ 18.20	Fremont						
17.X	<i>BATA Programming/ Dumbarton Forward Operational Improvements</i>	\$ 4.00	BATA						
18	Highway 101/ State Route 92 Interchange	\$ 50.00	C/CAG/ SMCTA						
18.1	<i>101/92 Area Improvements Project</i>	\$ 21.96	SMCTA	\$ 0.03	\$ 21.96	\$ 51.60	4635	6/26/2024-C	\$ -
18.2	<i>101/92 Direct Connector Project</i>	\$ 24.00	SMCTA	\$ 2.00	\$ 2.00	TBD	4599	7/26/2023-C	\$ 0.45
19	Contra Costa I-680/SR-4 Interchange Improvements	\$ 210.00	CCTA						
19.1	<i>I-680/SR-4 Interchange Improvement Phase 1 and 2A</i>	\$ 210.00	CCTA	\$ 8.00	\$ 24.00	\$ 431.10	4586	4/23/2025-C	\$ 9.34
19.2	<i>I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study</i>	\$ 1.00	CCTA		\$ 0.50	\$ 0.50	4586	3/27/2024-C	\$ 0.08
20	Highway 101-Marín/Sonoma Narrows	\$ 120.00	TAM/SCTA						
20.1	<i>Marin Segment</i>	\$ 88.00	TAM	\$ 87.98	\$ 87.98	\$ 135.60	4593	6/28/2023-C	\$ 56.60
20.2	<i>Marin Sonoma Narrows - Sonoma Segment</i>	\$ 26.00	SCTA	\$ -	\$ 4.00	\$ 4.00	4640	5/28/2025-C	\$ -
21	Solano County I-80/I-680/SR-12 Interchange Project	\$ 133.00	STA	\$ 18.58					
21.1	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 2)</i>	\$ 50.00	STA		\$ 3.68	\$ 100.20	4594	06/26/24-DA	\$ 2.50
21.2	<i>Solano County I-80/I-680/SR-12 Interchange Project (Package 5)</i>	\$ 83.30	STA		\$ 11.00	\$ 84.30	4594	9/25/2024-C	\$ 1.99
22	Interstate 80 Westbound Truck Scales	\$ 105.00	STA	\$ 5.27	\$ 99.11	\$ 248.20	4595	2/25/2026-C	\$ 15.99
23	State Route 37 Improvements	\$ 100.00	TAM/NVTA/STA/SCTA						
23.1	<i>SR 37 and Fairgrounds Drive Interchange</i>	\$ 15.00	STA		\$ 15.00	\$ 29.00	4602	7/26/2023-C	\$ 7.69
23.2	<i>Interim Segment B - PAED & PS&E</i>	\$ 50.00	SCTA/MTC	\$ -	\$ 11.50	\$ 434.50	4607	12/18/2024-DA	\$ 2.61
23.3	<i>Hwy 37/121 Long Term Improvements - PAED</i>	\$ 10.00	SCTA		\$ 10.00	\$ 1,000.00	4725	9/24/2025-C	\$ -
23.4	<i>Marin Flood Reduction Project</i>	\$ 25.00	TAM						
24	San Rafael Transit Center	\$ 30.00	GGBHTD						

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
25	Richmond-San Rafael Bridge Access Improvements	\$ 210.00	BATA/CCTA/TAM						
25.1	<i>US-101/I-580 Direct Connector</i>	\$ 135.00	TAM	\$ 5.60	\$ 7.80	\$ 223.00	4606	10/25/2023-C	\$ 4.60
25.2	<i>I-580 Richmond Parkway Interchange Operational Improvements</i>	\$ 7.00	BATA/CCTA		\$ 0.95	\$ 7.00	4631	2/28/2024-C	\$ -
25.3	<i>Cutting Boulevard Transit Improvements</i>	\$ 3.00	BATA		\$ 0.60	\$ 3.00	4632	3/26/2025-DA	\$ -
25.4	<i>Open Road Tolling (ORT) & I-580 WB HOV Lane Extension</i>	\$ 5.00	BATA		\$ 5.00	\$ 36.00	4726	9/24/2025-C	\$ -
25.5	<i>Point Richmond Traffic Improvements</i>	\$ 0.78	BATA		\$ 0.18	\$ 0.78	4732	10/22/2025-C	\$ -
25.6	<i>Richmond Wellness Trail Phase II</i>	\$ 2.50	BATA/CCTA/Richmond		\$ 2.50	\$ 6.86	4733	12/17/2025-C	\$ -
25.7	<i>Neighborhood Complete Streets Project</i>	\$ 7.50	BATA/CCTA/Richmond		\$ 7.50	\$ 12.99	4734	12/17/2025-C	\$ -
26	North Bay Transit Improvements	\$ 100.00	MTC						
26.01	<i>Vine Transit Maintenance Facility</i>	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	\$ 40.70	4584	6/28/2023-C	\$ 20.0
26.02	<i>Solano Rail Hub</i>	\$ 10.00	STA		\$ 2.00	\$ 52.70	4584	7/26/2023-C	\$ -
26.03	<i>County Connection Bus Replacements</i>	\$ 5.00	CCTA		\$ 5.00	\$ 26.60	4584	9/27/2023-C	\$ 5.00
26.04	<i>ECCTA Hydrogen Fuel</i>	\$ 3.50	ECCTA		\$ 0.30	\$ 10.00	4584	5/22/2024-C	\$ 0.08
26.05	<i>Windsor Extension - Windsor High School Undercrossing</i>	\$ 2.80	SMART		\$ 2.80	\$ 2.80	4584	5/22/2024-C	\$ 2.80
26.06	<i>Zero Emission Bus and Infrastructure</i>	\$ 6.67	WCCTA		\$ 6.67	\$ 28.40	4584	12/18/2024-C	\$ -
26.07	<i>State Route 37/Fairgrounds Drive Interchange Improvements Project</i>	\$ 3.00	STA		\$ 3.00	\$ 35.40	4602	12/18/2024-C	\$ 1.81
26.08	<i>San Rafael Transit Center Replacement</i>	\$ 2.00	TAM/GGBHTD		\$ 0.50	\$ 67.60	4584	3/26/2025-C	\$ 0.29
26.09	<i>Bus Stop Rehabilitation</i>	\$ 2.50	TAM/Marin Transit		\$ 0.30	\$ 2.50	4584	7/23/2025-C	\$ -
26.10	<i>SMART Marin Civic Center Station Kiss-and-Ride and Micromobility Connector</i>	\$ 0.22	TAM/SMART		\$ 0.22	\$ 1.72	4584	7/23/2025-C	\$ -
26.11	<i>SMART Pathway in Novato</i>	\$ 4.71	TAM/SMART		\$ 4.71	\$ 7.67	4584	7/23/2025-C	\$ -
26.12	<i>Petaluma Transit Facility Electrification</i>	\$ 0.92	TAM/Marin Transit		\$ 1.04	\$ 3.52	4584	9/24/2025-C	\$ -

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
26.13	<i>Fixed Route Electric Vehicle Charging & Maintenance Facility</i>	\$ 2.00	SCTA / Pelatuma Transit		\$ 0.92	\$ 44.46	4584	9/24/2025-C	\$ -
26.14	<i>Santa Rosa US 101 Bicycle Pedestrian Overcrossing</i>	\$ 10.60	SCTA/City of Santa Rosa		\$ 10.60	\$ 43.75	4584	11/19/2025-C	\$ -
26.15	City of Fairfield Transit Facility Expansion	\$ 1.20	STA		\$ 1.20	\$ 5.54	4584	2/25/2026-C	
26.X	<i>Replacement Electric Buses Purchase - 4 Buses</i>	\$ 3.60	SCTA						
26.X	<i>ECCTA Bus replacement</i>	\$ 2.00	CCTA/ECCTA						
26.X	<i>Transit Hub Improvements</i>	\$ 1.00	SCTA/Santa Rosa CityBus						
26.X	<i>Transit Bus Replacements</i>	\$ 1.50	TAM/Marin Transit						
26.X	<i>TBD remaining funds for CCTA, STA, TAM</i>	\$ 18.00	CCTA/STA/TAM						
27	State Route 29	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	\$ 54.00	4583	6/28/2023-C	\$ 19.56
28	Next-Generation Clipper Transit Fare Payment System	\$ 50.00	MTC	\$ 30.00	\$ 50.00	\$ 207.40	4609	11/15/2023-C	\$ -
29	I-680/I-880/Route 262 Freeway Connector	\$ 15.00	ACTC	\$ 10.00		TBD			
29.1	<i>State Route 262 (Mission Boulevard) Cross Connector Project</i>	\$ 15.00	ACTC		\$ 10.00	TBD	4601	7/26/2023-C	\$ 2.25
30	I-680/SR 84 Interchange Reconstruction Project	\$ 85.00	ACTC	\$ 85.00	\$ 85.00	\$ 245.30	4600	7/26/2023-C	\$ 74.62
31	I-80 Transit Improvements	\$ 25.00	CCTA						
31.1	<i>San Pablo Multimodal Corridor</i>	\$ 7.50	CCTA		\$ 1.00	\$ 124.00	4670	12/18/2024-C	\$ -
31.2	<i>Express Bus Service in I-80 Corridor (Bus Acquisition)</i>	\$ 5.00	WestCat		\$ 1.75	\$ 10.60	4670	12/18/2024-C	\$ 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	<i>Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4</i>	\$ 14.00	CCTA	\$ 13.00	\$ 14.00	\$ 16.30	4585	1/24/2024-DA	\$ 13.31
35	I-680 Transit Improvements	\$ 10.00	CCTA						

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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
35.1	<i>Martinez Amtrak Station Shared Mobility Hub</i>	\$ 0.69	CCTA		\$ 0.48	\$ 3.70	4641	5/22/2024-C	\$ 0.04
35.2	<i>Bollinger Canyon Road Shared Mobility Hub</i>	\$ 2.07	CCTA		\$ 0.50	\$ 18.90	4641	1/22/2025-C	\$ -
35.3	<i>Walnut Creek Shared Mobility Hub</i>	\$ 1.94	CCTA		\$ 0.44	\$ 16.30	4641	1/22/2025-C	\$ 0.08
Total		\$ 4,450.00		\$ 602.15	\$ 1,929.69				\$ 822.40

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§ionNum=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.

February 2026 Recommended RM3 Allocations – Project Summaries

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 #4.5 Contra Costa County: San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study (\$425,000)

Contra Costa County is the implementing agency for RM3 Project 4.5, San Pablo Ave Enhanced Bicycle and Pedestrian Gap Closure Study. This project will evaluate enhanced bicycle and pedestrian facilities, including low-stress bicycle facilities, sidewalk and intersection improvements, active transportation safety enhancements, and enhanced connections to local public transit, on San Pablo Avenue between Richmond Parkway and the Pinole/Hercules border. The final deliverable will be a Study that identifies strategies and recommendations to improve multimodal connectivity and safety along the Study Corridor and close an existing San Francisco Bay Trail gap. Contra Costa County is expected to complete the plan by the end of 2027.

RM3 Project 22 - Interstate 80 Westbound Truck Scales Project

RM3 provides \$105 million in toll funds to RM3 Project 22, Interstate 80 Westbound Truck Scales Project. One allocation rescission and one allocation are proposed this month.

STA – I-80 Westbound Truck Scales (\$2.7 million)

The Solano Transportation Authority (STA) is the project sponsor for RM3 Project 22, Interstate 80 Westbound Truck Scales. In April 2021, MTC approved and issued a \$5.3 million LONP for final design of the Interstate 80 Westbound Truck Scales project. In June 2023, MTC allocated \$31 million in RM3 funds: \$5.3 million in design funds consistent with the LONP, and an additional \$25.5 million for the right of way phase. In

September 2024, MTC allocated \$64.5 million in RM3 funds for the construction phase of the project, and in June 2025 MTC rescinded \$4.8 million from the right of way phase and allocated \$2.7 million for the design phase and \$5.9 million for the construction phase.

STA requests rescinding \$2.7 million in RM3 funds from the design phase and allocating the same amount to the construction phase for the Interstate 80 Westbound Truck Scales project. STA completed the design phase in 2025, and final design costs were lower than anticipated. STA requests a rescission from the engineering phase to fully utilize savings for increased costs in the construction phase. Construction is expected to be completed by March 2030.

RM3 Project #26 - North Bay Transit Improvements

RM3 provides \$100 million in toll funds to RM3 Project 26, North Bay Transit Access Improvements. This RM3 programmatic category funds transit improvements in the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. The project sponsor is the Metropolitan Transportation Commission. In June 2021, MTC programmed the RM3 North Bay Transit Access Improvements equally among the five County Transportation Agencies (CTAs) and delegated project selection to the CTAs. This month, one allocation is proposed by Solano Transportation Authority (STA):

RM3 #26.15 STA: City of Fairfield Transit Facility Expansion Project (\$1.2 million)

The project will ensure that the City of Fairfield's transit system has the infrastructure needed to support compliance with CARB's regulations of having a 100% zero emission fleet by 2040. The project includes installation of nine (9) level 3 chargers for transit buses along with the electrical infrastructure upgrades to the meter to support the overall project.

Total construction costs are estimated to be \$3.6 million. Full project construction is estimated to be completed in late 2026.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 07/26/23-C
09/27/23-C
05/22/24-C
12/18/24-C
03/26/25-C
06/25/25-DA
7/23/25-C
11/19/25-C
1/28/26-DA
2/25/2026-C

ABSTRACT

Resolution No. 4584, Revised

This resolution approves the allocation of Regional Measure 3 funds for North Bay Transit Access Improvements, sponsored by the Metropolitan Transportation Commission and implemented by transit operators in the Counties of Contra Costa, Marin, Napa, Solano, and Sonoma.

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 \$20 million in RM3 funds to the Napa Valley Transportation Authority for construction of the Vine Transit Maintenance Facility (RM3 Project #26.1).

This resolution was revised on July 26, 2023, to allocate \$2 million in RM3 funds to the Solano Transportation Authority for the environmental phase of the Solano Rail Hub (RM3 Project #26.2, Allocation 1 No. 24458402).

This resolution was revised on September 27, 2023 to allocate \$5 million in RM3 funds to the Central Contra Costa Transit Authority (CCCTA) for the County Connection Bus Replacements Project (RM3 Project #26.3).

This resolution was revised on May 22, 2024 to allocate \$0.3 million in RM3 funds to Eastern Contra Costa Transit Authority (ECCTA) for the Hydrogen Fuel Project (RM3 Project #26.4); and \$2.8 million

ABSTRACT

MTC Resolution No. 4584, Revised

Page 2

to Sonoma–Marin Area Rail Transit (SMART) for the Windsor Extension - Windsor High School Undercrossing Project (RM3 Project #26.5). These revisions also include adding the RM3 project numbers to all allocations to date.

This resolution was revised on December 18, 2024 to allocate \$6.7 million in RM3 funds to WestCAT for construction/procurement of the Zero Emission Bus and Infrastructure Project (RM3 Project #26.6).

This resolution was revised on March 26, 2025 to allocate \$500,000 in RM3 funds to Golden Gate Bridge Highway and Transportation District (GGBHTD) for preliminary design and environmental phase of the San Rafael Transit Center Replacement Project (RM3 Project #26.8).

This resolution was revised by Delegated Authority on June 25, 2025, to extend the expiration date of the \$2 million in RM3 funds to the Solano Transportation Authority for the environmental phase of the Solano Rail Hub (RM3 Project #26.2) from June 30, 2025 to June 30, 2027. These revisions also include updates to this project's schedule and cash flow.

This resolution was revised on July 23, 2025 to allocate \$0.14 million to Marin Transit for the planning phase of Bus Stop Revitalization Project (RM3 Project 26.9); and to allocate \$4.93 million to SMART for the design of the Marin Civic Center Station Kiss and Ride Micromobility Project (RM3 Project 26.10, \$0.22 million) and for design/build of the SMART Pathway/Great Redwood Trail Novato (Hanna Ranch to Rowland/Vintage) (RM3 Project 26.11, \$4.71 million).

This resolution was revised on November 19, 2025, to allocate \$3.6 million to Sonoma County Transit for the construction of Replacement Electric Buses Purchase - 4 Buses Project (RM3 Project 26.12); and to allocate \$10.6 million to the City of Santa Rosa for the construction of the Highway 101 Bicycle and Pedestrian Overcrossing Project (RM3 Project 26.13).

This resolution was revised by Delegated Authority on January 28, 2026, to allocate \$492,000 in RM3 funds to the Solano Transportation Authority for the Project Approval & Environmental Document/Environmental phase of the Solano Rail Hub (RM3 Project #26.2).

This resolution was revised on February 25, 2026, to allocate \$1.2 million in RM3 funds to the Solano Transportation Authority for the construction phase of the City of Fairfield Transit Facility Expansion (RM3 Project #26.15).

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated June 14, 2023, July 12, 2023, September 13, 2023, May 8, 2024, December 11, 2024, March 12, 2025, July 9, 2025, November 12, 2025, and February 11, 2026.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for North Bay Transit Access Improvements.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4584

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 North Bay Transit Access Improvements Program is identified as capital project number 26 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, MTC has approved the programming of North Bay Transit Access Improvements funds to eligible implementing agencies for projects listed in MTC Resolution No. 4411, Revised; and

WHEREAS, MTC approved a Letter of No Prejudice (LONP) through MTC Resolution No. 4412 on June 23, 2021 allowing the eligible RM3 scope as identified in the LONP to proceed while the implementing agency retained eligibility for reimbursement of RM3 funds up to the amount identified in the LONP; and

WHEREAS, each implementing agency will submit a request for the allocation of RM3 funds for their eligible project to MTC for review and approval for each project allocation request; and

WHEREAS, each implementing agency will submit an initial Project Report (IPR), as required pursuant to Streets and Highways 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 implementing agency 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 implementing agency'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 implementing agency'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 each implementing agency 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

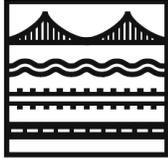
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 26, 2023.



Regional Measure 3 Allocation of Funds Allocation Summary

RM3 Project Number	26.15
Project Title	City of Fairfield Transit Facility Expansion
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:					
Installation of nine (9) level 3 chargers for transit buses along with the electrical infrastructure upgrades to the meter to support the overall project in the City of Fairfield.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26458417	25-Feb-26	CON	FY2025-26	30-Jun-28	\$ 1,200,000

Cumulative Total - Allocation 1	\$ 1,200,000
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Cumulative Total - Project 26.15	\$ 1,200,000
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Regional Measure 3

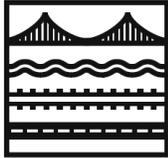
Allocation of Funds

Conditions of Allocation

RM3 Project Number	26.15
Project Title	City of Fairfield Transit Facility Expansion
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	None.



Regional Measure 3

Allocation of Funds

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

RM3 Project Number	26.15	
Project Title	City of Fairfield Transit Facility Expansion	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority		City of Fairfield
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(26) Provide funding for transit improvements, including, but not limited to, bus capital projects, including vehicles, transit facilities, and access to transit facilities, benefiting the Counties of Marin, Sonoma, Napa, Solano, and Contra Costa. Priority shall be given to projects that are fully funded, ready for construction, and serving rail transit or transit service that operates primarily on existing or fully funded high-occupancy vehicle lanes.	\$100,000	
Sponsor Programming and Allocation Request Action		
The Solano Transportation Authority (STA) Board of Directors approved the Initial Project Report and Allocation Request for this project on December 10, 2025 (Resolution No. 2025-12)		
Detailed Project/Subproject Description		
The project will ensure that the City of Fairfield’s transit system has the infrastructure needed to support compliance with CARB’s regulations of having a 100% zero emission fleet by 2040. The project includes installation of nine (9) level 3 chargers for transit buses along with the electrical infrastructure upgrades to the meter to support the overall project. STA will act as the RM3 project sponsor and execute a pass through funding agreement with the City of Fairfield.		



Regional Measure 3

Allocation of Funds

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

RM3 Project Number	26.15
Project Title	City of Fairfield Transit Facility Expansion
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV/PE	Construction License Fees	Yes	\$ 200		
	ENV Subtotal		\$ 200		
PSE	PG&E Fleet Ready Incentives	Yes	\$ 712		
	PSE Subtotal		\$ 712		
ROW	TDA	Yes	\$ 1,065		
	ROW Subtotal		\$ 1,065		
CON	RM3	Yes	\$ 1,200	Mar-26	Sep-26
	Regional Transportation Impact Fee	Yes	\$ 200		
	Federal Earmark	Yes	\$ 500		
	EnergIIZE Grant	Yes	\$ 750		
	LCTOP	Yes	\$ 909		
	CON Subtotal		\$ 3,559		
Capital Funding Total			\$ 5,536		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	26.15
Project Title	City of Fairfield Transit Facility Expansion
Project Sponsor	Solano Transportation Authority

RM3 Cash Flow Plan by Phase - Funding by planned year of expenditure

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)
Construction License Fees		\$ 200						\$ 200
								\$ -
								\$ -
ENV/PE Subtotal		\$ 200	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200
PG&E Fleet Ready Incentives		\$ 712						\$ 712
								\$ -
								\$ -
PSE Subtotal		\$ 712	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 712
TDA		\$ 1,065						\$ 1,065
								\$ -
								\$ -
ROW Subtotal		\$ 1,065	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,065
RM3	CON		\$ 700	\$ 500				\$ 1,200
Regional TIF	CON		\$ 100	\$ 100				\$ 200
Federal Earmark	CON		\$ 250	\$ 250				\$ 500
EnergIIZE Grant	CON		\$ 400	\$ 350				\$ 750
LCTOP	CON		\$ 609	\$ 300				\$ 909
								\$ -
CON Subtotal		\$ -	\$ 2,059	\$ 1,500	\$ -	\$ -	\$ -	\$ 3,559
RM 3 Funding Subtotal		\$ -	\$ 700	\$ 500	\$ -	\$ -	\$ -	\$ 1,200
Capital Funding Total		\$ 1,977	\$ 2,059	\$ 1,500	\$ -	\$ -	\$ -	\$ 5,536

Date: June 28, 2023
W.I.: 1255
Referred by: PAC
Revised: 09/25/24-C, 06/25/25-C
02/25/26-C

ABSTRACT

Resolution No. 4595, Revised

This resolution approves the allocation of Regional Measure 3 funds for the Interstate 80 Westbound Truck Scales project, sponsored by the Solano Transportation Authority (STA).

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 \$5.3 million in RM3 funds to the final design phase and \$25.5 million to the right-of-way phase for the Interstate 80 Westbound Truck Scales project.

This resolution was revised via Commission Action on September 25, 2024 to rescind \$4.5 million in RM3 funds from the right-of-way phase of the Interstate Westbound Truck Scales project and to allocate \$69 million in RM3 funds to the construction phase for the Interstate 80 Westbound Truck Scales project.

This resolution was revised by Commission Action on June 25, 2025, to rescind \$4.8 million in RM3 funds from the right-of-way (ROW) phase of the Interstate 80 Westbound Truck Scales project and to allocate \$2.7 million for the design phase and \$5.9 million for the construction phase. The resolution also extends the ROW phase expiration date from June 30, 2025, to June 30, 2027, and includes updates to the project's schedule and cash flow.

This resolution was revised by Commission Action on February 25, 2026, to rescind \$2.7 million in RM3 funds from the design phase of the Interstate 80 Westbound Truck Scales project and to allocate \$2.7 million in RM3 funds to the construction phase. The resolution also extends the construction phase expiration date from June 30, 2028, to June 30, 2030, and includes updates to the project's schedule and cash flow.

Further discussion of this action is contained in the Programming and Allocations Summary Sheets dated June 14, 2023, September 11, 2024, June 11, 2025, and February 11, 2026.

Date: June 28, 2023
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Interstate 80 Westbound Truck Scales project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4595

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 Interstate 80 Westbound Truck Scales project (PROJECT) is identified as capital project number 22 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 Solano Transportation Authority (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

Alfredo Pedroza, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a duly called and noticed meeting held in San Francisco, California and at other remote locations, on June 28, 2023.



Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

Activities to be funded with Allocation #1:
 This allocation will fund the PS&E and right-of-way phases for the I-80 Westbound Truck Scales project that will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County.
 LONP approved for the PS&E phase for \$5,268,000 on April 28, 2021.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
23459501	28-Jun-23	PS&E	FY 2022-23	30-Jun-24	\$ 5,268,000
23459502	28-Jun-23	ROW	FY 2022-23	30-Jun-27	\$ 25,470,000
23459502	25-Sep-24	ROW	FY 2022-23	30-Jun-27	\$ (4,500,000)
23459502	25-Jun-25	ROW	FY 2022-23	30-Jun-27	\$ (4,783,000)
25459504	25-Jun-25	PS&E	FY 2024-25	30-Jun-27	\$ 2,715,000
25459504	25-Jun-25	PS&E	FY 2024-25	30-Jun-27	\$ (2,715,000)

Cumulative Total - Allocation 1	\$ 21,455,000
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Activities to be funded with Allocation #2:
 This allocation will fund the construction phase for the I-80 Westbound Truck Scales project that will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County.

Funding Information:

Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
25459503	25-Sep-24	CON	FY 2024-25	30-Jun-30	\$ 69,000,000
25459503	25-Jun-25	CON	FY 2024-25	30-Jun-30	\$ 5,943,550
26459504	25-Feb-26	CON	FY 2024-25	30-Jun-30	\$ 2,715,000

Cumulative Total - Allocation 2	\$ 77,658,550
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Cumulative Total - Project 22	\$ 99,113,550
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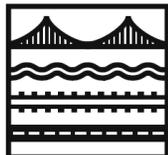
Regional Measure 3 Allocation of Funds Conditions of Allocation

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

The allocation and reimbursement of RM3 funds for the above project are conditioned upon the following:

Conditions of Allocation #1	
1	This allocation is contingent upon the STA Board approving the allocation resolution on June 14, 2023.
2	

Conditions of Allocation #2	
1	None.
2	

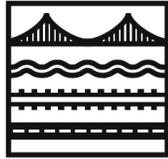


Regional Measure 3

Allocation of Funds

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

RM3 Project Number	22	
Project Title	I-80 Westbound Truck Scales	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Solano Transportation Authority (STA)		STA
Legislated Project Description	RM3 Legislated Funding (in \$1,000s)	
(22) Interstate 80 Westbound Truck Scales. Improve freight mobility, reliability, and safety on the Interstate 80 corridor by funding improvements to the Interstate 80 Westbound Truck Scales in the County of Solano. The project sponsor is the Solano Transportation Authority. One hundred five million dollars (\$105,000,000).	\$105,000	
Sponsor Programming and Allocation Request Action		
The STA Board is approved the allocation resolutions at meetings on July 10, 2024, May 14, 2025, and December 10, 2025.		
Detailed Project/Subproject Description		
The Project will replace the existing Cordelia Truck Scales along Westbound I-80 in Solano County. The new WB I-80 Truck Scales will be relocated 0.7 mile east from its current location and will provide a new braided offramp connection and new entrance ramp connection to/from Westbound I-80. Direct access to the facility will also be provided from westbound State Route 12 (East). The new facility will have the capacity to inspect all westbound I-80 trucks passing the facility 24 hours per day, seven days a week.		



Regional Measure 3

Allocation of Funds

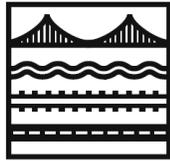
IPR Review (Project and Subproject Details, Funding Plan, and Schedule)

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				Oct-02	Dec-12
	ENV Subtotal		\$ -		
PSE	Regional Measure 3 (LONP)	Yes	\$ 5,268	May-21	Dec-25
	SB1 Trade Corridor Enhancement	Yes	\$ 27,878		
	PSE Subtotal		\$ 33,146		
ROW	Regional Measure 3	Yes	\$ 16,187	Dec-22	Dec-27
	ROW Subtotal		\$ 16,187		
CON	Regional Measure 3	Yes	\$ 77,658	Jun-25	Mar-30
	TCEP	Yes	\$ 129,000		
	RM3 (Landscaping)	No	\$ 5,885		
	CON Subtotal		\$ 212,543		
Capital Funding Total			\$ 261,876		



Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	22
Project Title	I-80 Westbound Truck Scales
Project Sponsor	Solano Transportation Authority

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

Funding Source	Phase	Prior	2023-24	2024-25	2025-26	2026-27	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM3	PSE	\$ 5,268						\$ 5,268
SB1 TCEP	PSE	\$ 12,001	\$ 9,249	\$ 6,628				\$ 27,878
								\$ -
PSE Subtotal		\$ 17,269	\$ 9,249	\$ 6,628	\$ -	\$ -	\$ -	\$ 33,146
RM 3	ROW		\$ 4,196	\$ 9,606	\$ 2,386			\$ 16,188
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ 4,196	\$ 9,606	\$ 2,386	\$ -	\$ -	\$ 16,188
RM3	CON			\$ 4,241	\$ 28,000	\$ 28,000	\$ 17,418	\$ 77,659
SB1/Other	CON				\$ 51,600	\$ 51,600	\$ 25,800	\$ 129,000
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ -	\$ 4,241	\$ 79,600	\$ 79,600	\$ 43,218	\$ 206,659
RM 3 Funding Subtotal		\$ 5,268	\$ 4,196	\$ 13,847	\$ 30,386	\$ 28,000	\$ 17,418	\$ 99,115
Capital Funding Total		\$ 17,269	\$ 13,445	\$ 20,475	\$ 81,986	\$ 79,600	\$ 43,218	\$ 255,993

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

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

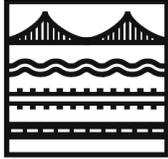
RESOLVED, that the allocation and reimbursement of RM3 funds as set forth in Attachment A are conditioned upon the availability and expenditure of any complementary funding as set forth in Attachment D; and, be it further

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	4.5
Project Title	San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study
Project Sponsor	Contra Costa County

Activities to be funded with Allocation #1:					
This allocation will fund the construction phase of the San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study in Contra Costa County.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26473103	25-Feb-26	CON	FY 2025-26	30-Jun-29	\$ 425,000

Cumulative Total - Allocation 1	\$ 425,000
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Cumulative Total - Project 4.5	\$ 425,000
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Regional Measure 3

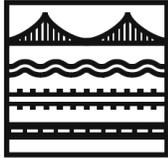
Allocation of Funds

Conditions of Allocation

RM3 Project Number	4.5
Project Title	San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure S
Project Sponsor	Contra Costa County

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	4.5	
Project Title	San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
Metropolitan Transportation Commission		Contra Costa County
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		
Contra Costa County approved the implementing agency resolution on December 16, 2025.		
Detailed Project/Subproject Description		
This project will evaluate enhanced bicycle and pedestrian facilities, including low-stress bicycle facilities, sidewalk and intersection improvements, active transportation safety enhancements, and enhanced connections to local public transit, on San Pablo Avenue between Richmond Parkway and the Pinole/Hercules border. The final deliverable will be a Study that identifies strategies and recommendations to improve multimodal connectivity and safety along the Study Corridor and close an existing San Francisco Bay Trail gap.		



Regional Measure 3

Allocation of Funds

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

RM3 Project Number	4.5
Project Title	San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study
Project Sponsor	Contra Costa County

Project Funding Plan

Project Schedule

Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV				N/A	N/A
	ENV Subtotal		\$ -		
PSE				N/A	N/A
	PSE Subtotal		\$ -		
ROW				N/A	N/A
	ROW Subtotal		\$ -		
CON	RM3	Yes	\$ 425	Jan-26	Dec-27
	Other Local	Yes	\$ 75		
	CON Subtotal		\$ 500		
Capital Funding Total			\$ 500		



Regional Measure 3 Allocation of Funds Cash Flow Plan

RM3 Project Number	4.5
Project Title	San Pablo Avenue Enhanced Bicycle and Pedestrian Gap Closure Study
Project Sponsor	Contra Costa County

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)
								\$ -
								\$ -
								\$ -
ENV Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
								\$ -
								\$ -
								\$ -
PSE Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM 3	CON		\$ 106	\$ 213	\$ 106			\$ 425
Local County	CON		\$ 19	\$ 38	\$ 19			\$ 75
								\$ -
								\$ -
								\$ -
								\$ -
CON Subtotal		\$ -	\$ 125	\$ 250	\$ 125	\$ -	\$ -	\$ 500
RM 3 Funding Subtotal		\$ -	\$ 106	\$ 213	\$ 106	\$ -	\$ -	\$ 425
Capital Funding Total		\$ -	\$ 125	\$ 250	\$ 125	\$ -	\$ -	\$ 500



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0203, **Version:** 1

Subject:

MTC Resolution No. 4744, Revised. Adoption of the 2027 Regional Active Transportation Program (ATP) Cycle 8 Guidelines.

Presenter:

Karl Anderson

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 2d-26-0092

MTC Resolution No. 4744

Subject:

Adoption of the 2027 Regional Active Transportation Program (ATP) Cycle 8 Guidelines.

Background:

The State established the ATP in September 2013. ATP funding is distributed with 50% to the state for a statewide competitive program; 10% to the small urban and rural area competitive program to be managed by the state; and 40% to the large urbanized area competitive program, with funding distributed by population to and managed by the ten largest Metropolitan Planning Organizations (“Regional ATP”).

MTC is responsible for developing the guidelines for the Regional ATP and for recommending proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4744 establishes MTC's policies, procedures, and project selection criteria for the Cycle 8 Regional ATP. Staff expects \$53 million in new funding available to MTC for programming as part of the regional ATP over four years, FY 2027-28 through FY 2030-31.

MTC Guidelines and Procedures – Proposed Changes

CTC staff has proposed minimal changes to the Statewide Guidelines to maintain a consistent application process from the previous cycle. MTC’s Regional ATP Guidelines are based on CTC's draft ATP Guidelines, scheduled for adoption on March 19, 2026. To maintain consistency with the CTC’s statewide guidelines, MTC staff does not propose any significant changes to the regional guidelines or eligibility criteria for applicants.

A summary of the changes to the Statewide Guidelines is in Attachment A, and Attachment B highlights the differences between MTC’s Regional Guidelines and the draft Statewide ATP Guidelines.

MTC Application Technical Assistance Program

MTC created an ATP application technical assistance program in 2020 to improve the quality and overall competitiveness of applications from the region in the statewide ATP. Staff and the

selected consultant provided application technical assistance for ATP Cycles 5 and 6, and in 2022, via Executive Director delegated authority, MTC elected to continue the ATP technical assistance program for ATP Cycles 7 and 8. In preparation for ATP Cycle 8, MTC has begun offering virtual technical assistance workshops focused on the core narrative components of the ATP application. To date, staff and the consultant have held two workshops, with three additional workshops scheduled through the Spring. In addition to these topic-specific workshops, staff are offering working office hours to support applicants as they develop their applications. As in prior ATP cycles, staff and the consultant will also provide peer review and mock scoring of near-complete draft applications to help applicants maximize their scores. Staff expect that this enhanced support will further improve the quality and competitiveness of applications from the region.

Schedule

Staff will submit these guidelines to the CTC for approval following Commission adoption. Upon CTC approval of MTC's Regional ATP Guidelines, expected on March 19, 2026, MTC will issue a call for projects for the regional program, concurrent with the call for projects for the statewide program. Applications for the Regional ATP are due to MTC by June 22, 2026, the same date as the Statewide Competitive ATP. MTC staff will recommend programming projects from the regional ATP in early 2027 via an amendment to MTC Resolution No. 4744.

Other Considerations

Staff recommends continuing to award points to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy and to projects identified in an approved Community-Based Transportation Plan (CBTP). The inclusion of these points encourages sponsors to apply for projects that advance the equity and safety goals of *Plan Bay Area 2050*. Staff also recommends that the regional guidelines maintain consistency with the proposed One Bay Area Grant (OBAG 4) Program framework, specifically, for cities and counties to:

- Complete a Local Road Safety Plan (LRSP) or equivalent safety plan. Jurisdictions must have an LRSP or equivalent safety plan in place to be eligible for regional ATP funding.

- Adopt and achieve certification of the 2023-2031 Regional Housing Needs Allocation (RHNA) cycle housing element and maintain certification throughout the OBAG 3 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period. Jurisdictions that do not meet these requirements will be ineligible for future regional ATP cycles until they comply.

Further, MTC approved the Transit Priority Policy for Roadways on January 28, 2026, to enhance the transit rider experience by supporting the implementation of transit priority infrastructure (MTC Resolution No. 4739). The policy requires roadway projects in the public right-of-way that request more than \$250,000 in MTC discretionary funding to minimize unintended impacts to transit. The policy will be implemented through MTC's existing Complete Streets Checklist process, which is already required for all ATP applications. An enhanced online version of the checklist is expected to launch in early 2026. The regional ATP Cycle 8 guidelines remain consistent with the Regional Active Transportation Plan and MTC's Complete Streets Policy, MTC Resolution No. 4493).

Finally, staff notes that Regional Measure 3 (RM3), approved by voters in 2018, includes \$150 million for the Safe Routes to Transit and Bay Trail (SR2T/BT) competitive grant program, which also funds bicycle and pedestrian improvements. MTC awarded and programmed \$75 million during the first cycle of the program in early 2025, and those projects are currently underway. Consistent with the first cycle, staff anticipate the second cycle will follow a similar timeline, with the call for projects released after the ATP Cycle 8 application deadline and SR2T/BT Cycle 2 applications due in the fall. Staff will continue to provide updates to the Committee as we work toward establishing program priorities, funding levels, and eligibility criteria for the second cycle.

Issues:

None.

Recommendations:

1. Refer MTC Resolution No. 4744 to the Commission for approval.
2. Direct staff to submit MTC's Regional ATP Guidelines to the California Transportation Commission.
3. Authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Regional ATP Guidelines.

Attachments:

- Attachment A – Highlighted 2027 Statewide ATP Guideline Changes
- Attachment B – Highlighted 2027 Regional ATP Guideline Changes
- MTC Resolution No. 4744
 - Attachment A
 - Attachment B



Andrew B. Fremier

Attachment A: Highlighted 2027 Statewide ATP Guideline Changes

The California Transportation Commission (CTC) proposes the following major changes to the 2027 (Cycle 8) Statewide ATP Guidelines, scheduled for adoption in March 2026.

Online Application Format

The CTC will continue to use an online application format that will simplify the application process for applicants, provide a platform to house all application guidance and resources, and streamline the evaluation process for CTC staff and volunteer evaluators.

Updates to Disadvantaged Communities (DACs) Definitions

The CTC is reducing the number of metrics that applicants can use to qualify as a disadvantaged community (DAC). Project applicants may no longer use the federal Climate and Economic Justice Screening Tool and the United States Department of Transportation Equitable Transportation Community Explorer tool, as the current administration rescinded the executive order that authorized tools and data supporting environmental justice and climate policy initiatives. The other five previously established metrics (median household income, CalEnviroScreen, Healthy Places Index, National School Lunch Program, or Tribal Land criteria) can continue to be used. In addition to the established metrics, applicants can still submit another means of qualifying as a disadvantaged community (such as a Regional DAC Definition) in the “Other” category. The Statewide Guidelines continue to list regional definitions that are adopted as a part of a regular 4-year cycle of a Regional Transportation Plan/ Sustainable Communities Strategy and used for broader planning purposes beyond the ATP as an allowed disadvantaged community metric. If an applicant chooses to use MTC’s Equity Priority Communities or any other metric to be eligible instead of the other approved DAC categories, their application will only score a maximum of 1 point of three for the “severity” portion of the DAC question. The maximum points available for the DAC question are 10 points. In addition to the DAC metric changes, the CTC also expanded the active transportation guidelines language in multiple areas to be more inclusive of people with disabilities and varying abilities, including wheelchair users and mobility device users, based on feedback provided by the Interagency Equity Advisory Committee.

Sunset of Quick Build Pilot Program

The CTC ended the Quick Build Pilot Program established for ATP Cycle 6 in 2022 due to slow delivery rates and a decline in interest from applicants. The pilot program sought to provide cities with opportunities to test and implement relatively inexpensive safety measures that address active transportation needs quickly, before committing to more expensive solutions. MTC staff will continue to

work with the CTC to evaluate future opportunities to include funding for quick-build style projects in future ATP cycles.

Maintained Project Size Thresholds

CTC staff will maintain the five different application types available for applicants to complete depending on the project type and size. The applicant must complete the application appropriate for their project.

The five application categories are:

- Large Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost of greater than \$10 million will be considered a Large Project and must use the Large Project application. Any project requesting over \$10 million in ATP funding will require an onsite field review with Caltrans and CTC staff. (The previous cost threshold for Large projects was total project cost greater than \$7 million)
- Medium Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost between \$3.5 million to \$10 million will be considered a Medium Project and must use the Medium Project application. (The previous cost threshold for Medium projects was total project cost greater than \$2 million and less than \$7 million)
- Small Project, Infrastructure only or Infrastructure/Non-infrastructure: Projects with a total project cost less than \$3.5 million will be considered a Small Project and must use the Small Project application. (The previous cost threshold for Small projects was total project cost less than \$2 million)
- Non-infrastructure Only.
- Plan (such as preparing an Active Transportation Plan).

Maintained Points for Leveraging Funds

The CTC will continue to consider only funds that are not allocated by the Commission on a project-specific basis as eligible for leveraging points in the medium- and large-project applications, with the exception of State Transportation Improvement Program (STIP) funding.

Attachment B: Highlighted 2027 Regional ATP Guideline Changes

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines as noted below:

1. Maintain the additional screening criteria to require that jurisdictions receiving funds in future regional ATP cycles have an approved Housing Element, an approved Local Road Safety Plan (LRSP), and be consistent with MTC's Complete Streets Policy, as required by the One Bay Area Grant (OBAG) Program.
2. Maintain additional screening criteria focused on transit agency coordination, as required by MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739).
3. Maintain additional evaluation criteria, as follows:
 - a. Consistency with Regional Priorities and Planning Efforts (such as the Regional Active Transportation Plan, Bike and Pedestrian Network, and the Bay Trail build-out and gap closures, and multi-jurisdictional projects, construction only requests). **Up to 7 points**, to be scored by MTC Staff.
 - b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points**.
 - c. Countywide Plans/Goals Consistency. Met by the Bay Area County Transportation Agency's determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2-point penalty. **0 or -2 point**.
 - d. Deliverability. MTC staff will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5-point penalty. **0 or -5 points**.
 - e. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an approved CBTP. **See item 4 below**.
 - f. Consistency with Vision Zero Policy & Bike and Pedestrian Safety Policy or Plan. Additional points in the Disadvantaged Communities portion of the Statewide Application for projects within a jurisdiction with an adopted Vision Zero Policy, Bike and Pedestrian Safety Policy, or Plan. **See item 4 below**.

4. Maintain the revised Disadvantaged Communities portion of the Statewide Application as follows:
 - a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (maximum 10 points reduced to 6 points), with 20% of the remaining statewide value awarded to projects within a jurisdiction with an adopted Vision Zero or Bike and Pedestrian Safety Policy or Plan, and 20% for projects identified in an approved CBTP. Proof of CBTP and Safety Policy or Plan consistency must be provided in the supplemental regional application.
 - b. Use MTC's Equity Priority Communities definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as median household income, Cal-Enviro-Screen, Healthy Places Index, tribal lands, and percent of subsidized school lunches), as allowed by state guidelines.
5. Maintain an 11.47% match requirement, with match waivers for projects benefiting an Equity Priority Community, stand-alone non-infrastructure projects, and safe routes to school projects. Also, MTC will waive the local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
6. Maintain the provision requiring applicants requesting more than \$10 million to provide a scalability plan for their project.
 - a. If an ATP application request is larger than \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if there is not enough funding available for the full request.
7. Maintain a contingency project list.
 - a. MTC will continue to adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Regional ATP that occur prior to the adoption of Cycle 9. This will ensure that MTC will fully program all regional ATP funds and minimize the loss of ATP funds to the region.

In addition to the above, all projects in the Regional ATP must comply with regional policies, including MTC Resolution No. 3606 regional delivery deadlines, and must submit a resolution of local support for all selected projects by April 1, 2027.

Funding Amount

The statewide competitive portion of the ATP provides \$309 million over four years, FY2027-28 through FY2030-31. MTC’s large urbanized area share of the ATP is expected to provide \$53 million in new funding for the nine-county MTC region.

Schedule

The current estimated schedule for ATP Cycle 8 is below.

Table 1: ATP Development Schedule (Subject to Change)

Milestone	Statewide ATP	Regional ATP
MTC Guideline Adoption	N/A	February 25, 2026
CTC Guideline Approval	March 19, 2026	March 19, 2026
Call for Projects	March 19, 2026	March 19, 2026
Application Due Date	June 22, 2026	June 22, 2026
Staff Recommendations	November 2, 2026	January 6, 2027
MTC Adoption	N/A	January 27, 2027
CTC Approval	December 3, 2026	March 18, 2027

Application and Evaluation

MTC staff will prepare a supplemental application form for projects competing for the Regional ATP. The base application will remain the statewide application to avoid duplication. Staff will use the state scores provided by the state's evaluation committee for the state application to serve as the baseline for project awards within MTC’s regional program. A multi-disciplinary team of MTC staff will score the regional supplemental questions. The state and regional supplemental scores will be combined, and applications will be ranked from highest to lowest to determine regional program awards.

Programming in the Transportation Improvement Program

Project sponsors shall add the projects to the TIP following CTC approval of the Regional ATP program in March 2027, but no later than June 2027.

ATP Contact

For additional information, visit the State ATP website (<https://catc.ca.gov/programs/active-transportation-program>) or MTC’s ATP website (<http://mtc.ca.gov/atp>).

Date: February 25, 2026
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4744

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 8 Guidelines for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures, and Project Selection Criteria

Attachment B – 2027 Regional ATP Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 11, 2026.

Date: February 25, 2026
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 8 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4744

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 has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

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

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), establishing the Active Transportation Program (ATP); and

WHEREAS, MTC adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, MTC will use state evaluation scores for the statewide application portion, and will assemble a multi-disciplinary evaluation panel to evaluate the regional supplemental application portion, to recommend candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

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 February 25, 2026.

Date: February 25, 2026
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4744
Page 1 of 13

**2027 Regional Active Transportation Program
(ATP)**

Cycle 8

Guidelines

February 25, 2026

**MTC Resolution No. 4744
Attachment A**

**Metropolitan Transportation Commission
Funding Policy and Programs Section
<http://mtc.ca.gov/funding>**

**2027 Regional Active Transportation Program (ATP) Cycle 8
Guidelines
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2027 Regional Active Transportation Program Cycle 8 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate several other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the “Regional Active Transportation Program”

The California Transportation Commission (CTC) developed guidelines for the Cycle 8 ATP which are expected to be adopted on March 19, 2026. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided CTC approves the regional guidelines.

This document serves as MTC’s Cycle 8 Regional ATP Guidelines that substantially follow those of the CTC, but include some differences based on the region’s existing policies and priorities.

Development Principles

The following principles will frame the development of MTC’s Regional ATP.

- MTC will work with CTC staff, Caltrans, Bay Area County Transportation Agencies (CTAs), transit operators, the regional Active Transportation Working Group, and interested partners to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS).
- MTC will exceed the State’s 25% minimum programming requirement for projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CTAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain in the regional programs, consistent with federal guidance on the Surface Transportation Block Grant (STBG) Transportation Alternatives set-aside.
- MTC will not penalize project applicants for previous project delivery issues outside of the sponsor’s control.

CTC Guidelines

The CTC Statewide ATP Guidelines are expected to be adopted on March 19, 2026, and are available at <https://catc.ca.gov/programs/active-transportation-program>. The approved CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

The development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance, which is subject to change.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 8 of ATP funding (FY 2027-28 through FY 2030-31), consistent with the ATP Fund Estimate scheduled for adoption by the CTC. Appendix A-2 also includes the State's 25% minimum programming requirement for projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP before seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by June 1, 2027, to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed before the expenditure of eligible costs or contract advertisement.

Deviations from Statewide Policies

Below are MTC-region-specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program and has additional evaluation and screening criteria. Further information on these changes, as well as instructions for the application process, is detailed later in this guidance.

Project sponsors may apply to the State ATP program alone or to the State and Regional ATP programs concurrently. Sponsors applying to the State ATP program, the Regional ATP program, or both must submit a copy of their state application to MTC. To be considered for the regional program, including those who are unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Equity Priority Communities". MTC updated the Equity Priority Communities (EPCs) definition in 2024 as a part of *Plan Bay Area 2050+* Equity Framework. To meet the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's EPC definition.

MTC's Equity Priority Communities are defined as those census tracts that have a concentration of both people of color and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	% of Regional Population	Concentration Threshold
1. Minority Population	61%	72%
2. Low Income (<200% of Poverty) Population	18%	24%
3. Limited English Proficiency Population	7%	11%
4. Zero-Vehicle Households	10%	16%
5. Seniors 75 Years and Over	7%	10%
6. People with Disability	10%	12%
7. Single-Parent Families	12%	16%
8. Severely Rent-Burdened Households	10%	14%

Based on this definition, 20% of the region's population is located in Equity Priority Communities. MTC's Equity Priority Communities definition of Disadvantaged Communities meets the State's legislative intent and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Equity Priority Communities definition and methodology are included in the *Plan Bay Area 2050+* Equity Analysis Report, available online at <https://bayareametro.github.io/Spatial-Analysis-Mapping-Projects/Project-Documentation/Equity-Priority-Communities/>. The last link also includes a static map of the EPC locations. An interactive online map is available at <https://mtcdrive.box.com/s/k5brposx9cv4vwimu4g06240i1p7ak7k>.

Community-Based Transportation Plans (CBTPs)

The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, CTAs, and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CTAs, and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding, and implementation discussions.

Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan

Vision Zero is a traffic safety policy that takes an ethical approach toward achieving safety for all road users, setting the goal of zero traffic fatalities or severe injuries. Vision Zero policies maintain that traffic deaths and severe injuries are preventable and focus attention on the shortcomings of the transportation system itself, including the built environment, policies, and technologies that influence behavior. Vision Zero sets the highest level of responsibility on the system designers – transportation planners and engineers, policymakers, police, etc. Each Vision Zero policy contains five core resolutions:

- Traffic deaths and severe injuries are acknowledged to be preventable.
- Human life and health are prioritized within all aspects of transportation systems.
- Acknowledgment that human error is inevitable and transportation systems should be forgiving.
- Safety work should focus on systems-level changes above influencing individual behavior.
- Speed is recognized and prioritized as the fundamental factor in crash severity.

Alternatively, jurisdictions may adopt policies or a plan addressing bicycle and pedestrian safety in the spirit of Vision Zero. MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning it 60% of the statewide scoring value. Twenty percent of the statewide scoring value will be awarded for projects within a jurisdiction (city or county) with a Vision Zero or Bike and Pedestrian Safety Policy or Plan, and the remaining twenty percent to projects identified in an approved Community-Based Transportation Plan (CBTP). The applicant will provide proof of a Vision Zero safety policy or plan adopted by resolution and CBTP consistency in the supplemental regional application.

3. Match Requirement

The CTC Guidelines do not require a match for Statewide ATP project nominations. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting Disadvantaged Communities, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request that the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

4. Large Funding Requests

MTC intends to fund a variety of projects across the region. If an ATP application request exceeds \$10 million, the applicant must provide evidence that the project can be scaled or segmented and deliver commensurate benefits. A smaller segment of the project may be selected for funding if the full request exceeds available funding. The applicant will provide an explanation of scalability in the supplemental regional application. MTC will not consider an application requesting more than \$10 million without a scalability strategy.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order by their evaluation scores. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Regional ATP. This list will ensure that MTC will fully program all regional ATP funds and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC's concurrence with MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding under the ATP, including the items in Appendix A-3 of this guidance. All application materials, in the form of 1 electronic copy, must be received by MTC no later than June 22, 2026, to be considered. Note that applicants must also submit the Statewide ATP application to CTC by the deadline to be eligible for funding in MTC's Regional ATP.

Additional Project Screening Criteria, Including Deliverability

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

- A. Prohibition of Multiple Phases in the Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right-of-way, or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for the design and right-of-way phases, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.
- B. Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier shall receive priority for funding over other projects. As specified in MTC’s Regional Project Delivery Policy (MTC Resolution No. 3606, Revised), sponsors must receive the CTC allocation and receive the federal authorization to proceed (E-76 / federal obligation) for federally funded projects by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.
- C. One Bay Area Grant (OBAG) Requirements.**
- a. Consistency with OBAG Housing Element Requirement. Jurisdictions (cities and counties) must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-2031 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 3 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period. Jurisdictions that do not meet these requirements will be ineligible for future regional ATP cycles until they comply.
 - b. Consistency with OBAG Safety Planning Policy. To reinforce the region’s focus on safety, sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years and supply documentation that the jurisdiction(s) in which the projects is located meets the OBAG Safety Planning Policy. Jurisdictions without an adopted LSRP or equivalent safety plan will be ineligible for future regional ATP cycles until they comply.

Additional Project Evaluation Criteria

MTC will use the application scores as provided by the CTC, with additional points and criteria for the Regional Active Transportation Program. The additional criteria and point values are:

- Consistency with Regional Priorities and Planning Efforts. **(0 to 7 points)**
Applicants shall describe the project’s consistency with previously-approved regional priorities and how the project supports *Plan Bay Area 2050*. MTC staff will award points for the degree of the proposed project’s consistency with regional priorities, such as:
 - Consistency with *Plan Bay Area 2050* Health and Safety goals & Transportation strategies.

- Consistency with MTC's Spare the Air Youth & Safe Routes to School Program, making it safer and easier for students and teachers to walk or bike to school.
- Bay Trail build-out and gap closures
- Regional active transportation network build-out
- Gap closures in the regional active transportation network
- Multi-jurisdictional projects
- Applications only requesting construction phase funds
- Demonstration of meeting regional project delivery requirements
- Prior ATP cycle programming
- **Completion of Approved Environmental Document. (0 or 3 points)**

While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects that are environmentally cleared to promote certainty in project delivery and scope. Applicants who provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:

 - Copy of the approved environmental document cover and executive summary;
 - Link to the approved environmental document available online;
 - Full soft copy of the environmental document provided on the electronic copy of the application;
 - Documentation from Caltrans regarding environmental approval; and/or
 - Other Council/Board action, such as resolutions and/or Planning Department approval of the environmental document.

This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA and NEPA requirements to receive ATP funding.
- **Countywide Plans/Goals Consistency Determination. (0 or -2 point)**

Following the application due date, MTC will share the received applications with the CTAs. The CTAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CTAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than August 1, 2024. Inconsistent projects will receive a 2-point penalty; consistent projects will be held harmless.
- **Deliverability Determination. (0 or -5 points)**

MTC staff will review each application's project delivery schedule to determine whether it can meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the four programming years of Cycle 8 (FY 2027-28 through FY 2030-31) shall receive a 5-point penalty. Projects that are deemed able to be allocated within the four programming years of Cycle 8 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in the deletion of the project from the ATP and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered when programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility regarding these deadlines by allowing extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the adoption of a Resolution of Local Support for selected projects by April 1, 2027. For additional information, refer to <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

MTC Resolution Nos. 4493 & 4739 Compliance – Complete Streets Policy and Transit Priority Policy for Roadways

MTC's Resolution No. 4493 sets forth MTC's Regional Complete Streets Policy for transportation facilities that provide safe mobility and improved connectivity to community destinations for all road users, especially people biking, walking, rolling, and taking transit. In addition to the Complete Streets Policy, MTC Resolution No. 4739 establishes the Bay Area Transit Priority Policy for Roadways to enhance the transit rider experience by supporting the implementation of transit priority infrastructure. Both the Complete Streets Policy and Transit Priority Policy require roadway projects on public right-of-way requesting MTC discretionary funding of over \$250,000 to complete a checklist that considers the needs of all active transportation users and to minimize unintended impacts to transit. The Complete Streets Checklist includes sections on both policies and is available on MTC's website at <https://mtc.ca.gov/planning/transportation/complete-streets>.

Furthermore, it is encouraged that all bicycle projects programmed in the ATP support MTC's Regional Active Transportation Plan and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2022 Regional Active Transportation Plan and Caltrans Deputy Directive 64. MTC's Regional Active Transportation Plan, containing federal, state, and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>.

METROPOLITAN TRANSPORTATION COMMISSION (MTC) 2027 Regional Active Transportation Program (rATP) Cycle 8 Appendix A-1: ATP Development Schedule (Subject to Change) February 25, 2026	
January 16, 2026	CTC released draft ATP Guidelines
Early 2026	Regional ATP updates presented to MTC Working Groups
February 11, 2026	MTC PAC review of Regional ATP Guidelines MTC submits recommended Regional ATP Guidelines to CTC for consideration
February 25, 2026	MTC Commission adoption of Regional ATP Guidelines MTC released ATP Call for Projects for Regional Program
March 19, 2026	CTC adoption of State ATP Guidelines CTC adoption of MTC's Regional ATP Guidelines
March 19, 2026	CTC released ATP Call for Projects for Statewide Competitive Program
June 22, 2026	State ATP Applications Due to CTC (Statewide Program) Regional ATP Applications Due to MTC (Regional Program)
November 2, 2026	CTC releases staff recommendations for ATP Statewide Competitive and Quick-build Pilot Programs
December 3, 2026	ATP Statewide Program Adoption: CTC scheduled to adopt the statewide program and transmit unsuccessful projects to the Regions for consideration
Early 2027	Working Group discussions on staff recommendations
February 3, 2027	MTC releases staff recommendation for ATP Regional Program
February 10, 2027	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of the final ATP Regional Program
February 26, 2027	ATP Regional Program Adoption: MTC Commission scheduled approval of the ATP regional program and transmittal to CTC for consideration
March 18, 2027	CTC Approval of ATP Regional Program
June 1, 2027	TIP Amendment Deadline: Successful ATP project sponsors to submit the 2027 TIP Amendment, including the Resolution of Local Support
January 31, 2028	Allocation Deadline for Regional ATP projects programmed in FY 2025-26
January 31, 2029	Allocation Deadline for Regional ATP projects programmed in FY 2026-27
January 31, 2030	Allocation Deadline for Regional ATP projects programmed in FY 2027-28
January 31, 2031	Allocation Deadline for Regional ATP projects programmed in FY 2028-29

Shaded Area – Actions by State, CTC, or Caltrans

Appendix A-2: MTC ATP Share Targets

Cycle 8 Program - FY 2027-28 through FY 2030-31

*Figures in
 \$1,000s*

ATP Regional Share

Fund Source	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	Total
Federal (TAP, Recreational Trails, Other)	\$1,556	\$9	\$13,093	\$13,299	\$27,957
State	\$10,718	\$8,564	\$2,901	\$2,901	\$25,084
Total ATP Regional Share	\$12,274	\$8,573	\$15,994	\$16,200	\$53,041

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	Total
25% - Benefiting Disadvantaged Communities	\$3,069	\$2,143	\$3,999	\$4,050	\$13,260
75% - Anywhere in the Region	\$9,206	\$6,430	\$11,996	\$12,150	\$39,781
Total ATP Regional Share	\$12,274	\$8,573	\$15,994	\$16,200	\$53,041

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each proposed project to be funded in the Regional Active Transportation Program. The application consists of the following parts and is available on the Internet (as applicable) at: <http://mtc.ca.gov/atp>

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board.
 - a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included.
 - b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project.

2. Project application forms
 - a. Statewide ATP Application Form, available at <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program/cycle8>.
 - i. Applicants must also submit the Statewide ATP Application Form to the CTC by the state's deadline in order to be eligible for Regional ATP funding.
 - b. Regional ATP Supplemental Application Form, available at <http://mtc.ca.gov/atp>, including back-up documentation, as applicable, such as:
 - i. Equity Priority Community benefit evidence
 - ii. Scalability plan for applications requesting more than \$10 million.
 - iii. Environmental Documentation certification evidence for infrastructure projects
 - iv. Evidence of the project on the Regional Active Transportation Network
 - v. OBAG Housing Element and Local Road Safety Plan compliance
 - vi. Vision Zero Policy or Bike and Pedestrian Safety Policy or Plan evidence
 - vii. Community-Based Transportation Plan evidence

3. Electronic Project Programming Request (ePPR) form
 - a. Available at: <https://dot.ca.gov/programs/financial-programming/office-of-capital-improvement-programming-ocip>

4. Complete Streets Checklist
 - a. Available at: <https://mtc.ca.gov/planning/transportation/complete-streets>
 - b. Not required for Planning or Non-Infrastructure only projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2027.



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0243, **Version:** 1

Subject:

MTC Resolution No. 4646, Revised. 2025 Transportation Improvement Program (TIP) Amendment
2025-27.

Presenter:

John Saelee

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 2e-26-0225

MTC Resolution No. 4646, Revised

Subject:

2025 Transportation Improvement Program (TIP) Amendment 2025-27.

Background:

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

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

Amendment 2025-27 adds, or revises, 6 projects, with a net funding increase of approximately \$177.7 million. Among other changes, this revision:

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

The TIP Revision Summary for this amendment is attached and posted at:

<https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip/2025-tip-revisions>.

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

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

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

Issues:

On December 4, 2025, the Bay Area entered a conformity lapse grace period. The Bay Area will remain in the conformity lapse grace period until MTC's long-range plan, *Plan Bay Area 2050+*, receives Federal approval.

MTC staff's understanding is that TIP revisions can proceed during the conformity lapse grace period as long as the project revisions do not affect the existing regional conformity analysis. Amendment 2025-27 is the first MTC TIP amendment expected to be approved by Caltrans and FHWA/FTA during an air quality conformity lapse grace period.

Recommendations:

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

Attachments:

- MTC Resolution No. 4646, Revised
 - Attachment A - 2025-27 TIP Revision Summary
 - Attachment B – Revisions to Transportation Improvement Program



Andrew B. Fremier

**TIP Revision Summary
2025-27**

Attachment A

TIP ID	Sponsor	Project Name	Description of Change	Funding Change (\$)	Funding Change (%)
System: Local Road					
SCL250209	Santa Clara Valley Transportation Authority (VTA)	Spooky Knoll Trail Project	Update the funding plan to reprogram \$400K in CPFCDs and \$52K in Local funds from FY25 to FY26 and update project scope to reflect updated project limits	\$0	0.0%
System: Toll Way					
MRN050018	Golden Gate Bridge, Highway and Transit District	Golden Gate Suspension Bridge Seismic Retrofit	Update the funding plan to add \$156.6M in FY25 Local funds	\$156,582,435	7.7%
System: Transit					
ALA230234	Bay Area Rapid Transit District (BART)	BART Police Department Headquarters Project	Update the funding plan to change the fund source of \$199M from RTP-LRP to \$146.5M Local, \$26.5M in State Bond Rails, and \$450K in Other Federal (Regional Infrastructure Accelerators Program) funds. Also removed \$25.6M in RTP-LRP funds and ROW phase.	-\$25,550,000	-12.8%
CC-250235	Eastern Contra Costa Transit Authority (Tri Delta)	ECCTA Facility Replacement and Modernization	Amend a new project into the TIP with \$2.4M in 5339(B)and \$600K Local funds	\$3,000,000	~%
SCL170047	Santa Clara Valley Transportation Authority (VTA)	VTA: Non-Revenue Vehicle Procurement	Update the funding plan to add \$3.1M in 5307 and \$779K in Local funds to FY26	\$3,894,000	162.2%
SF-250207	San Francisco Municipal Transport Agency (SFMTA)	40' & 60' Motor Coach Replacement Procurement	Update the funding plan to add \$39.8M in 5339 Low-No funds in FY26	\$39,800,000	22.5%
Total Funding Change:				\$177,726,435	

TIP Revision Summary

	Federal	State	Regional	Local	Total	2025 TIP Only
Current:	\$749,441,474	\$0	\$27,013,000	\$1,623,720,767	\$2,400,175,241	\$1,323,666,951
Proposed:	\$795,206,674	\$26,500,000	\$27,013,000	\$1,729,182,002	\$2,577,901,676	\$1,501,393,386
Delta:	\$45,765,200	\$26,500,000	\$0	\$105,461,235	\$177,726,435	\$177,726,435

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

ABSTRACT

Resolution No. 4646, Revised

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

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

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

2025 TIP Revisions

Revision #	Revision Type	# of Projects	Net Funding Change (\$)	MTC Approval Date	Final Approval Date
2025-01	Amendment	96	\$1,821,513,444	12/18/2024	2/28/2025
2025-02	Admin Mod	66	\$145,381,130	12/31/2024	12/31/2024
2025-03	Amendment	24	\$647,145,468	1/22/2025	2/28/2025
2025-04	Admin Mod	13	\$12,369,173	2/10/2025	2/10/2025
2025-05	Amendment	20	\$133,469,678	2/26/2025	3/28/2025
2025-06	Admin Mod	14	\$7,080,557	3/19/2025	3/19/2025
2025-07	Amendment	17	\$125,696,053	3/26/2025	5/8/2025
2025-08	Admin Mod	16	\$244,368,039	4/9/2025	4/9/2025
2025-09	Amendment	13	\$148,338,325	4/23/2025	5/23/2025
2025-10	Admin Mod	23	-\$193,225,515)	5/9/2025	5/9/2025
2025-11	Amendment	8	\$175,712,578	5/28/2025	7/18/2025
2025-12	Admin Mod	41	\$21,401,299	6/9/2025	6/9/2025
2025-13	Amendment	25	\$592,586,653	6/25/2025	7/18/2025
2025-14	Admin Mod	23	\$40,081,927	6/20/2025	6/20/2025
2025-15	Amendment	12	\$93,219,855	7/23/2025	8/15/2025

ABSTRACT

MTC Resolution No. 4646, Revised

Page 2

2025-16	Admin Mod	11	\$6,507,556	7/31/2025	7/31/2025
2025-17	Admin Mod	15	\$383,500,383	8/14/2025	8/14/2025
2025-18	Amendment	3	\$ 968,718,432	9/10/2025	9/15/25
2025-19	Amendment	28	\$124,080,648	9/24/25	10/17/25
2025-20	Admin Mod	63	\$1,489,768,110	10/15/25	10/15/25
2025-21	Amendment	111	\$2,736,525,861	10/22/25	11/7/25
2025-22	Admin Mod	54	\$66,427,325	11/17/25	11/17/25
2025-23	Admin Mod	32	\$186,068,556	12/1/25	12/1/25
2025-24	Admin Mod	52	\$83,261,874	Pending	Pending
2025-25	Admin Mod	Pending	Pending	Pending	Pending
2025-26	Admin Mod	Pending	Pending	Pending	Pending
2025-27	Amendment	6	\$177,726,435	Pending	Pending
Net Funding Change		787	\$10,237,723,844		

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4646

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

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

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

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

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

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

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

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

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

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

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

WHEREAS, the San Francisco Bay Area air basin was designated by U.S. Environmental Protection Agency as nonattainment for the fine particulate matter (PM_{2.5}) standard in December 2009, and MTC must demonstrate conformance to this standard through an interim emissions test until a PM_{2.5} SIP is approved by the federal Environmental Protection Agency (U.S. EPA); and

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice Chair

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

2025 Transportation Improvement Program

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

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

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

Attachment B
Resolution No. 4646, Revised
Page 1

Revisions to the 2025 Transportation Improvement Program

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

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

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

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

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

- Updates the funding plans of 37 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Carbon Reduction Program (CRP) projects;

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

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

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

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

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

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

- Updates the funding plans of five regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects and one Transit Capital Priorities (TCP) Program project;

- Updates the funding plans of four Community Project Funding/Congressionally Directed Spending (CPFCDs), Safe Streets For all (SS4A), and Recreational Trails projects; and
- Updates the funding plan and back-up Group Listing for the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program to reflect the latest information from Caltrans.

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

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

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

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

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

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

The administrative modification is financially constrained by year and MTC relies on the State's programming capacity in the amounts of \$2.1 million in Repurposed Earmark and \$2.9 million in Ferry Boat Discretionary funds. MTC's 2025 TIP, as revised with Revision No. 2025-06, remains in conformity with the applicable State Implementation Plan (SIP) for air quality and the revision does not interfere with the timely implementation of the Transportation Control Measures contained in the SIP.

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

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

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

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

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

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

Revision 2025-09 is an amendment that adds or revises 13 projects with a net funding increase of \$148.3 million. The revision was referred by the Programming and Allocations Committee on April 9, 2025, and approved by the MTC Commission on April 23, 2025. Caltrans approval was

received on May 22, 2025 and final federal approval was received May 23, 2025. Among other changes, this revision:

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

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

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

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

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

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

- Adds three new projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) and Transit Capital Priorities (TCP) program funds; and

- Adds four new projects with Community Project Funding/Congressionally Directed Spending (CPFCDs) and regional Carbon Reduction Program (CRP) funds.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Revision 2025-18 is an amendment that revises three projects with a net funding increase of \$986.7 million, including funds in prior and future years. The revision was referred by the Programming and Allocations Committee on September 10, 2025, and approved by the MTC Commission on September 10, 2025. Caltrans approval was received on September 12, 2025 and final federal approval was received September 15, 2025. This revision makes the following changes:

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

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

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

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

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

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

- Updates the funding plans of 13 regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) projects;
- Updates the funding plans of seven individually-listed projects and four group listing projects in the Transit Capital Priorities (TCP) program;
- Updates the funding plans of 11 Safe Streets and Roads for All (SS4A), Rebuilding American Infrastructure and Sustainability and Equity (RAISE), and Community Project Funding/Congressionally Directed Spending (CPFCDs) projects;
- Updates the funding plans of five Active Transportation Program (ATP), Trade Corridor Enhancement Program (TCEP), State Transportation Improvement Program (STIP), and the funding plans of one individually-listed and back-up Group Listings of eight State Highway Operation and Protection Program (SHOPP) and Federal Lands Highway Program – Tribal Transportation Program (FLHP-TTP) funded projects to reflect the latest information from Caltrans; and
- Updates the funding plans of 12 locally-funded projects.

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

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

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

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

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

- Updates the funding plans of 34 individually-listed projects and one group listing project in the regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ);
- Updates the funding plans of nine individually-listed projects and one group listing project in the Transit Capital Priorities (TCP) program;
- Updates the funding plans of five Carbon Reduction Program (CRP) and Community Project Funding/Congressionally Directed Spending (CPFCDs) projects; and

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

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

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

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

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

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

- Updates the funding plans of 45 projects with regional Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement Programs (STP/CMAQ), Transit Capital Priorities (TCP) program, or Carbon Reduction Program (CRP) funds;
- Updates the funding plans of three Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and Community Project Funding/Congressionally Directed Spending (CPFCDs) projects;

- Updates the funding plans, or project details, of one Active Transportation Program (ATP) and one locally-funded projects; and
- Updates the funding plan and back-up listing of one State Highway Operation and Protection Program (SHOPP) and the Highway Safety Improvement Program (HSIP) program to reflect the latest information from Caltrans.

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

Revision 2025-25 is a pending administrative modification.

Revision 2025-26 is a pending administrative modification.

Revision 2025-27 is an amendment that adds or revises 6 projects with a net funding increase of \$177.7 million. The revision was referred by the Programming and Allocations Committee on February 11, 2026, and approved by the MTC Commission on February 25, 2026. Caltrans approval is expected in March, and final federal approval is expected in April 2026. Among other changes, this revision:

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

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



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0205, **Version:** 1

Subject:

MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory Group
Charter - New Member Appointments

Presenter:

Jose Ahrens

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Regional Network Management Committee**

February 13, 2026

Agenda Item 2d

**MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory
Group Charter – New Member Appointments**

Subject:

Member appointments to the Regional Network Management Customer Advisory Group.

Background:

In September 2025, the MTC Commission approved MTC Resolution 4610, which updated the membership structure for the Regional Network Management (RNM) Customer Advisory Group (CAG) for the new term beginning in January 2026. Serving as a part of the RNM Framework, the CAG shares diverse customer perspectives with the RNM Committee to help shape regional transit policy and implementation planning. The CAG membership comprises representatives from different constituencies, including staff from policy organizations, a disability community member, a business organization representative, members of transit operators' public advisory bodies, and members of the MTC ABAG Community Advisory Council.

Staff is recommending the RNM Committee refer to the Commission for approval of the update of MTC Resolution No. 4610 to appoint seven new members to the CAG, as shown in Attachment B to MTC Resolution No. 4610. These appointments include the one student/youth seat and the six transit operator seats from transit operators' own public advisory bodies, such as citizen, community, or accessibility advisory councils or committees. If approved, 15 of the 20 members would be appointed, with five vacancies pending appointments. These five appointments will be nominated by the MTC ABAG Community Advisory Council, when that body convenes in early 2026.

Next Steps:

The newly appointed RNM CAG members will serve a four-year term from January 2026 through December 2029, in accordance with the process outlined in MTC Resolution No. 4610. The first RNM CAG meeting is anticipated to take place in March or April 2026.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4610, Revised, to the Commission for approval.

Attachments:

- MTC Resolution No. 4610, Revised
 - Attachment B



Andrew B. Fremier

Date: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 2/28/24-C
4/24/24-C
9/24/25-C
1/28/26-C
2/25/26-C

ABSTRACT

MTC Resolution No. 4610

This resolution defines the role and responsibilities of the Commission's Customer Advisory Group.

This resolution contains the following attachments:

- Attachment A – which outlines the mission statement, roles, responsibilities, procedures, appointment process and membership criteria for the Customer Advisory Group.
- Attachment B – a table listing the currently appointed advisors and their term.

On April 24, 2024, Attachment B was revised to appoint a member to the Customer Advisory Group, to fill a vacancy.

On February 28, 2024, Attachment B was revised to appoint an additional member to the Customer Advisory Group.

On September 24, 2025, the Customer Advisory Group Charter, Attachment A, was revised to update the structure, and Attachment B, Customer Advisory Group Membership, was revised to change the membership to TBD until appointment.

On January 28, 2026, Attachment A was revised to update the total six (6) transit operator seats to require a minimum of four (4) seats for large operators, a minimum of one (1) seat for a small operator, and one (1) seat for either a large or small operator. In addition, Attachment B was revised to appoint eight members to the Customer Advisory Group.

On February 25, 2026, Attachment B was revised to appoint seven members to the Customer Advisory Group.

Further discussion of this action is contained in the Regional Network Management Committee Summary Sheet dated October 13, 2023, February 9, 2024, September 12, 2025, January 9, 2026, and February 13, 2026.

Re: Commission Customer Advisory Group Charter

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4610

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

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

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) in 2020 and 2021 to respond to the COVID-19 pandemic and the impacts to transit; and

WHEREAS, the Blue Ribbon Transit Recovery Task Force developed and endorsed the Transit Transformation Action Plan (Action Plan) in July 2021, which identifies near-term actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond and the Action Plan was received and accepted by MTC in September 2021; and

WHEREAS, MTC approved Resolution No. 4564 on February 22, 2023, which expressed policy support for a Regional Network Management Framework (RNM) to achieve the desired near-term outcomes in the Action Plan and to improve the Bay Area's regional transit network towards a longer-term transformation; and

WHEREAS, the Regional Network Management Framework outlines initial regional transit focus areas, committees and their roles, and a review process to evolve the RNM structure as needed over the long term; and

WHEREAS, the Regional Network Management Framework proposes a Customer Advisory Group of stakeholders who represent the customer and can help inform decision-making with the customer in mind, now, therefore be it

RESOLVED, that the Commission convene the Customer Advisory Group; and be it further

RESOLVED, that the members of the Customer Advisory Group will be appointed according to the process and shall have the roles and responsibilities 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 Customer Advisory Group roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Executive Director is instructed to secure nominations to fill expired terms and other vacancies and present them to the Commission for confirmation by periodically revising Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on October 25, 2023.

Date: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 02/28/24-C
09/24/25-C
01/28/26-C

Attachment A
Resolution No. 4610
Page 1 of 7

**Metropolitan Transportation Commission
Regional Network Management: Customer Advisory Group Charter**

A. Regional Network Management Mission, Vision, and Objectives

The mission of the Regional Network Manager (“RNM”) is to drive transformative improvements in the customer experience for regional Bay Area transit.

The vision for the RNM is to advance regional goals in equity, livability, climate, and resiliency through a unified regional transit system that serves all Bay Area populations.

The objectives of the RNM are to deliver regional customer benefits, network management benefits, and other public benefits.

The RNM is intended to deliver its mission, vision and goals, by providing regionalized efforts across functional areas of activities required to deliver regional transit outcomes.

The RNM focus is centered on delivering operational changes that will directly benefit present and future customers. An initial set of focus areas has been defined as:

1. Fare Integration Policy;
2. Wayfinding, and Mapping;
3. Connected Network Planning;
4. Bus Transit Priority (BTP);
5. Rail Network Management
6. Accessibility

B. Customer Advisory Group Purpose, Roles and Responsibilities

The Customer Advisory Group is one component of the overall RNM Framework (MTC Resolution No. 4564). The purpose of the Customer Advisory Group is to provide diverse customer perspectives to the RNM Committee to help shape regional transit policy and implementation planning.

1. Identifying Customer Perspectives and Needs

The Customer Advisory Group shall meet to discuss customer perspectives and needs on certain topics as determined by its Work Plan. Customer Advisory Group members are expected to obtain input from their networks, communities and customers for discussion in these meetings.

2. Customer Advisory Group Work Plan

The MTC RNM Committee leadership will provide input to the Customer Advisory Group leadership to set the Customer Advisory Group's work plan and schedule for the year. The RNM Committee will identify priority areas in which it desires feedback and/or deeper inquiry from the Customer Advisory Group and will establish appropriate goals and performance measures. Customer Advisory Group leaders will be given the opportunity to recommend priority areas to the RNM Committee for inclusion in the work plan. As the Customer Advisory Group is intended to be agile and responsive in nature, the MTC RNM Committee and Customer Advisory Group may update, and re-prioritize the work plan, as needed.

3. Advising the MTC RNM Committee

Customer Advisory Group members are invited to attend MTC RNM Committee meetings. The Customer Advisory Group Chair shall be responsible for reporting back on the Group's meetings and perspectives to the MTC RNM Committee meeting to support regional visioning, policy development, and implementation planning by the MTC RNM Committee. The Customer Advisory Group shall have a standing agenda item at the MTC RNM Committee meeting, as appropriate. The Customer Advisory Group Chair may designate other Customer Advisory Group Members to provide reports to the MTC RNM Committee as they see fit.

4. Advising Other RNM Components

The Customer Advisory Group may be asked by the MTC RNM Committee to meet with the RNM Council, MTC Staff and/or Task Forces and Sub-Committees as needed to report on customer perspectives in support of policy development and implementation planning.

5. Limitation on Advisor Activities

The role of the Customer Advisory Group members is to advise the MTC RNM Committee. The Customer Advisory Group members are not to convey positions to outside agencies on behalf of the Customer Advisory Group or the RNM Committee, independent of MTC RNM Committee direction.

C. Customer Advisory Group Membership and Roles

1. Membership

The Customer Advisory Group shall be composed of twenty (20) members as follows:

- A) Five (5) members from MTC/ABAG Community Advisory Council,
- B) Six (6) members from Transit Operators' local advisory bodies, with a minimum of four (4) from large operators, a minimum of one (1) from a small operator, and one (1) from either a large or small operator.
- C) Nine (9) members shall be selected to represent the interests of customers. Of the 9 customer interest members:
 - a) Three members shall represent policy organizations
 - b) One member shall represent transit rider groups
 - c) One member shall represent students and/or youth
 - d) One member shall represent business
 - e) One member shall represent a city transportation or public works department
 - f) One member shall represent the disability community
 - g) One member shall represent at-large interests

There shall be no alternates to the appointed membership.

2. Appointment Process

MTC Staff shall secure nominations to fill terms and vacancies for the Customer Advisory Group and present them to the appropriate MTC Commission members for confirmation. Appointments will be made by the Commission's Chair and Vice Chair.

Members in 1A: The five (5) Community Advisory Council members shall be nominated by the Community Advisory Council.

Members in 1B: The MTC Executive Director shall request the Chair of the RNM Council appoint the six (6) members from the transit operator advisory bodies.

Appointments for the minimum of four (4) seats from large operators, a minimum of

one (1) seat from a small operator, and one (1) seat from either a large or small operator will be selected at the sole discretion of the operators.

Members in 1C: The MTC Executive Director shall invite the remaining nine (9) customer interest members from a wide range of sources including, but not limited to: Commission members, current advisors, and relevant organizations in the community. The at-large seat is set aside to balance the representation of transit constituents in the Customer Advisory Group and shall be invited by the MTC Executive Director.

In general, Customer Advisory Group members will serve four-year terms except the student and/or youth representative who may serve one-year terms based on the school year calendar with the option for reappointment as long as the representative maintains student status. Terms shall be concurrent with the MTC/ABAG Community Advisory Council, to the degree feasible. Although there are no term limits, Commission members are to consider length of service and effectiveness before recommending the reappointment of Customer Advisory Group members.

3. Chair and Vice Chair

The Chair shall be the person who receives the most votes from all Customer Advisory Group members. The Vice Chair shall be the person who receives the second most votes from all Customer Advisory Group members.

The Chair and Vice Chair shall be responsible for the agenda-setting and facilitation of Customer Advisory Group meetings and presentations. The Chair and Vice Chair of the Customer Advisory Group shall be elected by the Customer Advisory Group members for a two-year term. Although Customer Advisory Committee leaders may be re-elected, regular rotation of these positions among the Customer Advisory Group membership is strongly encouraged.

4. Membership Requirements

Customer Advisory Group members are expected to attend, in person, the Customer Advisory Committee's regularly scheduled meetings throughout the year and make constructive contributions to the work of the Customer Advisory Group. Customer Advisory Group members must attend at least two-thirds of the meetings; those who do not do so may be subject to dismissal at the discretion of the Customer Advisory Group Chair, in consultation with MTC staff. Exceptions will be made for properly noticed remote attendance. Customer Advisory Group members must live or work in the nine-county Bay Area.

5. Compensation

Subject to the Commission Procedures Manual (MTC Resolution No. 1058, Revised, Appendix D), Customer Advisory Group members will receive a stipend for each Customer Advisory Group meeting attended as well as for attending a Regional Network Management meeting as the designated speaker for the Customer Advisory Group report to that body. Members will be reimbursed for actual expenses for travel, with a maximum of five meetings per month. Meetings are defined as a) publicly noticed meetings the Customer Advisory Group; b) noticed Regional Network Management meetings where the designated Member attends to speak on behalf of the Customer Advisory Group; or c) attendance at a community meeting at the request of the Commission, MTC staff, Dedicated RNM staff or MTC RNM Committee to provide outreach assistance (i.e., when he/she attends a community meeting with MTC staff to provide an introduction to a particular community). Customer Advisory Group members must complete an MTC Advisors Monthly Meeting and Travel Expense Claim to claim a stipend or reimbursement for expenses.

6. Conflicts of Interest Policy

To avoid potential conflict of interest, no person shall sit on the Customer Advisory Group and concurrently be in a business relationship with MTC/BATA. A member is considered to have a business relationship with MTC/BATA when that member is employed by or serves on the Board of Directors of an organization that has received a grant or contract award from MTC – where MTC staff alone reviews proposals and recommends an organization or organizations for award of that grant or contract. In such cases, the member shall resign from the Customer Advisory Group for the duration of the contract or grant but may reapply for any vacancies upon completion of the contract or grant.

7. Ethics Training

All members of the Customer Advisory Group shall complete an ethnics training course within the first year of their term on the Customer Advisory Group.

D. Customer Advisory Group Meetings

1. Meeting Cadence

The Customer Advisory Group will meet on a bi-monthly basis or as required by its annual work plan. As needed, the Customer Advisory Group may hold additional, special meetings at the discretion of the Customer Advisory Group Chair and Vice Chair or by a majority vote of the Customer Advisory Group Members. Customer

Advisory Group members shall be notified of special meetings no less than one week prior to a meeting's occurrence.

2. Meeting Location

Public meetings will be held at the MTC offices or other locations at a regular time to be agreed upon by the members of the Customer Advisory Group.

3. Agenda Setting

In consultation with MTC Staff, the Customer Advisory Group Chair and Vice Chair will determine the agenda for Customer Advisory Group Meetings. Customer Advisory Group members may provide input to the Chair and Vice Chair. The agenda should be reflective of the Customer Advisory Group Work Plan.

4. Quorum Requirements

At least 50 percent plus one of the Customer Advisory Group appointed members must be present to constitute a quorum, conduct a meeting, and vote on issues. The Customer Advisory Group cannot hold discussions in the absence of a quorum.

5. Ad Hoc Working Groups

To implement the Customer Advisory Group Work Plan, the Customer Advisory Group may establish working groups, with participation from MTC and Transit Operator Staff, on an ad hoc basis.

6. Public Meetings

All Customer Advisory Group meetings will be noticed and open to the public.

E. Continuous Improvement of the Customer Advisory Group

The Customer Advisory Group, as described above, is subject to change. The MTC RNM Committee will review all RNM components to identify continuous improvement opportunities for each component, including the Customer Advisory Group. These reviews are expected to occur every 2 years.

Date: October 25, 2023
W.I.: 1621
Referred by: RNM
Revised: 02/28/24-C
04/24/24-C
09/24/25-C
01/28/26-C
02/25/26-C

Attachment B
Resolution No. 4610

Page 1 of 2

**Customer Advisory Group Membership
(January 1, 2026 to Dec. 31, 2029)**

Advisor Name	Representing
TBD	Community Advisory Council Member
Anya Gupta	Large Transit Operator Advisory Body Member - BART
Aaron Leifer	Large Transit Operator Advisory Body Member - SFMTA
Shawn Fong	Large Transit Operator Advisory Body Member - AC Transit
Kylie Clark	Large Transit Operator Advisory Body Member - VTA
John Crowe	Small Transit Operator Advisory Body Member – County Connection
Ashley Tenscher	Large or Small Transit Operator Advisory Body Member – Napa Valley Transportation Authority
Abibat Rahman-Davies	Policy Organization – Transform
Sebastian Petty	Policy Organization – SPUR
Adina Levin	Policy Organization – Seamless Bay Area
Dylan Fabris	Transit Riders Group
Andrea Yu	Student and/or Youth Advocate
Bob Allen	At-Large Member – Urban Habitat
Emily Loper	Business – Bay Area Council
Brian Stanke	City DOT or PW – City of San José DOT

Advisor Name	Representing
Warren Cushman	Disability Community – Community Resources for Independent Living



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0202, **Version:** 1

Subject:

MTC Resolution No. 4742. FY2026-27 MTC Fund Estimate.

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit related bridge toll, and Low Carbon Transit Operations Program (LCTOP) funds for FY2026-27.

Presenter:

Luis Garcia

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 3a-26-0107

MTC Resolution No. 4742. FY 2026-27 MTC Fund Estimate

Subject:

Annual Fund Estimate and proposed apportionment and distribution of approximately \$1 billion in Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill 1107 (AB 1107), transit-related bridge toll, Low Carbon Transit Operations Program (LCTOP) funds, and Senate Bill (SB) 125 funds for transit operating assistance for FY 2026-27.

Background:

MTC is required by state statute to prepare and adopt an annual fund estimate of TDA Local Transportation Fund (LTF) ¼ cent sales tax revenues for the upcoming fiscal year by March 1st. This estimate assists the Bay Area's transit operators in budgeting for the next fiscal year, in this case FY 2026-27. The fund estimate prepared by MTC also includes several other fund sources which MTC allocates to transit operators, primarily for operations.

Economic Overview

Several economic indicators show that the Bay Area economy experienced either a plateau or minor decline in 2025. Unemployment rates ticked up in all counties except Alameda and San Francisco, which remained flat at 4.6% and declined to 3.9% respectively. Unemployment rates in all nine counties remain below the statewide rate, with four counties above the national rate. While there has been much improvement in employment since the pandemic, neither the labor force nor employment levels have returned to pre-pandemic levels in 2019. The regional population tracked with the state, increasing slightly in 2025 by less than 1%, while the statewide population grew by slightly above 1%.

Transportation Development Act (TDA)

State law requires county auditors to submit annual estimates of the ¼-cent TDA sales tax revenue generation to MTC by February 1st. A summary of the county auditors' mid-year estimates indicate that regional TDA revenue generation is expected to increase by 2% relative to original estimates for the current year of FY 2025-26, to \$493 million. The impacts vary across counties. While little change is estimated for Napa, Marin, and Solano counties, the Alameda County Auditor estimated a 12% increase for Alameda County, in part due to greater sales tax revenue generation performance in the first six months of the fiscal year.

County Auditor Offices forecast a subsequent increase of 2.6% in FY 2026-27 TDA revenues, to \$506 million. The revised revenue estimates for FY2025-26 and forecasted revenue for FY2026-27 are summarized in the following table:

TDA Revenue Estimates

County	FY2025-26 (Revised)	FY2026-27	FY2026-27 Change vs FY2025-26
Alameda	\$101.5	\$102.6	1.1%
Contra Costa	\$56.1	\$58.6	4.5%
Marin	\$17.1	\$17.3	1.2%
Napa	\$11.4	\$11.7	2.6%
San Francisco	\$48.0	\$49.0	2.1%
San Mateo	\$57.8	\$61.0	5.5%
Santa Clara	\$144.4	\$148.1	2.5%
Solano	\$28.5	\$28.5	0%
Sonoma	\$29.1	\$29.6	1.7%
Total	\$493.0	\$506.0	2.6%

Note that amounts may not sum due to rounding

Assembly Bill 1107 (AB 1107)

A portion (25%) of BART’s half-cent sales tax revenue generated in Alameda, Contra Costa, and San Francisco counties is administered by MTC, and MTC staff is responsible for estimating the annual revenue generation. Based on actual performance to date along with sales tax projections from county auditor offices, staff proposes to retain the \$104 million estimate for FY 2025-26 and increase slightly to \$105 million in FY 2026-27. This amount would be split evenly between SFMTA and AC Transit per longstanding Commission practice.

State Transit Assistance (STA)

The State Controller’s Office estimates \$717 million in STA diesel sales tax funds will be available statewide in FY 2026-27. Based on this estimate, the Bay Area would receive approximately \$261 million (\$192 million in Revenue-Based and \$70 million in Population-Based) in FY 2026-27 STA funds, representing an approximate 10% decrease from FY 2025-26 estimates.

While the Fund Estimate will reflect the latest available information from the State Controller’s Office (SCO) for the current year (FY 2025-26) estimates, the Governor’s Proposed FY 2026-27 budget forecasts a slight increase in FY 2025-26 STA revenues by roughly 1%, which translates to \$1.6 million more than the original estimate. Staff will return to the Commission to update the estimates following the state budget approval later this year.

State of Good Repair (SGR) Program

Senate Bill (SB) 1 established the State of Good Repair (SGR) Program which will bring \$51.3 million to the Bay Area in FY 2026-27 for transit capital state of good repair projects. The funds from the SGR Program follow the same state-wide distribution policies as the regular STA program, with a Revenue-Based and Population-Based program.

Bridge Tolls

In April 2010, MTC Resolution No. 3948 resulted in a lump sum payment from BATA to MTC for an amount equal to the 50-year present value of AB 664, RM 1, and 2% Toll revenue. Future payments from these toll revenues will be made from this lump sum, in accordance with Commission policies established in MTC Resolution Nos. 4015 and 4022.

Cap and Trade – Low Carbon Transit Operations Program (LCTOP)

The FY 2026-27 Fund Estimate includes details on funding that will flow to the region through the Low Carbon Transit Operations Program, which is a component of the state Cap and Trade program. In FY 2026-27, the region is projected to receive \$52.0 million from the program based on an estimate from Governor Newsom’s proposed FY 2025-26 State Budget. Apportionments of these funds are guided by Caltrans policies for the Revenue-Based program (which are the same as the STA Revenue-Based program) and by the MTC Commission for the Population-Based program through the MTC Cap and Trade Framework (MTC Resolution No. 4130, Revised).

Senate Bill 125 (SB 125) Transit Funding

In November 2023, the Commission adopted MTC Resolution No. 4619 which established a distribution framework for SB 125 operations funding from the Transit and Intercity Rail Capital Program (TIRCP) and the Zero-Emission Transit Capital Program (ZETCP). These funds are complemented by \$300 million in regional funds, which the Commission directed to operators in November 2024 through MTC Resolution No. 4619. At the conclusion of FY2025-26, SB 125 funding for operations was fully allocated, leaving roughly \$1 million remaining for MTC planning and implementation. MTC will work with BART and VTA to assess cash flow needs for the BART Core Capacity and BART to Silicon Valley Phase II projects, respectively, and will establish an allocation timeline in summer 2026.

Issues:

- 1) STA Revenue-Based Formula – Half of the statewide STA Revenues are distributed through a formula using each operator’s share of qualifying revenues (i.e., fares, local taxes, other operating revenues). This formula has been frozen through an amendment to the Public Utilities code since the onset of the pandemic to mitigate the impacts the pandemic has had on transit revenues. Though the revenue estimates for FY2026-27 provided by the State Controller’s Office in January maintain the frozen formula, the “hold harmless” provision is scheduled to expire at the end of FY 2025-26. If the “hold harmless” provision is not extended before June 30th, 2026, the qualifying revenue formula will be unfrozen, and the revenue distribution will be revised in August to include to include new qualifying revenue from FY2024-25.

Staff have advocated for an extension of this provision due to the impacts on transit operators in the region; however, the Governor’s proposed budget does not indicate

that this “hold harmless” provision will be extended into FY2026-27. While there will be a mix of increases and decreases in funding levels for different operators in the region, AC Transit, BART, and SFMTA are projected to see significant reductions in funding. The impact to these operators is most significant due to their heavy pre-pandemic reliance on STA qualifying revenue including fares, general fund, and parking revenues, all of which declined dramatically during the pandemic and have yet to recover.

The impact of the expiration of the provisions will be mirrored across the two other revenue-based Senate Bill 1 funding programs.

- 2) BART Feeder Bus Agreement – A 1997 agreement between MTC, BART, and four East Bay bus operators (County Connection, LAVTA, Tri-Delta, and WestCAT) established a funding mechanism for BART to support feeder bus operators using BART’s STA Revenue-Based and TDA sales tax funds. Initial payment amounts were established by transition agreements, and subsequent payments over the last 25 years have been calculated based on growth of AB 1107 ½-cent sales tax revenues. BART had communicated an interest in amending the agreement before the pandemic and later expressed greater urgency given its looming fiscal cliff. BART staff have indicated that FY 2025-26 is the last year that BART will be able to support feeder bus services.

MTC staff, in coordination with the affected feeder bus operators, are working on a proposal to provide temporary funding for feeder services in FY2026-27 using Regional Measure 3 (RM3) Operating funds available from prior year program revenues that were accrued but not disbursed when RM3 was under legal challenge. RM3 programming levels are expected to be presented to the Commission for approval in May.

Recommendations:

Refer MTC Resolution No. 4742 to the Commission for approval.

Attachments:

- MTC Resolution No. 4742
 - Attachment A: Fund Estimate – Regional Summary
- Presentation



Andrew B. Fremier

Date: February 25, 2026
W.I.: 1514
Referred by: PAC

ABSTRACT

Resolution No. 4742

This resolution approves the FY 2026-27 Fund Estimate, including the distribution and apportionment of Transportation Development Act (TDA), State Transit Assistance (STA), State of Good Repair (SGR) Program, Assembly Bill (AB) 1107 sales tax, Low Carbon Transit Operations (LCTOP) cap-and-trade auction revenues, transit-related bridge toll funds, and Senate Bill (SB) 125 funds for transit operating assistance.

Further discussion of this action is contained in the MTC Programming and Allocations Summary Sheets dated February 11, 2026.

Date: February 25, 2026
W.I.: 1511
Referred by: PAC

RE: Determination of Transportation Development Act (TDA) Area Apportionments and Proposed Distribution of Operating Funds for FY 2026-27

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4742

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 Transportation Development Act (TDA), Public Utilities Code (PUC) Sections 99200 *et seq.*, provides that funds are made available from the Local Transportation Fund (LTF) for various transportation purposes; and

WHEREAS, pursuant to 21 California Code of Regulations Section 6620, the County Auditor for each of the nine counties in the Bay Area has submitted the revised and new TDA fund estimates for FY 2025-26 and FY 2026-27 as shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC is required to determine and advise all prospective claimants, prior to March 1 each year, of all area apportionments from the LTF for the following fiscal year pursuant to 21 California Code of Regulations Section 6644; and

WHEREAS, all area apportionments of TDA funds for the 2026-27 fiscal year are shown in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and

MTC Resolution No. 4742

WHEREAS, MTC has prepared a proposed distribution of operating/capital assistance funds, including TDA, State Transit Assistance (STA) pursuant to Public Utilities Code § 99310 *et seq.*), State of Good Repair (SGR) Program pursuant to Public Utilities Code § 99312.1, Low Carbon Transit Operations Program (LCTOP) pursuant to Health and Safety Code § 39719(b)(1)(B), the twenty-five percent (25%) of the one-half cent transaction and use tax collected pursuant to PUC Section 29142.2 (AB 1107), and estimates of certain toll bridge revenues (SHC §§ 30910 *et seq.*), in order to provide financial information to all prospective claimants to assist them in developing budgets in a timely manner; and

WHEREAS, the proposed distribution of such operating assistance funds is also shown in Attachment A; now, therefore, be it

RESOLVED, that MTC approves the area apportionments of TDA funds, and the proposed distribution of operating assistance funds for the 2026-27 fiscal year as shown in Attachment A, subject to the conditions noted therein; and, be it further

RESOLVED, that MTC intends to allocate operating assistance funds for the 2026-27 fiscal year, based on the area apportionments of TDA funds, the proposed distribution of operating assistance funds and upon the receipt of appropriate claims from eligible claimants; and, be it further

RESOLVED, that Attachment A may be revised by the MTC Executive Director or his/her designee to reflect funds returned to the Local Transportation Fund and expired capital allocations or by approval of the MTC Programming and Allocations Committee, except that any significant changes shall be submitted to the full Commission for approval.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on February 25, 2026.

**FY 2026-27 FUND ESTIMATE
REGIONAL SUMMARY**

Attachment A
Res No. 4742
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TDA REGIONAL SUMMARY TABLE

Column	A	B	C	D	E	F	G	H=Sum(A:G)
	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance ¹	Outstanding Commitments, Refunds, & Interest ²	Original Estimate	Revenue Adjustment	Revised Admin. & Planning Charge	Revenue Estimate	Admin. & Planning Charge	Available for Allocation
Alameda	47,746,902	(100,909,466)	90,853,416	10,700,049	(4,062,139)	102,569,000	(4,102,760)	142,795,003
Contra Costa	63,837,898	(83,139,476)	55,891,922	238,767	(2,245,228)	58,600,440	(2,344,017)	90,840,305
Marin	1,076,350	(16,536,044)	17,799,157	(1,145,507)	(666,146)	17,340,951	(693,639)	17,175,121
Napa	6,614,695	(15,824,102)	11,535,799	(73,328)	(458,499)	11,691,720	(467,670)	13,018,615
San Francisco	3,547,349	(47,569,794)	48,345,000	(437,500)	(1,916,300)	49,060,000	(1,962,400)	49,066,357
San Mateo	4,479,321	(56,282,955)	57,949,257	(146,951)	(2,312,092)	60,927,369	(2,437,095)	62,176,855
Santa Clara	11,316,295	(145,378,048)	143,704,000	665,100	(5,774,764)	148,123,000	(5,924,920)	146,730,662
Solano	31,774,848	(33,199,708)	28,521,091	(12,735)	(1,879,271)	28,508,356	(1,879,272)	51,833,309
Sonoma	36,226,167	(46,093,764)	30,015,000	(915,000)	(1,081,518)	29,600,000	(1,100,101)	46,650,783
TOTAL	\$206,619,826	(\$544,933,357)	\$484,614,642	\$8,872,895	(\$20,395,957)	\$506,420,836	(\$20,911,874)	\$620,287,010

STA, AB 1107, BRIDGE TOLL, LOW CARBON TRANSIT OPERATIONS PROGRAM, SGR PROGRAM, & SB125 REGIONAL SUMMARY TABLE

Column	A	B	C	D	E=Sum(A:D)
Fund Source	6/30/2025	FY2024-26	FY2025-26	FY2026-27	FY2026-27
	Balance (w/ interest) ¹	Outstanding Commitments ²	Revenue Estimate	Revenue Estimate	Available for Allocation
State Transit Assistance					
Revenue-Based	15,016,242	(214,645,745)	213,117,399	192,335,694	205,823,590
Population-Based	129,791,109	(104,707,471)	77,115,439	69,595,684	171,794,760
SUBTOTAL	144,807,350	(319,353,216)	290,232,838	261,931,378	377,618,350
AB1107 - BART District Tax (25% Share)	0	(104,000,000)	104,000,000	105,000,000	105,000,000
Bridge Toll Total					
MTC 2% Toll Revenue	8,439,777	(3,880,707)	1,450,000	1,450,000	7,459,070
5% State General Fund Revenue	29,616,896	(25,806,317)	3,546,823	3,582,291	10,939,693
SUBTOTAL	38,056,673	(29,687,024)	4,996,823	5,032,291	18,398,763
Low Carbon Transit Operations Program	0	0	55,051,900	51,762,669	106,814,569
State of Good Repair Program					
Revenue-Based	1,834,477	(38,795,220)	36,960,765	37,690,857	37,690,879
Population-Based	16,603,360	(27,972,076)	13,180,360	13,638,244	15,449,887
SUBTOTAL	18,437,837	(66,767,296)	50,141,125	51,329,101	53,140,766
Senate Bill 125 Funding	1,786,333	(375,333,369)	374,742,049	0	1,195,013
TOTAL	\$201,301,860	(\$519,807,536)	\$504,422,686	\$475,055,438	\$662,167,461

Please see Attachment A pages 2-19 for detailed information on each fund source.

- Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
ALAMEDA COUNTY**

Attachment A
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FY2025-26 TDA Revenue Estimate			FY2026-27 TDA Revenue Estimate		
FY2025-26 Generation Estimate Adjustment			FY2026-27 County Auditor's Generation Estimate		
1. Original County Auditor Estimate (Feb, 25)	90,853,416		13. County Auditor Estimate	102,569,000	
2. Revised Revenue (Feb, 26)	101,553,465		FY2026-27 Planning and Administration Charges		
3. Revenue Adjustment (Lines 2-1)		10,700,049	14. MTC Administration (0.5% of Line 13)	512,845	
FY2025-26 Planning and Administration Charges Adjustment			15. County Administration (0.5% of Line 13)	512,845	
4. MTC Administration (0.5% of Line 3)	53,500		16. MTC Planning (3.0% of Line 13)	3,077,070	
5. County Administration (Up to 0.5% of Line 3) ⁴	53,500		17. Total Charges (Lines 14+15+16)	4,102,760	
6. MTC Planning (3.0% of Line 3)	321,001		18. TDA Generations Less Charges (Lines 13-17)	98,466,240	
7. Total Charges (Lines 4+5+6)		428,001	FY2026-27 TDA Apportionment By Article		
8. Adjusted Generations Less Charges (Lines 3-7)		10,272,048	19. Article 3.0 (2.0% of Line 18)	1,969,325	
FY2025-26 TDA Adjustment By Article			20. Funds Remaining (Lines 18-19)	96,496,915	
9. Article 3 Adjustment (2.0% of line 8)	205,441		21. Article 4.5 (5.0% of Line 20)	4,824,846	
10. Funds Remaining (Lines 8-9)		10,066,607	22. TDA Article 4 (Lines 20-21)	91,672,069	
11. Article 4.5 Adjustment (5.0% of Line 10)	503,330				
12. Article 4 Adjustment (Lines 10-11)		9,563,277			

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	8,645,898	424,635	9,070,533	(7,199,855)	0	1,744,386	205,441	3,820,505	1,969,325	5,789,830
Article 4.5	406,758	22,788	429,546	(4,179,123)	0	4,273,745	503,330	1,027,498	4,824,846	5,852,344
SUBTOTAL	9,052,656	447,423	9,500,079	(11,378,978)	0	6,018,131	708,771	4,848,003	6,794,171	11,642,174
Article 4										
AC Transit										
District 1	188,949	121,133	310,082	(52,436,116)	0	52,436,116	6,175,542	6,485,624	59,047,761	65,533,385
District 2	50,103	32,119	82,222	(13,768,141)	0	13,768,141	1,621,511	1,703,733	15,662,213	17,365,946
BART ³	317	204	521	(86,923)	0	86,923	10,237	10,758	97,963	108,721
LAVTA	31,101,459	1,244,336	32,345,795	(25,177,056)	0	11,624,472	1,369,045	20,162,256	13,188,553	33,350,809
Union City	7,353,417	509,233	7,862,650	(416,699)	0	3,285,496	386,942	11,118,389	3,675,580	14,793,969
SUBTOTAL	38,694,246	1,907,024	40,601,270	(91,884,935)	0	81,201,148	9,563,277	39,480,760	91,672,069	131,152,829
GRAND TOTAL	\$47,746,902	\$2,354,447	\$50,101,349	(\$103,263,913)	\$0	\$87,219,279	\$10,272,048	\$44,328,763	\$98,466,240	\$142,795,003

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Feeder Bus Program to be depreciated at the end of FY2025-26

4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
CONTRA COSTA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2027-26 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2027-26 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	55,891,922	13. County Auditor Estimate	58,600,440
2. Revised Estimate (Feb, 26)	56,130,689	FY2027-26 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	238,767	14. MTC Administration (0.5% of Line 13)	293,002
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	293,002
4. MTC Administration (0.5% of Line 3)	1,194	16. MTC Planning (3.0% of Line 13)	1,758,013
5. County Administration (Up to 0.5% of Line 3) ⁴	1,194	17. Total Charges (Lines 14+15+16)	2,344,017
6. MTC Planning (3.0% of Line 3)	7,163	18. TDA Generations Less Charges (Lines 13-17)	56,256,423
7. Total Charges (Lines 4+5+6)	9,551	FY2027-26 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	229,216	19. Article 3.0 (2.0% of Line 18)	1,125,128
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	55,131,295
9. Article 3 Adjustment (2.0% of line 8)	4,584	21. Article 4.5 (5.0% of Line 20)	2,756,565
10. Funds Remaining (Lines 8-9)	224,632	22. TDA Article 4 (Lines 20-21)	52,374,730
11. Article 4.5 Adjustment (5.0% of Line 10)	11,232		
12. Article 4 Adjustment (Lines 10-11)	213,400		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2027-26	FY2027-26
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	2,084,903	116,804	2,201,707	(2,629,100)	0	1,073,125	4,584	650,316	1,125,128	1,775,444
Article 4.5	588,417	20,210	608,627	(2,738,938)	0	2,629,156	11,232	510,077	2,756,565	3,266,642
SUBTOTAL	2,673,320	137,014	2,810,334	(5,368,038)	0	3,702,281	15,816	1,160,393	3,881,693	5,042,086
Article 4										
AC Transit										
District 1	25,063	14,449	39,512	(8,787,985)	0	8,787,985	37,542	77,054	9,200,294	9,277,348
BART ³	(1,058)	1,995	937	(209,265)	0	209,265	894	1,831	219,237	221,068
CCCTA	60,404,491	2,044,217	62,448,708	(52,421,999)	0	22,952,133	98,050	33,076,892	24,026,237	57,103,129
ECCTA	18,650	52,142	70,792	(15,196,080)	0	15,060,949	64,339	0	15,853,298	15,853,298
WCCTA	717,432	107,374	824,806	(3,513,299)	0	2,943,630	12,575	267,712	3,075,664	3,343,376
SUBTOTAL	61,164,578	2,220,177	63,384,755	(80,128,628)	0	49,953,962	213,400	33,423,489	52,374,730	85,798,219
GRAND TOTAL	\$63,837,898	\$2,357,191	\$66,195,089	(\$85,496,667)	\$0	\$53,656,243	\$229,216	\$34,583,882	\$56,256,423	\$90,840,305

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
3. Feeder Bus Program to be depreciated at the end of FY2025-26
4. Unclaimed County Administration charges will be redistributed as carryover for apportionment jurisdictions.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
MARIN COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	17,799,157	13. County Auditor Estimate	17,340,951
2. Revised Revenue (Feb, 26)	16,653,650	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(1,145,507)	14. MTC Administration (0.5% of Line 13)	86,705
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	86,705
4. MTC Administration (0.5% of Line 3)	(5,728)	16. MTC Planning (3.0% of Line 13)	520,229
5. County Administration (Up to 0.5% of Line 3)	(5,728)	17. Total Charges (Lines 14+15+16)	693,639
6. MTC Planning (3.0% of Line 3)	(34,365)	18. TDA Generations Less Charges (Lines 13-17)	16,647,312
7. Total Charges (Lines 4+5+6)	(45,821)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(1,099,686)	19. Article 3.0 (2.0% of Line 18)	332,946
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	16,314,366
9. Article 3 Adjustment (2.0% of line 8)	(21,994)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(1,077,692)	22. TDA Article 4 (Lines 20-21)	16,314,366
11. Article 4.5 Adjustment (5.0% of Line 10)	0		
12. Article 4 Adjustment (Lines 10-11)	(1,077,692)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	860,194	125,027	985,221	(777,162)	0	341,744	(21,994)	527,809	332,946	860,755
Article 4.5										
SUBTOTAL	860,194	125,027	985,221	(777,162)	0	341,744	(21,994)	527,809	332,946	860,755
Article 4/8										
GGBHTD	232,521	61,060	293,581	(7,140,118)	0	7,317,489	(470,952)	0	7,209,318	7,209,318
Marin Transit	(16,366)	24,018	7,652	(8,828,868)	0	9,427,957	(606,741)	0	9,105,048	9,105,048
SUBTOTAL	216,156	85,077	301,233	(15,968,986)	0	16,745,446	(1,077,692)	0	16,314,366	16,314,366
GRAND TOTAL	\$1,076,350	\$210,104	\$1,286,454	(\$16,746,148)	\$0	\$17,087,190	(\$1,099,686)	\$527,809	\$16,647,312	\$17,175,121

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
NAPA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	11,535,799	13. County Auditor Estimate	11,691,720
2. Revised Revenue (Feb, 26)	11,462,471	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(73,328)	14. MTC Administration (0.5% of Line 13)	58,459
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	58,459
4. MTC Administration (0.5% of Line 3)	(367)	16. MTC Planning (3.0% of Line 13)	350,752
5. County Administration (Up to 0.5% of Line 3)	(367)	17. Total Charges (Lines 14+15+16)	467,670
6. MTC Planning (3.0% of Line 3)	(2,200)	18. TDA Generations Less Charges (Lines 13-17)	11,224,050
7. Total Charges (Lines 4+5+6)	(2,934)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(70,394)	19. Article 3.0 (2.0% of Line 18)	224,481
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	10,999,569
9. Article 3 Adjustment (2.0% of line 8)	(1,408)	21. Article 4.5 (5.0% of Line 20)	549,978
10. Funds Remaining (Lines 8-9)	(68,986)	22. TDA Article 4 (Lines 20-21)	10,449,591
11. Article 4.5 Adjustment (5.0% of Line 10)	(3,449)		
12. Article 4 Adjustment (Lines 10-11)	(65,537)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	753,691	22,951	776,642	(450,000)	-	221,487	(1,408)	546,721	224,481	771,202
Article 4.5	(553)	762	208	(539,475)	-	542,644	(3,449)	(72)	549,978	549,906
SUBTOTAL	753,138	23,713	776,850	(989,475)	-	764,131	(4,857)	546,649	774,459	1,321,108
Article 4/8										
NVTA ³	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(65,537)	1,247,916	10,449,591	11,697,507
SUBTOTAL	5,861,557	120,363	5,981,920	(15,295,167)	316,463	10,310,236	(65,537)	1,247,916	10,449,591	11,697,507
GRAND TOTAL	\$6,614,695	\$144,076	\$6,758,771	(\$16,284,642)	\$316,463	\$11,074,367	(\$70,394)	\$1,794,565	\$11,224,050	\$13,018,615

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. NVTA is authorized to claim 100% of the apportionment to Napa County.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN FRANCISCO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	48,345,000	13. County Auditor Estimate	49,060,000
2. Revised Estimate (Feb, 26)	47,907,500	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(437,500)	14. MTC Administration (0.5% of Line 13)	245,300
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	245,300
4. MTC Administration (0.5% of Line 3)	(2,188)	16. MTC Planning (3.0% of Line 13)	1,471,800
5. County Administration (Up to 0.5% of Line 3)	(2,188)	17. Total Charges (Lines 14+15+16)	1,962,400
6. MTC Planning (3.0% of Line 3)	(13,125)	18. TDA Generations Less Charges (Lines 13-17)	47,097,600
7. Total Charges (Lines 4+5+6)	(17,501)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(419,999)	19. Article 3.0 (2.0% of Line 18)	941,952
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	46,155,648
9. Article 3 Adjustment (2.0% of line 8)	(8,400)	21. Article 4.5 (5.0% of Line 20)	2,307,782
10. Funds Remaining (Lines 8-9)	(411,599)	22. TDA Article 4 (Lines 20-21)	43,847,866
11. Article 4.5 Adjustment (5.0% of Line 10)	(20,580)		
12. Article 4 Adjustment (Lines 10-11)	(391,019)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,758,002	464,544	4,222,546	(3,371,668)	-	928,224	(8,400)	1,770,702	941,952	2,712,654
Article 4.5	131,401	-	131,401	-	(2,186,915)	2,274,149	(20,580)	198,055	2,307,782	2,505,837
SUBTOTAL	3,889,403	464,544	4,353,947	(3,371,668)	(2,186,915)	3,202,373	(28,980)	1,968,757	3,249,734	5,218,491
Article 4										
SFMTA	(342,053)	342,053	-	(45,004,723)	2,186,915	43,208,827	(391,019)	-	43,847,866	43,847,866
SUBTOTAL	(342,053)	342,053	-	(45,004,723)	2,186,915	43,208,827	(391,019)	-	43,847,866	43,847,866
GRAND TOTAL	\$3,547,349	\$806,597	\$4,353,947	(\$48,376,391)	\$0	\$46,411,200	(\$419,999)	\$1,968,757	\$47,097,600	\$49,066,357

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SAN MATEO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	57,949,257	13. County Auditor Estimate	60,927,369
2. Revised Revenue (Feb, 26)	57,802,306	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(146,951)	14. MTC Administration (0.5% of Line 13)	304,637
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	304,637
4. MTC Administration (0.5% of Line 3)	(735)	16. MTC Planning (3.0% of Line 13)	1,827,821
5. County Administration (Up to 0.5% of Line 3)	(735)	17. Total Charges (Lines 14+15+16)	2,437,095
6. MTC Planning (3.0% of Line 3)	(4,409)	18. TDA Generations Less Charges (Lines 13-17)	58,490,274
7. Total Charges (Lines 4+5+6)	(5,879)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(141,072)	19. Article 3.0 (2.0% of Line 18)	1,169,805
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	57,320,469
9. Article 3 Adjustment (2.0% of line 8)	(2,821)	21. Article 4.5 (5.0% of Line 20)	2,866,023
10. Funds Remaining (Lines 8-9)	(138,251)	22. TDA Article 4 (Lines 20-21)	54,454,446
11. Article 4.5 Adjustment (5.0% of Line 10)	(6,913)		
12. Article 4 Adjustment (Lines 10-11)	(131,338)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	4,788,393	383,905	5,172,298	(3,210,467)	-	1,112,626	(2,821)	3,071,636	1,169,805	4,241,441
Article 4.5	(16,410)	54,300	37,890	(2,725,933)	-	2,725,933	(6,913)	30,977	2,866,023	2,897,000
SUBTOTAL	4,771,984	438,205	5,210,189	(5,936,400)	-	3,838,559	(9,734)	3,102,613	4,035,828	7,138,441
Article 4										
SamTrans	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	(131,338)	583,968	54,454,446	55,038,414
SUBTOTAL	(292,663)	1,007,968	715,305	(51,792,728)	-	51,792,728	(131,338)	583,968	54,454,446	55,038,414
GRAND TOTAL	\$4,479,321	\$1,446,173	\$5,925,494	(\$57,729,128)	\$0	\$55,631,287	(\$141,072)	\$3,686,581	\$58,490,274	\$62,176,855

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SANTA CLARA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	143,704,000	13. County Auditor Estimate	148,123,000
2. Actual Revenue (Feb, 26)	144,369,100	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	665,100	14. MTC Administration (0.5% of Line 13)	740,615
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.5% of Line 13)	740,615
4. MTC Administration (0.5% of Line 3)	3,326	16. MTC Planning (3.0% of Line 13)	4,443,690
5. County Administration (Up to 0.5% of Line 3)	3,326	17. Total Charges (Lines 14+15+16)	5,924,920
6. MTC Planning (3.0% of Line 3)	19,953	18. TDA Generations Less Charges (Lines 13-17)	142,198,080
7. Total Charges (Lines 4+5+6)	26,605	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	638,495	19. Article 3.0 (2.0% of Line 18)	2,843,962
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	139,354,118
9. Article 3 Adjustment (2.0% of line 8)	12,770	21. Article 4.5 (5.0% of Line 20)	6,967,706
10. Funds Remaining (Lines 8-9)	625,725	22. TDA Article 4 (Lines 20-21)	132,386,412
11. Article 4.5 Adjustment (5.0% of Line 10)	31,286		
12. Article 4 Adjustment (Lines 10-11)	594,439		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	10,727,225	575,552	11,302,777	(10,901,281)	-	2,759,117	12,770	3,173,383	2,843,962	6,017,345
Article 4.5	29,454	7,220	36,674	(6,759,836)	-	6,759,836	31,286	67,960	6,967,706	7,035,666
SUBTOTAL	10,756,679	582,773	11,339,451	(17,661,117)	-	9,518,953	44,056	3,241,343	9,811,668	13,053,011
Article 4										
VTA	559,616	137,184	696,800	(128,436,887)	-	128,436,887	594,439	1,291,239	132,386,412	133,677,651
SUBTOTAL	559,616	137,184	696,800	(128,436,887)	-	128,436,887	594,439	1,291,239	132,386,412	133,677,651
GRAND TOTAL	\$11,316,295	\$719,956	\$12,036,251	(\$146,098,004)	\$0	\$137,955,840	\$638,495	\$4,532,582	\$142,198,080	\$146,730,662

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SOLANO COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	28,521,091	13. County Auditor Estimate	28,508,356
2. Revised Revenue (Feb, 26)	28,508,356	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(12,735)	15. MTC Administration (0.5% of Line 14)	142,542
FY2025-26 Planning and Administration Charges Adjustment		16. County Administration (0.5% of Line 14)	142,542
4. MTC Administration (0.5% of Line 3)	(64)	17. MTC Planning (3.0% of Line 14)	855,251
5. County Administration (Up to 0.5% of Line 3)	(64)	18. Total Charges (Lines 15+16+17)	1,140,335
6. MTC Planning (3.0% of Line 3)	(382)	19. Solano Transportation Authority Planning (2.7% of Line 14-18) ³	738,937
7. Total Charges (Lines 4+5+6)	(510)	20. TDA Generations Less Charges (Lines 14-18-19)	26,629,084
8. STA Planning (2.7%)	(330)	FY2026-27 TDA Apportionment By Article	
9. Adjusted Generations Less Charges (Lines 3-7-8)	(11,895)	21. Article 3.0 (2.0% of Line 20)	532,582
FY2025-26 TDA Adjustment By Article		22. Funds Remaining (Lines 20-21)	26,096,502
10. Article 3 Adjustment (2.0% of line 9)	(238)	23. Article 4.5 (5.0% of Line 22)	0
11. Funds Remaining (Lines 9-10)	(11,657)	24. TDA Article 4 (Lines 22-23)	26,096,502
12. Article 4.5 Adjustment (5.0% of Line 11)	-		
13. Article 4 Adjustment (Lines 11-12)	(11,657)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4.5										
SUBTOTAL	1,587,226	88,068	1,675,294	(1,652,780)	-	532,820	(238)	555,096	532,582	1,087,678
Article 4/8										
Dixon	3,545,539	170,321	3,715,860	(452,913)	-	1,134,738	(507)	4,397,179	1,170,354	5,567,533
Fairfield	1,711,415	147,435	1,858,850	(1,646,331)	-	7,037,740	(3,142)	7,247,117	7,003,327	14,250,444
Rio Vista	2,005,476	93,172	2,098,648	(168,100)	-	585,060	(261)	2,515,347	599,738	3,115,085
Solano County	4,123,414	192,108	4,315,522	(3,703,536)	-	1,057,132	(472)	1,668,646	1,043,538	2,712,184
Suisun City	1,341,923	63,767	1,405,691	(1,400,377)	-	1,686,639	(753)	1,691,200	1,684,465	3,375,665
Vacaville	10,799,522	642,355	11,441,877	(12,090,621)	-	5,975,344	(2,668)	5,323,932	5,985,838	11,309,770
Vallejo/Benicia	6,660,332	467,099	7,127,431	(13,949,376)	-	8,631,508	(3,855)	1,805,708	8,609,243	10,414,951
SUBTOTAL	30,187,623	1,776,257	31,963,880	(33,411,254)	-	26,108,161	(11,658)	24,649,129	26,096,502	50,745,631
GRAND TOTAL	\$31,774,848	\$1,864,326	\$33,639,174	(\$35,064,034)	\$0	\$26,640,981	(\$11,896)	\$25,204,225	\$26,629,084	\$51,833,309

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. Beginning with FY24, the MTC Fund Estimate will directly program the 2.7% of TDA revenues to Solano Transportation Authority for planning purposes, as authorized by PUC 99233.12 of the Transportation Development Act statute.

**FY 2026-27 FUND ESTIMATE
TRANSPORTATION DEVELOPMENT ACT FUNDS
SONOMA COUNTY**

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FY2025-26 TDA Revenue Estimate		FY2026-27 TDA Revenue Estimate	
FY2025-26 Generation Estimate Adjustment		FY2026-27 County Auditor's Generation Estimate	
1. Original County Auditor Estimate (Feb, 25)	30,015,000	13. County Auditor Estimate	29,600,000
2. Revised Revenue (Feb, 26)	29,100,000	FY2026-27 Planning and Administration Charges	
3. Revenue Adjustment (Lines 2-1)	(915,000)	14. MTC Administration (0.5% of Line 13)	148,000
FY2025-26 Planning and Administration Charges Adjustment		15. County Administration (0.22% of Line 13)	64,101
4. MTC Administration (0.5% of Line 3)	(4,575)	16. MTC Planning (3.0% of Line 13)	888,000
5. County Administration (0.22% of Line 3)	(1,982)	17. Total Charges (Lines 14+15+16)	1,100,101
6. MTC Planning (3.0% of Line 3)	(27,450)	18. TDA Generations Less Charges (Lines 13-17)	28,499,899
7. Total Charges (Lines 4+5+6)	(34,007)	FY2026-27 TDA Apportionment By Article	
8. Adjusted Generations Less Charges (Lines 3-7)	(880,993)	19. Article 3.0 (2.0% of Line 18)	569,998
FY2025-26 TDA Adjustment By Article		20. Funds Remaining (Lines 18-19)	27,929,901
9. Article 3 Adjustment (2.0% of line 8)	(17,620)	21. Article 4.5 (5.0% of Line 20)	0
10. Funds Remaining (Lines 8-9)	(863,373)	22. TDA Article 4 (Lines 20-21)	27,929,901
11. Article 4.5 Adjustment (5.0% of Line 10)	-		
12. Article 4 Adjustment (Lines 10-11)	(863,373)		

TDA APPORTIONMENT BY JURISDICTION

Column	A	B	C=Sum(A:B)	D	E	F	G	H=Sum(C:G)	I	J=Sum(H:I)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	FY2025-26	FY2026-27	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Transfers/ Refunds	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
Article 3	3,234,719	135,864	3,370,583	(2,581,400)	-	577,990	(17,620)	1,349,553	569,998	1,919,551
Article 4.5										
SUBTOTAL	3,234,719	135,864	3,370,583	(2,581,400)	-	577,990	(17,620)	1,349,553	569,998	1,919,551
Article 4/8										
GGBHTD ³	5,411	28,294	33,705	(3,680,778)	-	3,761,729	(114,656)	-	1,382,530	1,382,530
Petaluma	2,021,606	197,534	2,219,141	(1,938,956)	-	2,994,483	(91,518)	3,183,150	3,248,247	6,431,397
Santa Rosa	13,505,454	468,794	13,974,248	(16,358,536)	-	8,965,109	(273,862)	6,306,959	9,811,774	16,118,733
Sonoma County	17,458,977	679,394	18,138,371	(23,043,975)	-	12,600,165	(383,338)	7,311,222	13,487,349	20,798,571
SUBTOTAL	32,991,448	1,374,016	34,365,464	(45,022,245)	-	28,321,485	(863,373)	16,801,331	27,929,901	44,731,232
GRAND TOTAL	\$36,226,167	\$1,509,881	\$37,736,048	(\$47,603,645)	\$0	\$28,899,475	(\$880,993)	\$18,150,884	\$28,499,899	\$46,650,783

- Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.
- The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.
- Apportionment to GGBHTD is based on the Sonoma County Transportation Authority's coordinated TDA claim.

**FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
REVENUE-BASED FUNDS (PUC 99314)**

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FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate	
1. State Estimate (Aug, 25) ³	\$213,117,399	4. Projected Carryover (Jan, 26)	\$13,487,896
2. Actual Revenue (Sept, 26)		5. State Estimate (Jan, 26) - DRAFT	\$192,335,694
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$205,823,590

STA REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
ACCMA - Corresponding to ACE	-	(311,072)	311,072	-	280,738	280,738
Caltrain	685,812	(10,101,529)	10,101,529	685,812	9,116,499	9,802,311
CCCTA	709,585	(1,000,000)	885,616	595,201	799,257	1,394,458
City of Dixon	83,292	-	8,648	91,940	7,804	99,744
ECCTA	-	(428,182)	428,182	-	386,429	386,429
City of Fairfield	-	-	157,146	157,146	141,822	298,968
GGBHTD	-	(9,692,845)	9,692,845	-	8,747,667	8,747,667
LAVTA	-	(424,810)	424,810	-	383,386	383,386
Marin Transit	1,569,216	(2,500,000)	1,656,536	725,752	1,495,002	2,220,754
NVTA	-	(120,265)	120,265	-	108,538	108,538
City of Petaluma	553	-	51,600	52,153	46,569	98,722
City of Rio Vista	28,409	-	2,749	31,158	2,480	33,638
SamTrans	537,646	(10,131,176)	10,131,176	537,646	9,143,255	9,680,901
SMART	184	(2,094,129)	2,094,129	184	1,889,925	1,890,109
City of Santa Rosa	-	(159,976)	173,394	13,418	156,487	169,905
Solano County Transit	-	(369,349)	369,349	-	333,333	333,333
Sonoma County Transit	-	(241,541)	241,541	-	217,987	217,987
City of Union City	9	-	131,223	131,232	118,427	249,659
Vacaville City Coach	239,211	-	28,125	267,336	25,382	292,718
VTA	-	(28,329,054)	30,706,526	2,377,472	27,712,242	30,089,714
VTA - Corresponding to ACE	-	(165,571)	179,464	13,893	161,965	175,858
WCCTA	-	(561,691)	561,691	-	506,919	506,919
WETA	11,157,923	(7,987,907)	2,754,515	5,924,531	2,485,915	8,410,446
SUBTOTAL	15,011,839	(74,619,097)	71,212,131	11,604,874	64,268,028	75,872,902
AC Transit	-	(25,206,579)	27,089,601	1,883,022	24,448,014	26,331,036
BART	4,381	(42,453,821)	42,449,440	-	38,310,070	38,310,070
SFMTA	21	(72,366,248)	72,366,227	-	65,309,582	65,309,582
SUBTOTAL	4,402	(140,026,648)	141,905,268	1,883,022	128,067,666	129,950,688
GRAND TOTAL	\$15,016,242	(\$214,645,745)	\$213,117,399	\$13,487,896	\$192,335,694	\$205,823,590

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimates based on January 2026 State Controller's Office (SCO) forecast.

**FY 2026-27 FUND ESTIMATE
STATE TRANSIT ASSISTANCE
POPULATION-BASED FUNDS (PUC 99313) - FY 2018-19 ONWARDS**

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FY2025-26 STA Revenue Estimate		FY2026-27 STA Revenue Estimate	
1. State Estimate (Aug, 25) ³	\$77,115,439	4. Projected Carryover (Jan, 26)	\$102,199,076
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	\$69,595,684
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$171,794,760

STA POPULATION-BASED COUNTY BLOCK GRANT AND REGIONAL PROGRAM APPORTIONMENT

Column	A	C	D	E=Sum(A:D)	F	G=Sum(E:F)
	6/30/2025	FY2024-26	FY2025-26	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest) ¹	Outstanding Commitments ²	Revenue Estimate ³	Projected Carryover ⁴	Revenue Estimate ⁵	Available For Allocation
County Block Grant⁶						
Alameda	2,226,007	(8,550,980)	9,542,245	3,217,272	8,611,752	11,829,024
Contra Costa	1,504,533	(12,016,700)	11,974,307	1,462,140	10,806,657	12,268,797
Marin	151,199	(3,081,290)	3,080,386	150,295	2,780,009	2,930,304
Napa	-	(1,884,278)	1,884,278	-	1,700,537	1,700,537
San Francisco	2,547,440	(5,755,937)	4,564,339	1,355,842	4,119,257	5,475,099
San Mateo	7,649,211	(4,527,390)	2,732,788	5,854,609	2,466,306	8,320,915
Santa Clara	-	(7,087,177)	7,606,983	519,806	6,865,204	7,385,010
Solano	16,742,718	(11,709,894)	5,669,048	10,701,872	5,116,242	15,818,114
Sonoma	183,913	(6,326,203)	6,926,433	784,143	6,251,015	7,035,158
SUBTOTAL	31,005,022	(60,939,849)	53,980,807	24,045,979	48,716,979	72,762,958
Regional Program	59,561,009	(35,767,623)	23,134,632	46,928,018	12,878,705	59,806,723
Means-Based Transit Fare Program	38,217,327	(7,999,999)	-	30,217,328	8,000,000	38,217,328
Transit Emergency Service Contingency Fund⁷	1,007,751	-	-	1,007,751	-	1,007,751
GRAND TOTAL	\$129,791,109	(\$104,707,471)	\$77,115,439	\$102,199,076	\$69,595,684	\$171,794,760

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/2026.

3. FY 2025-26 STA estimates are based on State Controller's Office report from August 2025.

4. Projected carryover as of 6/30/26 does not include interest accrued in FY2025-26.

5. FY2026-27 STA revenue estimates are based on January 2026 State Controller's Office (SCO) forecast.

6. County Block Grant adopted through MTC Resolution 4321 in February 2018, and funded through a 70% share of STA Population-Based funds.

7. Funds for the Transit Emergency Service Contingency Fund are taken "off the top" from the STA Population-Based program.

**FY 2026-27 FUND ESTIMATE
BRIDGE TOLLS¹**

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BRIDGE TOLL APPORTIONMENT BY CATEGORY

<i>Column</i>	A	B	C	D=Sum(A:C)	E	F=D+E
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Fund Source	Balance²	Outstanding Commitments³	Programming Amount⁴	Projected Carryover	Programming Amount⁴	Available for Allocation
MTC 2% Toll Revenues						
Ferry Capital	7,003,393	(2,285,162)	1,000,000	5,718,231	1,000,000	6,718,231
Bay Trail	893,309	(1,343,309)	450,000	-	450,000	450,000
Studies	543,075	(252,236)	-	290,839	-	290,839
SUBTOTAL	8,439,777	(3,880,707)	1,450,000	6,009,070	1,450,000	7,459,070
5% State General Fund Revenues						
Ferry	29,083,217	(24,982,396)	3,256,581	7,357,402	3,283,254	10,640,656
Bay Trail	533,679	(823,921)	290,242	-	299,037	299,037
SUBTOTAL	29,616,896	(25,806,317)	3,546,823	7,357,402	3,582,291	10,939,693

1. BATA Resolution 93 and MTC Resolution 3948 required BATA to make a payment to MTC equal to the estimated present value of specified fund transfers for the next 50 years (FY2010-11 through FY2059-60) and relieved BATA from making those fund transfers for that 50 year period. The MTC 2% Toll Revenues listed above, commencing in FY2010-11, are funded from this payment.

2. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

3. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

4. MTC Resolution 4015 states that annual funding levels are established and adjusted through the fund estimate for 2%, and 5% bridge toll revenues.

**FY 2026-27 FUND ESTIMATE
 AB1107 FUNDS
 AB1107 IS TWENTY-FIVE PERCENT OF THE ONE-HALF CENT BART DISTRICT SALES TAX**

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FY2025-26 AB1107 Revenue Estimate		FY2026-27 AB1107 Revenue Estimate	
1. Original MTC Estimate (Feb, 25)	\$104,000,000	4. Projected Carryover (Feb, 26)	\$0
2. Revised Revenue (Feb, 26)	\$104,000,000	5. MTC Estimate (Feb, 26)	\$105,000,000
3. Revenue Adjustment (Lines 2-1)	\$0	6. Total Funds Available (Lines 4+5)	\$105,000,000

AB1107 APPORTIONMENT BY OPERATOR

Column	A	B	C=Sum(A:B)	D	E	F	G=Sum(A:F)	H	I=Sum(G:H)
	6/30/2025	FY2024-25	6/30/2025	FY2024-26	FY2025-26	FY2025-26	6/30/2026	FY2026-27	FY2026-27
Apportionment Jurisdictions	Balance (w/o interest)	Interest	Balance (w/ interest) ¹	Outstanding Commitments ²	Original Estimate	Revenue Adjustment	Projected Carryover	Revenue Estimate	Available for Allocation
AC Transit	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
SFMTA	-	-	-	(52,000,000)	52,000,000	-	-	52,500,000	52,500,000
TOTAL	\$0	\$0	\$0	(\$104,000,000)	\$104,000,000	\$0	\$0	\$105,000,000	\$105,000,000

1. Balance as of 6/30/25 is from the MTC FY2024-25 Audit, and it contains both funds available for allocation and funds that have been allocated but not disbursed.

2. The outstanding commitments figure includes all unpaid allocations as of 6/30/25, and FY2025-26 allocations as of 1/31/26.

**FY 2026-27 FUND ESTIMATE
TDA & STA FUND SUBAPPORTIONMENT FOR ALAMEDA & CONTRA COSTA COUNTIES
& IMPLEMENTATION OF OPERATOR AGREEMENTS**

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ARTICLE 4.5 SUBAPPORTIONMENT		
Apportionment Jurisdictions	Alameda Article 4.5	Contra Costa Article 4.5
Total Available	\$5,852,344	\$3,266,642
AC Transit	\$5,261,982	\$1,039,431
LAVTA	\$164,045	
Pleasanton	\$89,260	
Union City	\$337,057	
CCCTA		\$1,396,492
ECCTA		\$601,207
WCCTA		\$229,512

IMPLEMENTATION OF OPERATOR AGREEMENTS

Apportionment of BART Funds to Implement Transit Coordination Program

Apportionment Jurisdictions	Total Available Funds (TDA and STA) FY 2026-27
CCCTA	\$0
LAVTA	\$0
ECCTA	\$0
WCCTA	\$0

Fund Source	Apportionment Jurisdictions	Claimant	Amount ¹	Program
Total Available BART STA Revenue-Based Funds²			\$38,310,070	
STA Revenue-Based	BART	CCCTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	LAVTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	ECCTA ²	\$0	BART Feeder Bus
STA Revenue-Based	BART	WCCTA ²	\$0	BART Feeder Bus
Total Payment			\$0	
Remaining BART STA Revenue-Based Funds			\$38,310,070	
Total Available BART TDA Article 4 Funds²			\$329,789	
TDA Article 4	BART-Alameda	LAVTA	\$0	BART Feeder Bus
TDA Article 4	BART-Contra Costa	WCCTA	\$0	BART Feeder Bus
Total Payment			\$0	
Remaining BART TDA Article 4 Funds			\$329,789	
Total Available SamTrans STA Revenue-Based Funds			\$9,680,901	
STA Revenue-Based	SamTrans	BART	(801,024)	SFO Operating Expense
Total Payment			(801,024)	
Remaining SamTrans STA Revenue-Based Funds			\$8,879,877	
Total Available Union City TDA Article 4 Funds			\$14,793,969	
TDA Article 4	Union City	AC Transit	(116,699)	Union City service
Total Payment			(116,699)	
Remaining Union City TDA Article 4 Funds			\$14,677,270	

1. Amounts assigned to the claimants in this page will reduce the funds available for allocation in the corresponding apportionment jurisdictions by the same amounts, and may include carryover from previous years
2. Feeder Bus program will be deprecated at the end FY2025-26, please see February 2026 Programming and Allocations Committee staff memo for more information.

**FY 2026-27 FUND ESTIMATE
CAP AND TRADE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)**

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FY2025-26 LCTOP Revenue Estimate¹		FY2026-27 LCTOP Revenue Estimate²	
1. Estimated Statewide Appropriation (Jan, 26)	\$150,700,000	5. Estimated Statewide Appropriation (Jan, 26)	\$141,696,000
2. MTC Region Revenue-Based Funding	\$40,375,981	6. Estimated MTC Region Revenue-Based Funding	\$37,963,604
3. MTC Region Population-Based Funding	\$14,675,919	7. Estimated MTC Region Population-Based Funding	\$13,799,065
4. Total MTC Region Funds	\$55,051,900	8. Estimated Total MTC Region Funds	\$51,762,669

1. The FY 2025-26 LCTOP revenue generation is based on the \$150 million revised estimate included in the FY 2025-26 Governor's Proposed State Budget.

2. The FY 2026-27 LCTOP revenue generation is based on the \$141 million estimated in the FY 2026-27 Governor's Proposed State Budget.

**FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
REVENUE-BASED FUNDS**

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FY2025-26 SGR Revenue-Based Revenue Estimate		FY2026-27 SGR Revenue-Based Revenue Estimate	
1. State Estimate (Aug, 25)	\$36,960,765	4. Projected Carryover (Jan, 26)	\$22
2. Actual Revenue (Aug, 26)		5. State Estimate (Jan, 26)	\$37,690,857
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$37,690,879

STATE OF GOOD REPAIR PROGRAM REVENUE-BASED APPORTIONMENT BY OPERATOR

Column	A	B	C	D=Sum(A:C)	E	F=Sum(D:E)
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Revenue Estimate ¹	Projected Carryover	Revenue Estimate ²	Available For Allocation
ACCMA - Corresponding to ACE	2,946	(56,895)	53,949	-	55,015	55,015
Caltrain	95,612	(1,847,511)	1,751,900	1	1,786,506	1,786,507
CCCTA	8,385	(161,976)	153,592	1	156,626	156,627
City of Dixon	82	(1,581)	1,500	1	1,530	1,531
ECCTA	45,609	(119,867)	74,259	-	75,726	75,726
City of Fairfield	1,486	(28,740)	27,254	-	27,792	27,792
GGBHTD	91,744	(1,772,764)	1,681,022	2	1,714,228	1,714,230
LAVTA	4,022	(77,696)	73,674	-	75,129	75,129
Marin Transit	15,680	(302,961)	287,292	11	292,967	292,978
NVTA	1,137	(21,994)	20,857	-	21,269	21,269
City of Petaluma	490	(9,438)	8,949	1	9,126	9,127
City of Rio Vista	27	(504)	477	-	486	486
SamTrans	95,891	(1,852,930)	1,757,040	1	1,791,747	1,791,748
SMART	19,821	(383,004)	363,183	-	370,357	370,357
City of Santa Rosa	1,640	(31,711)	30,072	1	30,666	30,667
Solano County Transit	3,497	(67,552)	64,056	1	65,321	65,322
Sonoma County Transit	2,286	(44,176)	41,890	-	42,717	42,717
City of Union City	1,242	(24,000)	22,758	-	23,208	23,208
Vacaville City Coach	268	(5,145)	4,878	1	4,974	4,975
VTA	290,639	(5,616,044)	5,325,406	1	5,430,600	5,430,601
VTA - Corresponding to ACE	1,699	(32,823)	31,124	-	31,739	31,739
WCCTA	5,314	(102,728)	97,414	-	99,338	99,338
WETA	26,071	(503,784)	477,713	-	487,149	487,149
SUBTOTAL	715,588	(13,065,824)	12,350,259	22	12,594,216	12,594,238
AC Transit	256,397	(4,954,523)	4,698,126	-	4,790,929	4,790,929
BART	401,775	(7,763,744)	7,361,969	-	7,507,391	7,507,391
SFMTA	460,718	(13,011,129)	12,550,411	-	12,798,321	12,798,321
SUBTOTAL	1,118,889	(25,729,396)	24,610,506	-	25,096,641	25,096,641
GRAND TOTAL	\$1,834,477	(\$38,795,220)	\$36,960,765	\$22	\$37,690,857	\$37,690,879

1. FY2025-26 State of Good Repair Program revenue generation is based on August 2025 actuals report from the State Controller's Office (SCO).

2. FY2026-27 State of Good Repair Program revenue generation based on January 2026 State Controller's Office (SCO) forecast.

**FY 2026-27 FUND ESTIMATE
STATE OF GOOD REPAIR (SGR) PROGRAM
POPULATION-BASED FUNDS**

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FY2025-26 SGR Population-Based Revenue Estimate		FY2026-27 SGR Population-Based Revenue Estimate				
1. State Estimate (Aug, 25)	\$13,374,065	4. Projected Carryover (Feb, 26)	\$1,811,643			
2. Actual Revenue (Sept, 26)		5. State Estimate (Feb, 26)	\$13,638,244			
3. Revenue Adjustment (Lines 2-1)		6. Total Funds Available (Lines 4+5)	\$15,449,887			
SGR PROGRAM POPULATION-BASED APPORTIONMENT						
<i>Column</i>	<i>A</i>	<i>B</i>	<i>C</i>	<i>D=Sum(A:C)</i>	<i>E</i>	<i>F=Sum(D:E)</i>
	6/30/2025	FY2024-26	FY2025-26	6/30/2026	FY2026-27	Total
Apportionment³	Balance (w/interest)	Outstanding Commitments	Revenue Estimate¹	Projected Carryover	Revenue Estimate²	Available For Allocation
Clipper®/Clipper® 2.0/Green Transit Capital Priorities⁴	16,603,360	(27,972,076)	13,180,360	1,811,643	13,638,244	15,449,887
GRAND TOTAL	\$16,603,360	(\$27,972,076)	\$13,180,360	\$1,811,643	\$13,638,244	\$15,449,887

1. FY2025-26 State of Good Repair Program revenue generation is based on September 2025 actuals report from the State Controller's Office (SCO).
2. FY2026-27 State of Good Repair Program revenue generation is based on August 2025 estimates from the State Controller's Office (SCO).
3. State of Good Repair Program funds are shown here according to the policy in MTC Resolution 4321.
4. Specific projects will be identified through the annual State of Good Repair Programming Resolution.

**FY 2026-27 FUND ESTIMATE
SB 125 TRANSIT OPERATIONS FUNDING**

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FY2025-26 SB 125 Funding		FY2026-27 SB 125 Funding	
1. Estimate (Feb, 25)	\$374,742,049	1. Estimate (Feb, 26)	\$0
2. Actual Revenue		2. Actual Revenue	
3. Revenue Adjustment (Lines 2-1)		3. Revenue Adjustment (Lines 2-1)	

SB 125 FUNDING DISTRIBUTION

Column	A	B	C	D=Sum(A:C)	E	F
	6/30/2025	FY2024-26	FY25-26 Distribution	6/30/2025	FY2026-27	Total
Apportionment Jurisdictions	Balance (w/interest)	Outstanding Commitments	Distribution	Projected Carryover	Distribution ¹	Available For Allocation
SFMTA	-	(117,263,296)	117,263,296	-	-	-
BART	-	(224,390,775)	224,390,775	-	-	-
AC Transit	-	-	-	-	-	-
Caltrain	-	(10,448,973)	10,448,973	-	-	-
GGBHTD	-	(20,810,168)	20,810,168	-	-	-
ACE	-	(1,828,837)	1,828,837	-	-	-
ECCTA	-	-	-	-	-	-
LAVTA	-	-	-	-	-	-
NVTA	-	-	-	-	-	-
SolTrans	-	-	-	-	-	-
WCCTA	-	-	-	-	-	-
MTC (Regional Network Management)	1,786,333	(591,320)	-	1,195,013	-	1,195,013
GRAND TOTAL	\$1,786,333	(\$375,333,369)	\$374,742,049	\$1,195,013	\$0	\$1,195,013

1. SB 125 funding to be deprecated at the end of FY2025-26. All operating commitments outlined in MTC Resolution 4619, Revised have been disbursed to operators as of 1/31/2026

FY 2026-27 MTC Fund Estimate

MTC Programming & Allocation Committee

February 11, 2026

Agenda

1. Fund Estimate Preview
 - TDA, STA, AB1107 estimates
2. Economic Overview
 - Population, Unemployment, Sales Tax
3. Discussion
 - STA Revenue Based Formula Freeze
 - BART-Feeder Bus Agreement

Introduction to the Fund Estimate

- Every year, MTC prepares a Fund Estimate to identify how much funding will be available in the upcoming fiscal year from sources including:
 - Transportation Development Act (TDA) – *statewide sales tax*
 - State Transit Assistance (STA) – *statewide diesel sales tax*
 - Assembly Bill 1107 – *regional sales tax in Alameda, Contra Costa, and San Francisco counties*
- The Fund Estimate is informed by state and county revenue projections and reflects latest macroeconomic and demographic trends
- The Fund Estimate is typically amended twice per year to incorporate the latest revenue information from the state
- Transit agencies, County Transportation Agencies, and MTC use the Fund Estimate for budget development and to request allocation of funds

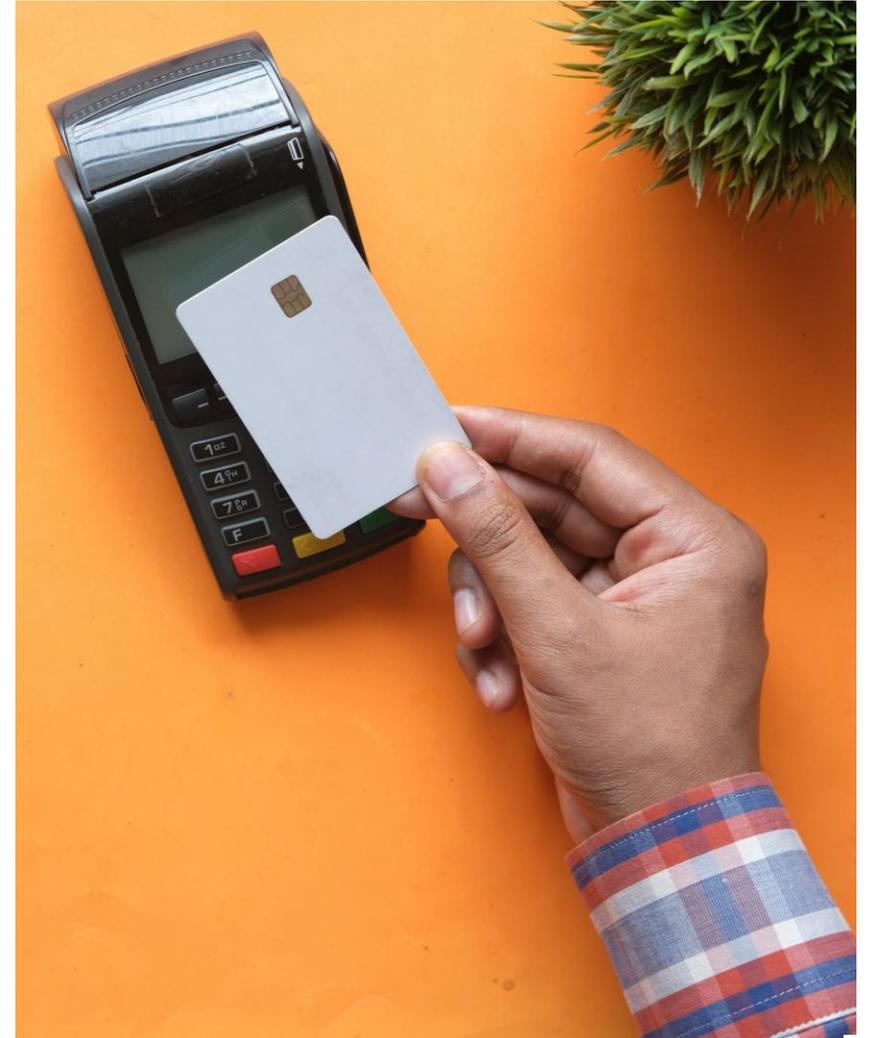


Image Credit: Unsplash

TDA Sales Tax Forecast FY 2026-27



Estimates for each county prepared by individual county Auditor/Controllers



TDA receipts in the first half of FY26 are tracking on par with original estimates

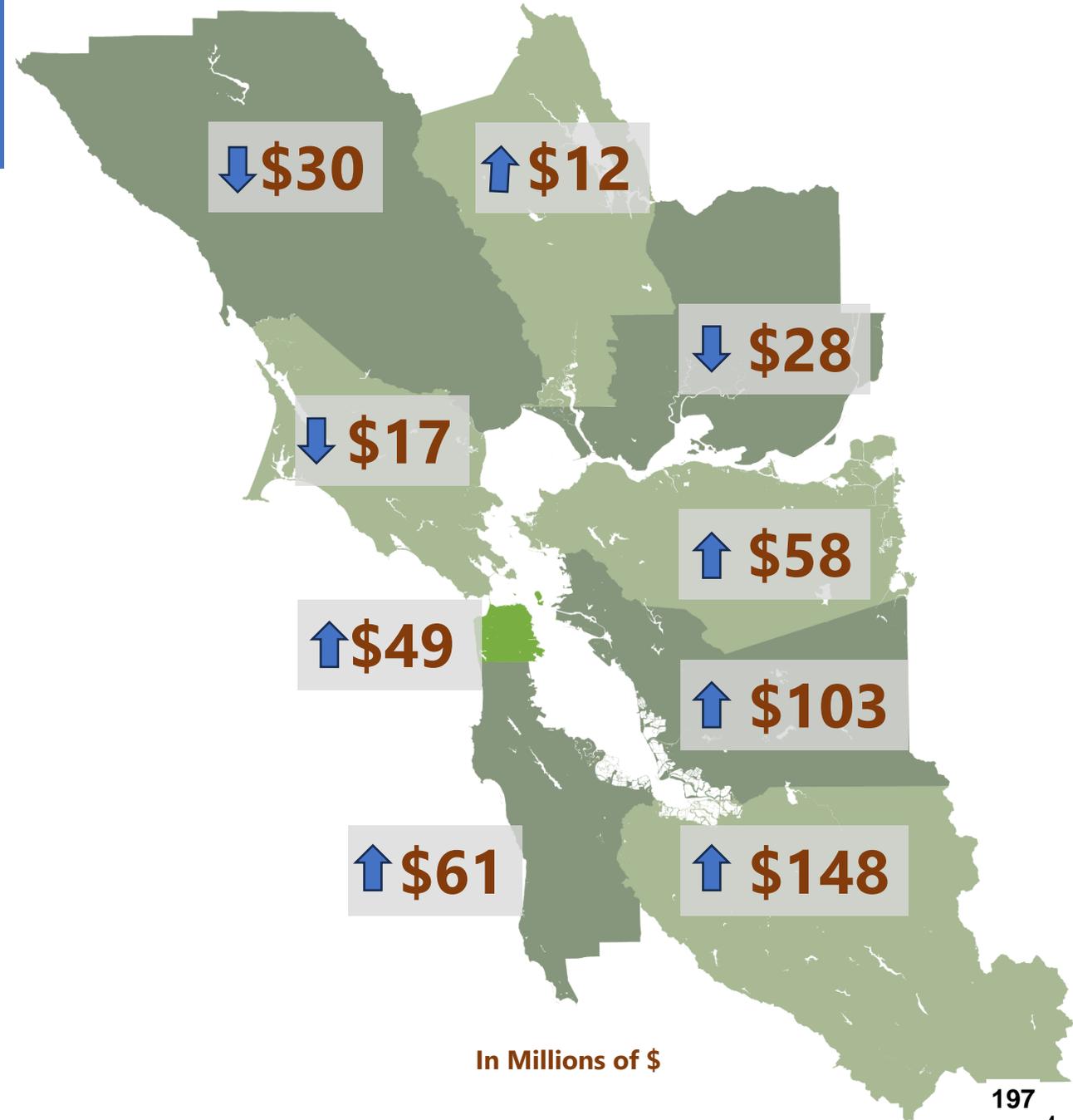


FY26 (Current Year) estimates revised to roughly **\$493 M**

- Up 2% from original \$485M FY26 estimate
- Up 3.6% from FY25 Actuals (\$476M)



FY27 estimates projected to be 2.6% higher at **\$506M**



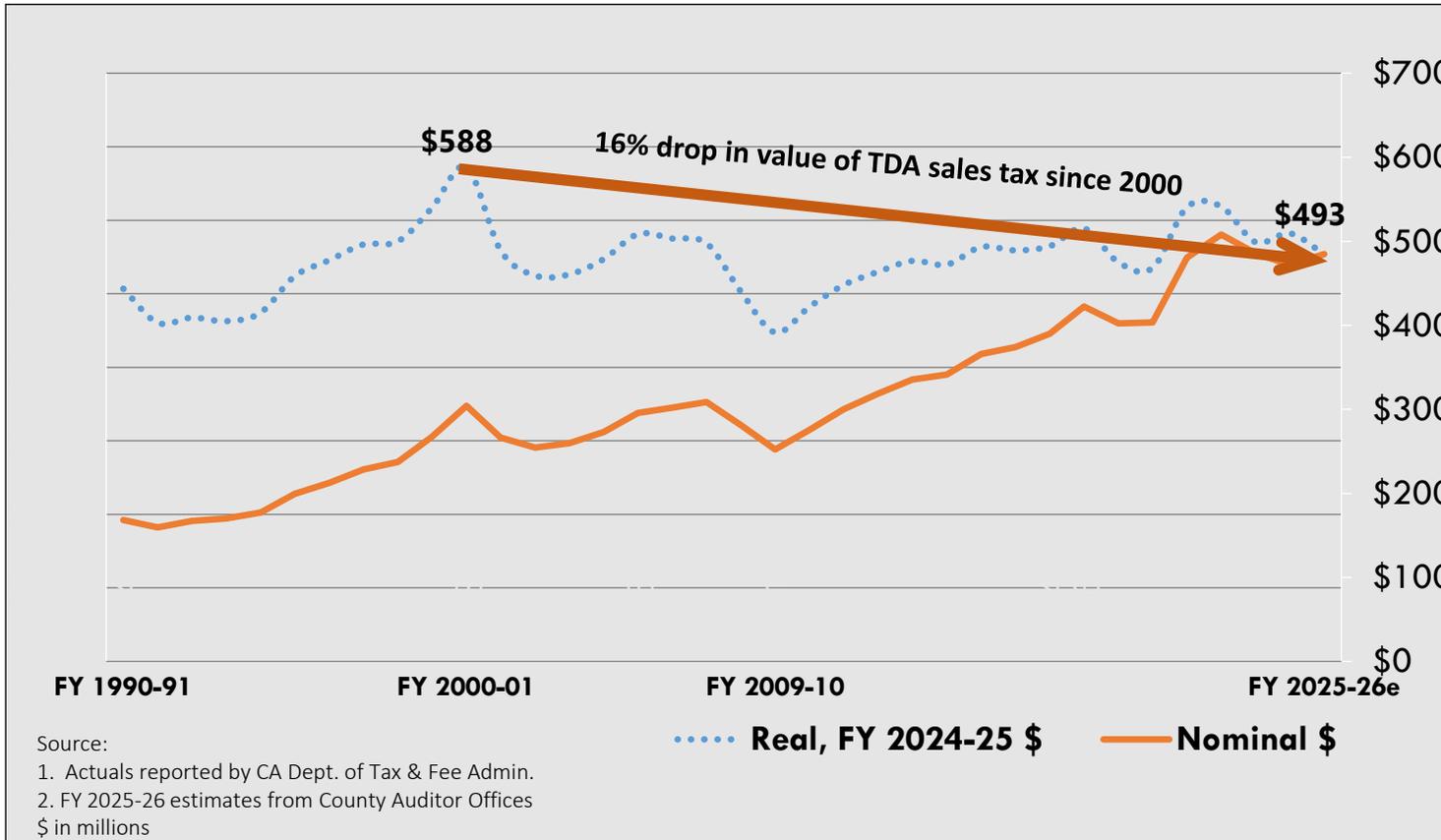
AB 1107 Sales Tax Forecast FY 2026-27

- 25% of total revenue from BART's sales tax in Alameda, Contra Costa, and San Francisco counties
- MTC estimates revenue and establishes funding policy
- Only AC Transit, BART, and SFMTA eligible to receive AB 1107 funds per state statute
- Historically, Commission policy is to distribute 50% of funds to AC Transit and 50% to SFMTA
- **FY 2026-27 forecast of \$105 million is an estimate based on sales tax trends in Alameda, Contra Costa, and San Francisco counties**

FY 2025-26 forecast remains at the original estimate of \$104 million.



Real Sales Tax Revenue: 16% drop since 2000



- In addition to the recent plateau in sales tax revenues in nominal terms, revenues have also not kept up with inflation, further diminishing its purchasing power
- Since 2000, real sales tax revenues have declined 16%

STA Formula Programs

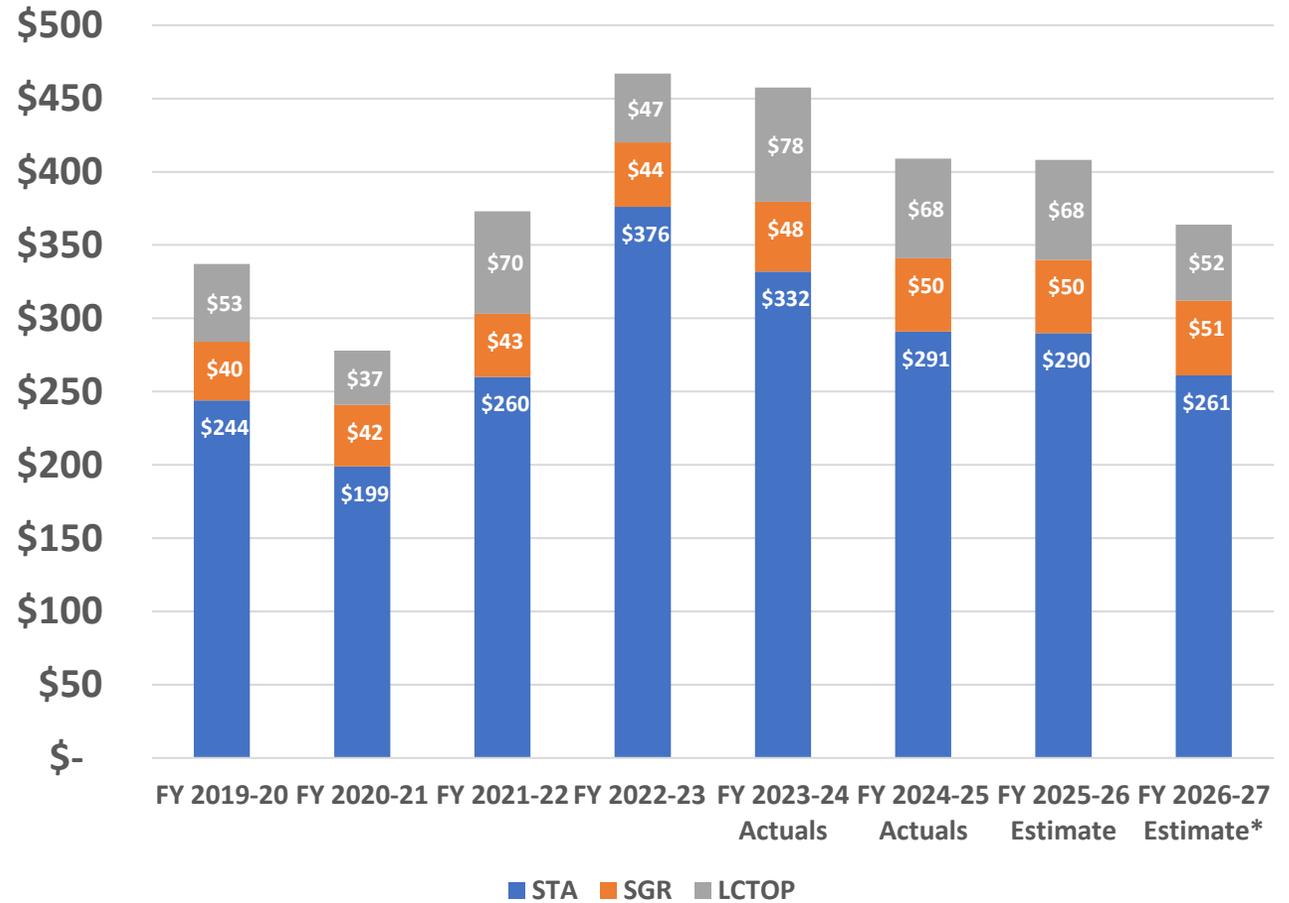
FY 2026-27

State Transit Assistance (STA) formula splits statewide revenue 50/50 between a Revenue-Based program and a Population-Based program

Revenue-Based funds flow to transit operators via MTC based on their qualifying local revenue

Population-Based funds flow to the Bay Area based on our ~19% share of the state's population and are programmed by MTC

FY 2026-27 forecast of \$365 million for the Bay Area in STA, State of Good Repair (SGR) Program and Low Carbon Transit Operations Program (LCTOP) revenue



*Revenue-based program forecasts are based on frozen qualifying revenues formula and are subject to change

Fund Estimate Summary

	Program	Description	FY 2024-25 Actuals	FY 2025-26 Revised Estimates	FY 2026-27 Estimates
Sales Taxes and Tolls	Transportation Development Act (TDA) ¼ ¢ Sales Tax	¼ ¢ sales tax in each county	\$476M	\$493M	\$506M
	AB 1107 ½ ¢ Sales Tax	MTC administers 25% of the revenue from the ½ ¢ sales tax in the three BART district counties	\$106M	\$104M	\$105M
	Bridge Tolls	MTC 2% Toll Revenues and 5% State General Fund Revenues	\$5M	\$5M	\$5M
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$291M	\$292M ¹	\$261M ²
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$48M	\$50M	\$51M
	Low Carbon Transit Operations Program (LCTOP)	Cap-and-Trade auction revenues	\$78M	\$55M	\$52M

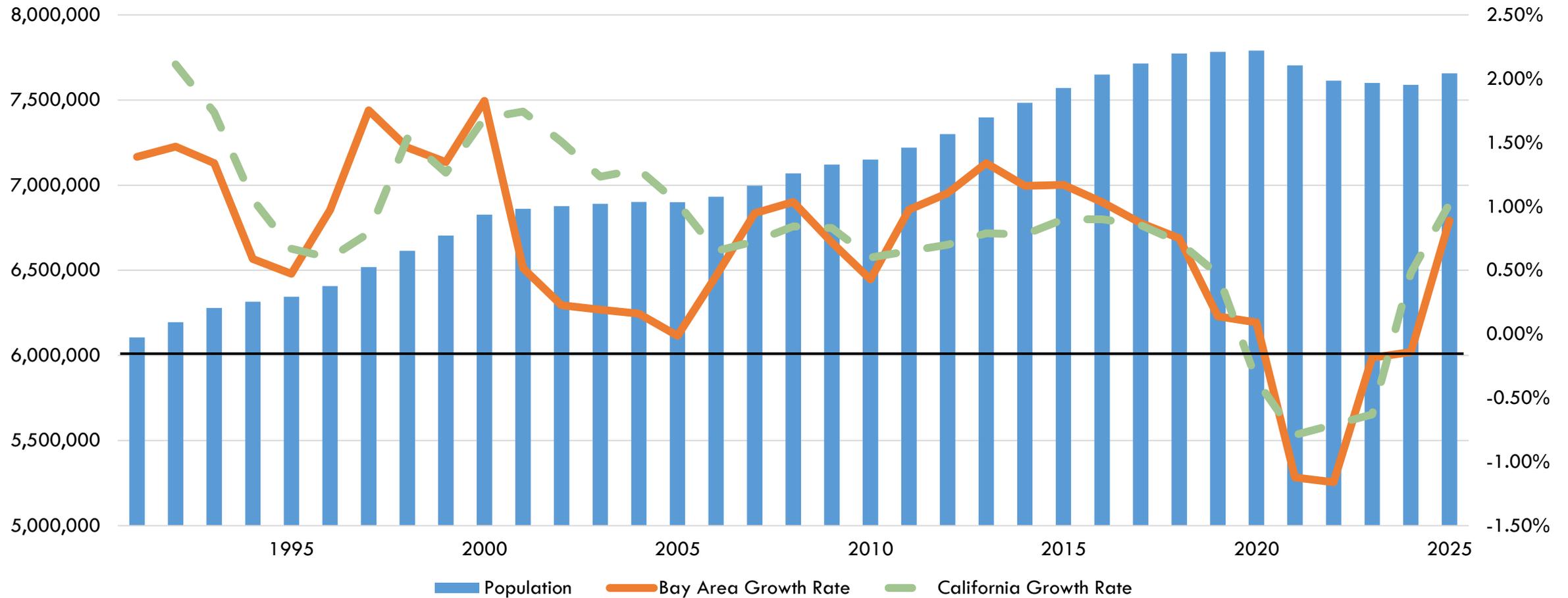
1. FY26 STA forecasts are revised up to \$292M based on the Governor's Proposed FY27 budget

2. FY27 STA forecasts are based on frozen qualifying revenue basis

Note: Estimated revenue amounts are rounded to nearest million.

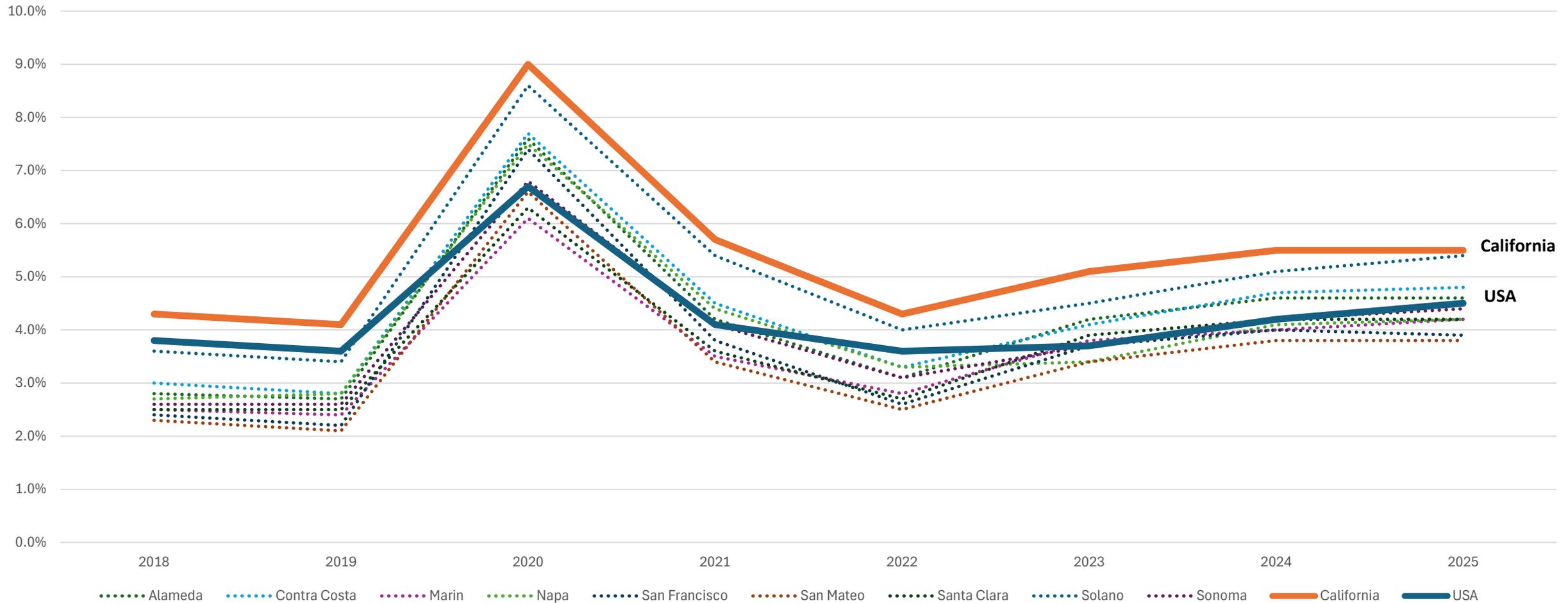
Bay Area Population

- Bay Area Population declined for 4 consecutive years
- The regional population change tracked ahead of the state population, which grew marginally in 2025



Bay Area Unemployment Rate

- Unemployment rates have worsened and improved slightly in the last year, most of the region faring better than national average

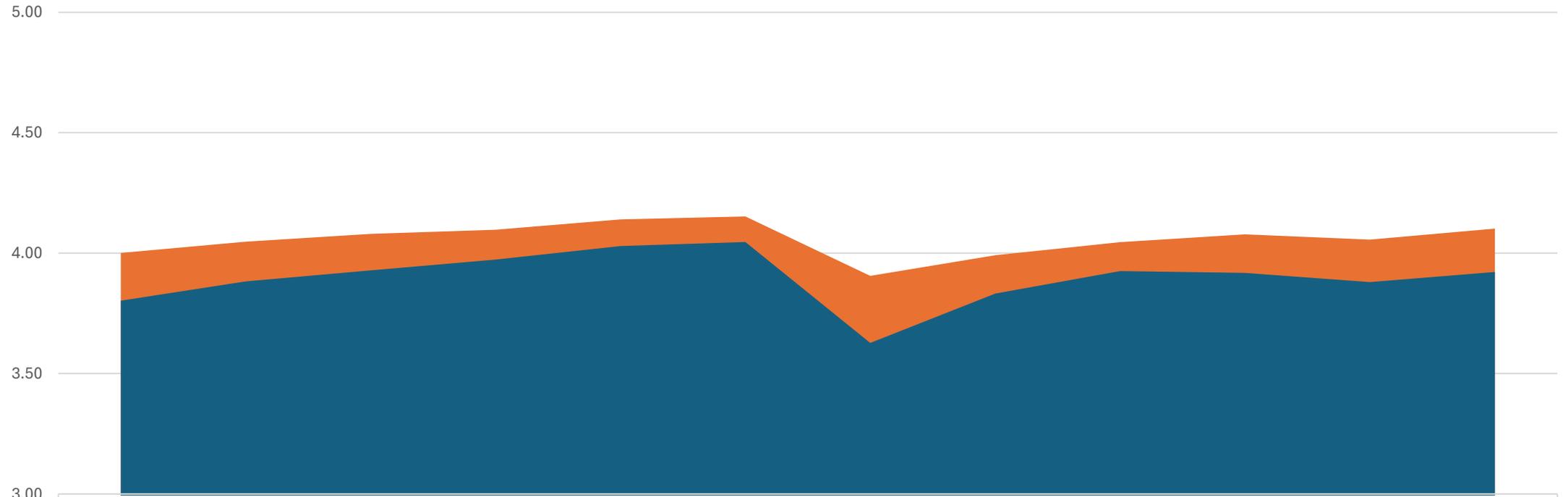


Source: US Bureau of Labor Statistics, Local Area Unemployment Statistics
 Graph reflects November unemployment rates of each year

Bay Area Labor Force

Neither the regional labor force, nor employment levels have recovered to pre-pandemic levels

Employment and Labor Force



	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
■ Labor Force (millions)	4.00	4.05	4.08	4.10	4.14	4.15	3.91	3.99	4.05	4.08	4.06	4.10
■ Employment (millions)	3.80	3.88	3.93	3.97	4.03	4.05	3.63	3.83	3.93	3.92	3.88	3.92
■ Regional Unemployment Rate	5.0%	4.1%	3.7%	3.0%	2.7%	2.6%	7.1%	4.0%	3.0%	3.9%	4.3%	4.4%

■ Labor Force (millions) ■ Regional Unemployment Rate ■ Employment (millions)

STA Revenue-Based Formula Funding Freeze

Background

- Distribution formula has been frozen since 2020, to reduce impacts of the pandemic on transit revenues
- The California Transportation Association declines to support a continuation of the freeze
- Revenues reported by the State maintain frozen formula for FY2026-27 for now, however “hold harmless” provision will likely expire at the end of the fiscal year.

Outlook

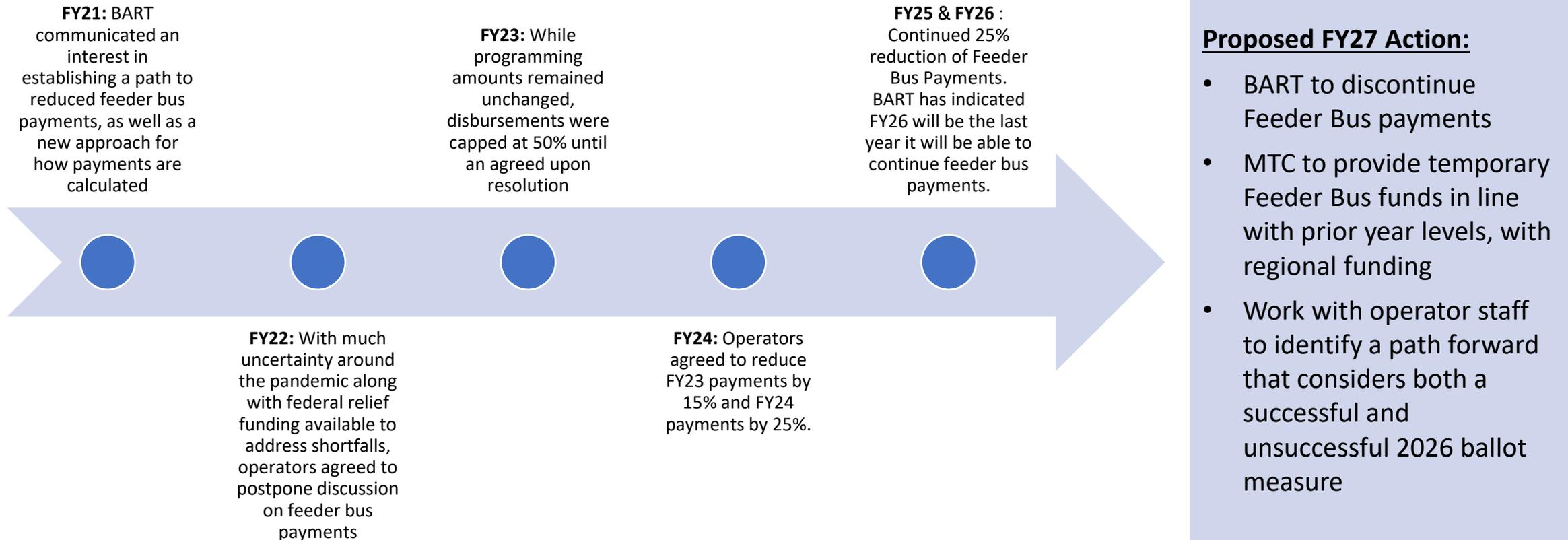
- If “hold harmless” provision is not extended, the State will unfreeze the distribution formula and revise the revenue estimate in August
- Mix of increases and decreases for individual agencies, but overall a decrease of 15% revenue to the region
- AC Transit, BART, and SFMTA will be significantly impacted
- VTA and GGBHTD will enjoy greater revenues due to increase in local revenue generation in their service areas
- Statewide the Bay Area will no longer receive the majority of STA revenue (54% to 46%)

Operator	Frozen FY2026-27 Estimate	Unfrozen FY2026-27 Estimate	Difference \$	Difference %
AC Transit	\$24.4	\$23.0	(\$1.4)	-6%
BART	\$38.3	\$25.3	(\$13.0)	-34%
Caltrain	\$9.1	\$8.9	(\$.1)	-2%
GGBHTD	\$8.7	\$10.7	\$2.0	23%
VTA	\$27.7	\$32.7	\$5.0	18%
SFMTA	\$65.3	\$47.1	(\$18.1)	-28%
WETA	\$2.5	\$1.7	(\$.7)	-30%
SUBTOTAL	\$176.1	\$149.5	(\$26.6)	-15%
Small Operators	\$16.2	\$14.0	(\$2.2)	-14%
GRAND TOTAL	\$192.3	\$163.5	(\$28.8)	-15%

BART-Feeder Bus Agreement

Background

- Established in 1997 to transfer feeder bus operations from BART to East Bay bus operators
- Initial payment amounts were established by transition agreements, with subsequent payments adjusted based on changes to AB1107 sales tax revenues
- Payments are made using BART's STA Revenue-Based and TDA Sales Tax Funds



Staff Recommendation

Staff Recommendation is to refer MTC Resolution No. 4742 to the MTC Commission for approval



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0201, **Version:** 1

Subject:

MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA).

Revisions to the MTC Community Action Resource and Empowerment (CARE) guidelines to establish county-level funding amounts for CBTP TA and update the program guidelines. Staff will also provide an overview of the Participatory Budgeting component of CARE including anticipated next steps in framework development.

Presenter:

Janica Mendillo

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 3b-26-0218

MTC Resolution No. 4604, Revised. MTC Community Action Resource and Empowerment (CARE) - Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA)

Subject:

Revisions to the MTC Community Action Resource and Empowerment (CARE) guidelines to establish county-level funding amounts for CBTP TA and update the program guidelines. Staff will also provide an overview of the Participatory Budgeting and Project Delivery component of CARE including anticipated next steps in framework development.

Background:

MTC's Community Action Resource and Empowerment (CARE) Program, the successor to MTC's equity-rooted legacy Lifeline Transportation Program, 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 project delivery (PB-PD) supporting Equity Priority Communities and similar designations in the nine-county Bay Area region. The target programming amount for CARE Cycle 1 is \$27 million in total, which includes a mix of federal One Bay Area Grant and MTC exchange, and \$2 million in one-time Regional Early Action Program (REAP 2.0) funds. The Commission previously approved \$5 million in funding for the Pb+E category. This month, staff is proposing programming of \$12 million for the CBTP TA category (Item 2b) and plan to return in the coming months with a proposal for another \$10 million in programming for PB-PD.

This month, staff recommend revising the CARE Program (MTC Resolution No. 4604) to advance CBTP TA as detailed below.

CBTP TA:

The CBTP TA component as proposed would advance high-priority, community-identified mobility solutions from Community-Based Transportation Plans (CBTPs). The primary objective of this category is to transform community-driven project concepts into viable, implementable projects by advancing them towards 100% design ready for construction. Eligible activities under this category include public outreach, alternatives analysis, and conceptual, detailed, and final design.

This component builds directly 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 Equity Priority Communities (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 by aligning community needs with technical assistance to accelerate project implementation.

CBTP TA Implementation Framework and Guidelines Revisions:

Staff propose to implement the CBTP TA component in 2026 using a streamlined delivery approach focused on advancing community-priority projects. To support this approach, staff recommend the following revisions to MTC Resolution No. 4604, Revised to enable greater flexibility, reduce administrative burden, and facilitate timely project delivery.

- Partner with County Transportation Agencies (CTAs) to administer a county-level project nominations process, enabling identification of locally prioritized community projects.
- Establish CARE CBTP TA guidelines detailing eligible activities, county-level allocations, evaluation criteria, and requirements for demonstrating meaningful community support.
- Establish county funding targets by distributing 30 percent of total funds equally across counties, with the remaining 70 percent assigned based on each county's regional low-income (<200% FPL) population share.
- Provide flexibility for CTAs to adjust CBTP TA funding target by up to +/-30 percent, with corresponding equal and opposite adjustments to future PB-PD funding target amounts.

Participatory Budgeting and Project Delivery (PB-PD) Overview:

The PB-PD component is anticipated to receive approximately \$10 million in federal and non-federal funds, contingent upon future programming by the Commission. The primary objective of this category is to deliver, through construction, smaller-scale neighborhood projects that have undergone a robust community-driven process.

This category builds directly on participatory budgeting 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 build upon, incorporate lessons learned from the pilots, and expand upon it as part of the CARE program.

Staff plans to implement the PB-PD component in 2026. As envisioned, MTC will partner with CTAs who would nominate a prioritized project list and propose project teams (city, community, CTA letter of support). MTC staff will establish county funding targets, develop program guidelines, help screen projects, and help facilitate participatory budgeting process implementation as needed. Additional program details will be developed and brought forward later in 2026.

Issues:

None.

Recommendations:

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

Attachments:

- MTC Resolution 4604, Revised
 - Attachment A, Appendix 3: Community-Based Transportation Plan Project Development Technical Assistance Program Guidelines
- Presentation

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

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.

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 and February 11, 2026.

Date: November 15, 2023
W.I.: 1310
Referred by: PAC

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.

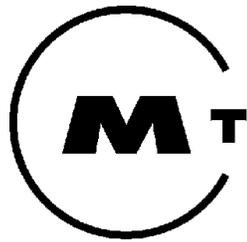
METROPOLITAN TRANSPORTATION COMMISSION

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

Attachment A
MTC Resolution No. 4604
Page 1 of 18



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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Technical Assistance 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 funds¹ 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 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*	Implementation of Neighborhood-level Project/ Participatory Budgeting and Project Delivery (PB-PD) (capital)	Community Power-Building and Engagement (Pb+E)	Overall CARE Program Total (in millions)
OBAG 3**	\$12.0	\$0	\$0	\$12.0
Exchange***	\$0	\$0	\$3.0	\$3.0
	\$12.0			\$15.0
REAP 2	\$0	\$0	\$2.0	\$2.0
Total	\$12.0	\$5.0	\$5.0	\$22.0
		\$0		\$17.0
** Local match of 11.47% required if federal funds are awarded				
Minimum Project Amount	\$250K	\$250K	\$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.			

*Also includes strategies in MTC’s Coordinated Plan or other substantive local planning effort.

***Community power-building and engagement includes \$3.0 million in local/Exchange Program funds available to MTC within the OBAG framework.

Table B. County Funding Targets*

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

- 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.

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 and Implementation 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.
 - 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. 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.

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. Exception to the local match requirement: Projects selected for Community Power-Building and Engagement will be funded with local funds and do not require a local match.
- 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.

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 funding, project sponsors must obligate CARE Program OBAG 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.

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.

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
<u>REAP 2.0/ Exchange</u>	Project Sponsor notification of Power-building and Engagement award. Round 2	December 1, 2025* <u>February 2026 *</u>
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*
Exchange	Project nominations deadline for CBTP Project Development Technical Assistance.	October 2026*
Exchange	MTC Commission approval of projects for CBTP Project Development Technical Assistance.	Early 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)
Purpose of Fund Source	The One Bay Area Grant, now in its third 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).
Detailed Guidelines	https://mtc.ca.gov/digital-library/5022851-obag-3-appendix-1-county-local-program-call-projects-guidelines	https://www.hcd.ca.gov/sites/default/files/docs/grants-and-funding/MPO-REAP-2-0-Final-Guidelines.pdf
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.

	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)
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.

<p>Eligible Projects</p>	<p>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/stbgfs.cfm (STP), and in 23 USC Sec. 149 and at https://www.fhwa.dot.gov/environment/air_quality/maq/policy_and_guidance/ Consistent with Plan Bay Area 2050, available at https://www.planbayarea.org/; and Meet all OBAG 3 programming policy requirements described in these guidelines and in MTC Resolution 4505.</p> <p>Focus areas:</p> <ol style="list-style-type: none"> 1. “Community Based Transportation Plan” Project Development or “Coordinated Plan” strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB); <ul style="list-style-type: none"> - 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 <ul style="list-style-type: none"> - 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. 	<p>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</p> <p>Activities generally may include:</p> <ul style="list-style-type: none"> • 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: <ol style="list-style-type: none"> 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 <p>Focus areas:</p> <ol style="list-style-type: none"> 1. “Community Based Transportation Plan” Project Development or “Coordinated Plan” strategy. 2. High-Priority Neighborhood Level Project Implementation/Participatory Budgeting (PB): <ul style="list-style-type: none"> - Technical assistance for implementation of a PB process - Project Implementation: Funding projects resulting from a PB process, eligible for REAP funding (capital) 3. CommunityPower-Building and Engagement <ul style="list-style-type: none"> - Outreach and engagement activities are eligible as priority setting and components of other proposed uses.
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	One Bay Area Grant Program (OBAG)	Regional Early Action Planning (REAP 2.0)
CARE Program Local Match	11.47% No local match required for Community Power-Building and Engagement	No local match is required for REAP 2 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 agreement following MTC approval of programs of projects. Funds will be available on a reimbursement basis after execution of the agreement.	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.
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.

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.

Community Action Resource and Empowerment (CARE) Program

- **Community-Based Transportation Plan Project Development Technical Assistance (CBTP TA)**
- **Participatory Budgeting and Project Delivery (PB-PD)**

MTC Programming and Allocations Committee
February 11, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

CARE Program & Components

CARE is a funding and implementation program that centers community voices, strengthens community and multi-sector partnerships, and supports community-led solutions that improve livability for all people in the Bay Area, comprised of three key components:



Community Power-Building and Engagement (Pb+E)

- **Total Funding:** \$5 million
- **Objective:** Provide technical assistance and capacity building for/from/with community-based organizations and local government.
- **Timeline:** Fall 2025 – Winter 2026



Project Development Technical Assistance for CBTP Projects (CBTP TA)

- **Total Funding:** \$12 million
- **Objective:** Advance CBTP concepts to construction-ready projects.
- **Timeline:** Early 2026 – Winter 2026



Participatory Budgeting and Project Delivery (PB-PD)

- **Total Funding:** \$10 million est.*
- **Objective:** Implement high-priority neighborhood projects from Participatory Budgeting processes or similar.
- **Timeline:** Winter 2027 - Onward

**Dependent on final OBAG 4 program funding level and future programming actions.*

CBTP TA Overview

- **Background**
 - Builds on the long-standing CBTP program, which funds planning in Equity Priority Communities.
 - CBTPs emphasize meaningful community engagement, while identifying projects/programs that improve access and mobility for EPC residents.
- **Program Objective**
 - Deliver community-identified projects from CBTPs by advancing construction readiness.
- **Funding**
 - **\$12 million** for project development and design.
- **Eligible Activities**
 - Technical assistance to move projects from early to final design stages, and construction-readiness, including public and stakeholder engagement.



**ADVANCE
CARE
MODEL**

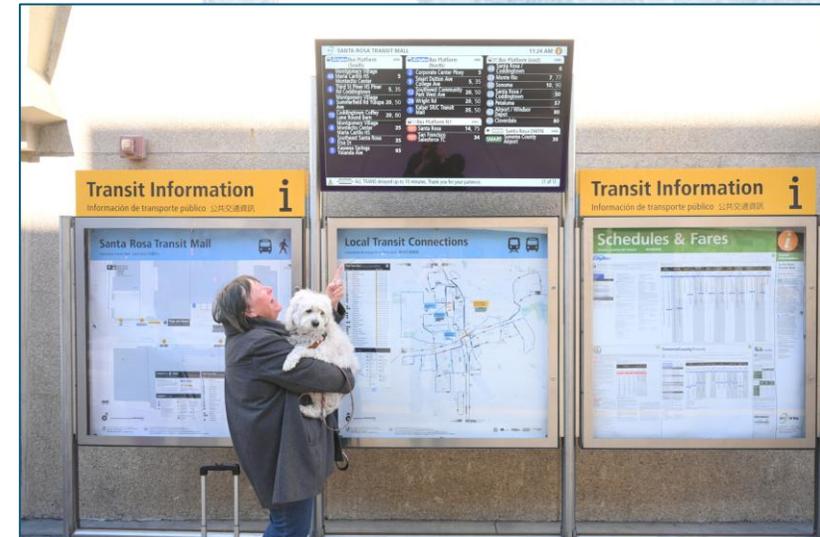


Photo Credit: John Huseby (top), Noah Berger (bottom)

Feedback Themes on Program Design

Funding flexibility is needed to be able to deliver community projects.

CBTP technical assistance funds should be managed at the **county level**.

Prioritize projects that have **long-lasting impact** within their community.

Best practices for public engagement should be incorporated throughout the project nominations process.

CBTP TA Proposal and Revised Framework

Proposal: Revise the CARE Program (MTC Resolution No. 4604) to implement a streamlined delivery framework that ensures timely execution while advancing community projects.

Revised Delivery Framework

- **Funding:** \$12M in non-federal funds.
- **MTC Role:** Establish county funding targets, program guidelines and review CTA project nominations.
- **CTA Role:** Conduct a project nomination process and develop a project nomination list.
- **Eligibility:** Projects must originate from a CBTP or comparable community-driven process, be located within or clearly serve an Equity Priority Community (EPC), demonstrate meaningful community support*, and consist of capital transportation projects**. Projects advancing to final design will receive additional consideration.
- **Engagement:** Public outreach requirements will align with the OBAG 4 county framework.

*Sponsors will have flexible ways to demonstrate support. **Operational studies may be considered for funding, subject to MTC review.

CBTP TA County Funding Targets

- Funding targets are based on the following methodology:
 - Distribute **30%** of funds equally to each county as a base amount.
 - Distribute **70%** of funds according to each county's share of the regional low-income population (<200% Federal Poverty Level).
- CTAs may adjust targets by **up to +/-30%**, with any adjustment reflected as an equal and opposite change to future PB funding targets.

County	Funding Target
Alameda	\$2,379,000
Contra Costa	\$1,692,000
Marin	\$668,000
Napa	\$562,000
San Francisco	\$1,456,000
San Mateo	\$1,095,000
Santa Clara	\$2,110,000
Solano	\$1,044,000
Sonoma	\$994,000
<i>Total</i>	<i>\$12,000,000</i>

PB - Project Delivery Focus Overview

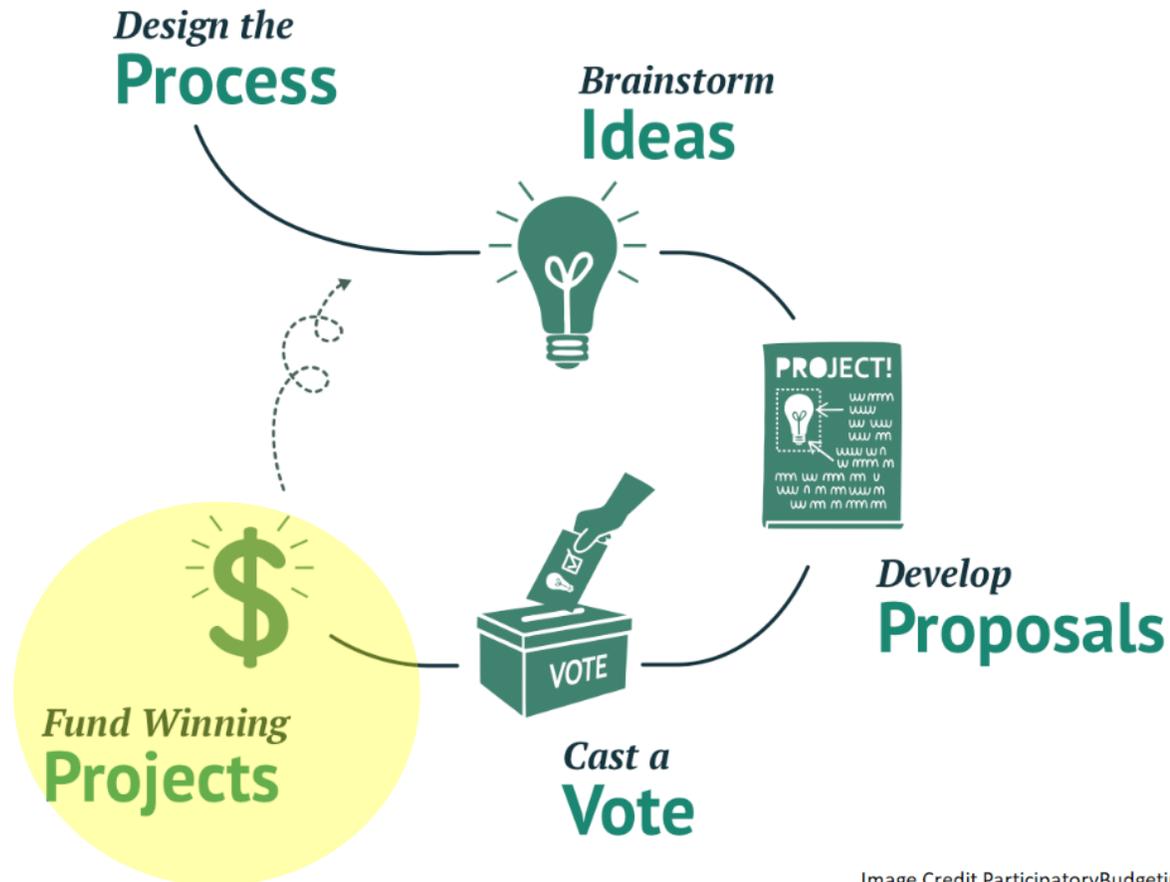


Image Credit ParticipatoryBudgeting.org

- **Background**
 - PB is a formal community-driven process where residents and community champions help spend part of a public budget by developing and voting for project ideas to benefit their community.
- **Program Objective**
 - Fund and construct neighborhood projects that have been prioritized through a robust community-driven process.
- **Eligible Activities**
 - Construction of community supported projects developed through the CBTP TA category or derived from an eligible PB / community-driven process.
 - PB process implementation.

PB-PD Component Framework Development

- **Framework Proposal:** Staff plans to propose revisions to the CARE Program (MTC Resolution No. 4604) this spring to include programming levels and guidelines.
- **CTA Role:** Nominate a prioritized list of community projects and select project teams.
- **MTC Role:** Establish funding targets and guidelines, screen projects, and help facilitate PB processes as needed.
- **Funding:** Staff anticipate funding of approximately \$10 million contingent on future programming actions.
- **Implementation:** Anticipated for Fall/Winter of 2026.

Staff Recommendation and Next Steps

Current Recommended Action

- Revise the CARE Program (MTC Resolution No. 4604) to establish CBTP TA funding targets and guidelines for a CTA-led project nomination process.

Next Steps

- Return to PAC to establish PB-PD funding targets and guidelines, following future programming.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0204, **Version:** 1

Subject:

MTC Resolution Nos. 4505, Revised, and 4740, Revised. Revisions to the One Bay Area Grant (OBAG 3 and 4) programs.

Revisions to the One Bay Area Grant (OBAG 3 and 4) programs, including establishing additional OBAG 4 policies and procedures and programming a total of \$81 million in OBAG 4 funds to MTC for planning and implementation activities by County Transportation Agencies (CTAs) (\$41 million) and MTC (\$40 million).

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Programming and Allocations Committee**

February 11, 2026

Agenda Item 4a-26-0192

MTC Resolutions Nos. 4505, Revised, and 4740, Revised

Subject:

Revisions to the One Bay Area Grant (OBAG 3 and 4) programs, including establishing additional OBAG 4 policies and procedures and programming a total of \$81 million in OBAG 4 funds to MTC for planning and implementation activities by County Transportation Agencies (CTAs) (\$41 million) and MTC (\$40 million).

Background:

The OBAG 3 and 4 programs establish the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds for federal fiscal year (FY) 2023 through FY 2030. The Commission adopted the initial OBAG 4 framework last month, following a robust development process with extensive stakeholder input as detailed in **Attachment A**. This framework included key funding decisions related to the pre-commitment of OBAG 4 capacity for near-term transit operations through the Senate Bill (SB) 125 package and regional set-asides for implementation of the Transit-Oriented Communities (TOC) Policy.

This month, staff recommend revisions to the OBAG 3 and 4 programs as summarized below and detailed in **Attachment B**.

General OBAG 4 Policies

The general OBAG 4 policies as proposed are largely similar to prior cycles, and continue to require consistency with relevant federal, state, and regional requirements. Notably, staff recommend changes to accommodate MTC's new Transit Priority Policy for Roadways (MTC Resolution No. 4739) and associated updates to the Complete Streets checklist and process.

OBAG 4 County Program

Similarly, proposed revisions to the OBAG 4 county program largely maintain policies and procedures from prior cycles. Notable recommended changes include:

- Expand the existing minimum geographic investment thresholds to include Transit Oriented Communities (TOCs) as an eligible geography, in addition to Priority Development Areas (PDAs), reflecting the need to support both geographies. As proposed, at least 50% of funds in each North Bay county must be invested in projects within a mile or less of a PDA or TOC, and 80% of funds in the remaining counties must meet this requirement (up from the 70% PDA investment threshold in OBAG 3).
- Simplify the CTA minimum project evaluation criteria to increase flexibility and emphasize local expertise.

- Extend the CTA nomination deadline to October 31, 2026 (one month later than the comparable OBAG 3 deadline) in response to CTA feedback.

Staff propose to continue the CTA county target structure from OBAG 3, using the same formula with updated data (**Table 1**). Nomination target factors include:

- Population (50%),
- Recent housing production (30%) by building permits,
- Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets, and
- Additional weighting for affordability in the housing factors.

Draft OBAG 4 county program policies were shared with CTAs and other stakeholders for review in advance of this action, and the proposed policies incorporate their feedback. Notably, staff now recommend distributing the \$5 million in regional North Bay augmentation funds set aside by the Commission last month through the OBAG 4 county program (**Table 1**), as suggested by CTA staff.

Table 1: Proposed OBAG 4 County Program Summary

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Following Commission approval, staff plan to coordinate with CTAs to initiate the OBAG 4 county call for projects using the nomination targets in **Table 1** above, according to the schedule and policies summarized in **Attachments A and B**, respectively. Staff plan to return to the Commission in early 2027 with recommended OBAG 4 county program awards.

In addition, staff recommend programming a total of \$41 million in OBAG 4 county funds to MTC for CTA base planning and implementation activities in support of OBAG 4 and *Plan Bay*

Area 2050+. The Commission previously approved \$18.7 million for CTA planning through an advance programming action in October 2025, and this month staff recommend incorporating the full \$41 million into the OBAG 4 program. As in prior cycles, CTAs may request to augment these base amounts through the project nomination process.

OBAG 4 Regional Program

Aside from the TOC Policy incentives established by the Commission last month, the proposed OBAG 4 regional program policies and structure remain similar to prior cycles. Staff recommend revisions to clarify and simplify the regional program categories and goal areas as follows:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with Plan Bay Area growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Networks:** Improve mobility options and services across the Bay Area’s multimodal transportation system, with an emphasis on transit transformation.
- **TOC Incentive and North Bay Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of North Bay communities.

Staff recommend distributing OBAG 4 regional program capacity among these categories as detailed in **Table 2**. Staff will return to the Commission and relevant Committees later this year to recommend specific regional programs under each category, consistent with the goals above.

Table 2: Proposed OBAG 4 Regional Program Categories

Regional Program Category	Amount
Planning and Implementation	\$40 million
Growth Framework	\$35 million
Environment	\$90 million
Complete Streets	\$30 million
Multimodal Networks	\$115 million
TOC and North Bay Set-Asides	\$50 million
Total Regional Program	\$360 million

This proposed structure includes a recommendation to program \$40 million to MTC for planning and implementation of OBAG 4 Regional Programs. The Commission previously approved \$12.7 million for MTC planning and implementation through an advance programming action in October 2025, and this month staff recommend incorporating the full \$40 million into the OBAG 4 program.

Issues:

None.

Recommendations:

Refer MTC Resolutions Nos. 4505, Revised, and 4740, Revised to the Commission for approval. Resolution No. 4505 is also recommended for revisions under Agenda Item 2b, and is included once under that item with all proposed revisions. Only items referred by the Committee will be forwarded to the Commission for approval.

Attachments:

- MTC Resolution No. 4740, Revised
 - Attachment A
 - Attachment B-1
 - Attachment B-2
- Attachment A: OBAG 4 Development Timeline
- Attachment B: Proposed OBAG 4 Policy Summary
- Presentation



Andrew B. Fremier

Attachment A: OBAG 4 Development Timeline

OBAG 4 Development Timeline

Month	Meetings and Topics
<i>December 2024</i>	<ul style="list-style-type: none"> • Bay Area Partnership Board: OBAG 4 kickoff and key considerations, including OBAG 4 pre-commitments to transit operations via the Senate Bill (SB) 125 framework, implementation of the Transit-Oriented Communities (TOC) Policy • Transit Finance Working Group (TFWG): OBAG 4 kickoff and key considerations • Local Streets and Roads/Project Delivery Working Group (LSR/PDWG): OBAG 4 kickoff and key considerations • Bay Area County Transportation Agencies (BACTA) Executive Director/Planning Director Standing Meeting: OBAG 4 kickoff and key considerations, Equity Priority Community (EPC) designations for <i>Plan Bay Area 2050+</i> and OBAG 4
<i>January 2025</i>	<ul style="list-style-type: none"> • BACTA Planning Directors: OBAG 4 development timeline (mail-out) • County Planning Collaboratives: introduction and feedback on OBAG 4 TOC Policy
<i>February</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program structure
<i>March</i>	<ul style="list-style-type: none"> • Programming and Allocations Committee (PAC): OBAG overview and key OBAG 4 considerations • BACTA Staff Working Group: OBAG 4 county program policies and process
<i>April</i>	<ul style="list-style-type: none"> • BACTA Staff Working Group: OBAG 4 county program target formula
<i>May</i>	<ul style="list-style-type: none"> • Planning Committee: draft TOC scoring framework • BACTA Executive Directors Standing Meeting: OBAG 4 updates
<i>June</i>	<ul style="list-style-type: none"> • BACTA Executive Directors Standing Meeting: OBAG 4 updates • LSR/PDWG: OBAG 4 updates
<i>July</i>	<ul style="list-style-type: none"> • PAC: OBAG 4 principles, OBAG 3 regional programs • BACTA Staff Working Group: OBAG 3 regional programs • BACTA Executive Directors Standing Meeting: OBAG 3 regional programs • TFWG: OBAG 4 updates
<i>August</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4 • Bay Area Partnership Board: OBAG 4 updates • MTC/Caltrans Quarterly Executive Meeting: OBAG overview, regional programs, OBAG 4 timeline, shared priorities and opportunities • LSR/PDWG: OBAG 4 updates
<i>September</i>	<ul style="list-style-type: none"> • Commissioner Kitchen Cabinet: TOC Policy implementation in OBAG 4, workshop materials • BACTA Executive Directors Standing Meeting: TOC Policy implementation in OBAG 4 • Meetings with Select BACTA Staff: conformity lapse grace period and OBAG 4 base planning and Safe Routes to School Non-Infrastructure (SRTS NI) advances
<i>October</i>	<ul style="list-style-type: none"> • Commission Workshop: OBAG and TOC Policy background, OBAG 4 implementation • PAC: OBAG 4 advances for conformity lapse grace period • BACTA Executive Directors Special Meetings: TOC Policy implementation in OBAG 4 • Select BACTA Technical Advisory Groups: TOC Policy implementation in OBAG 4
<i>November</i>	<ul style="list-style-type: none"> • Commission: TOC Policy implementation in OBAG 4

Month	Meetings and Topics
<i>December</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • BACTA Executive Directors Special Meeting: OBAG 4 county program recap
<i>January 2026</i>	<ul style="list-style-type: none"> • Ad Hoc Commissioner Group: TOC Policy implementation in OBAG 4 • Commission: OBAG 4 funding framework adoption, including SB 125 split and TOC incentive programs • BACTA Executive Directors Standing Meeting: OBAG 4 framework, draft February proposals
<i>February</i>	<ul style="list-style-type: none"> • PAC: detailed OBAG 4 guidelines • Commission: OBAG 4 and TOC policy approval, including detailed OBAG 4 guidelines and the TOC evaluation framework • TFWG: OBAG 4 updates, county call for projects
<i>March</i>	<ul style="list-style-type: none"> • Meetings with BACTA Staff: OBAG 4 county program and call for projects kickoff • LSR/PDWG: OBAG 4 updates, county call for projects
<i>March – September</i>	<ul style="list-style-type: none"> • Various Local Forums: CTA outreach and engagement on OBAG 4 county call for projects, consistent with MTC requirements
<i>October</i>	<ul style="list-style-type: none"> • CTA Governing Bodies: CTA county program project nomination approvals
<i>Early 2027</i>	<ul style="list-style-type: none"> • PAC and Commission: OBAG 4 county program of projects adoption

Note: future actions and dates subject to change

Attachment B: Proposed OBAG 4 Policy Summary

General Policies

Policy Area	Change(s)	OBAG 4 Proposal
Structure	<ul style="list-style-type: none"> Clarify and simplify program categories from OBAG 3 Add new regional set-aside category for TOC incentives 	<ul style="list-style-type: none"> Organize the regional program into six simplified categories by project type and goal area: planning and implementation, growth framework, environment, complete streets, multimodal networks, and set-asides Continue to organize the county program by county
Project Delivery	<ul style="list-style-type: none"> Introduce new obligation deadline extension request process to formalize current practice and respond to requests for flexibility and clarity 	<ul style="list-style-type: none"> Continue implementation of the Regional Project Delivery Policy (MTC Resolution No. 3606), including requirements related to the Single Point of Contact (SPOC), Resolution of Local Support, Transportation Improvement Program (TIP), and Annual Obligation Plan (AOP) and associated corrective actions Establish September 30, 2031 obligation deadline Formalize obligation deadline extension request process for unforeseen and extraordinary circumstances, subject to staff approval and limited to one extension of up to 24 months
Project Requirements	<ul style="list-style-type: none"> Accommodate MTC's new Transit Priority Policy for Roadways and associated updates to the Complete Streets checklist and procedures Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to ensure that projects comply with applicable state and federal requirements, including federal STP/CMAQ eligibility, <i>Plan Bay Area</i> consistency, public participation and civil rights compliance, minimum non-federal match, TIP inclusion, Air Quality Conformity, environmental clearance, and CMAQ air quality benefit calculations Continue to ensure that projects comply with applicable regional policies and requirements, including: <ul style="list-style-type: none"> MTC's Complete Streets Policy (MTC Resolution No. 4493) MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739)
Fund Exchanges	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to allow STP/CMAQ exchanges with non-federal funds on a case-by-case basis consistent with MTC's exchange policy (MTC Resolution No. 3331)
Regional Fund Management	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue regional management of OBAG 4 programming years and fund source assignment subject to availability and consistent with longstanding priorities Continue to pursue interregional STP/CMAQ apportionment loans when mutually beneficial for delivery Continue to permit MTC projects to expedite project delivery using Advance Construction (AC) procedures when appropriate

Regional Program Policies

Policy Area	Change	OBAG 4 Proposal
TOC Incentives	<ul style="list-style-type: none"> Introduce a regional TOC set-aside incentive and North Bay Augmentation (approved January 2026) 	<ul style="list-style-type: none"> Introduce a \$45 million TOC set-aside for top performers (approved January 2026) Introduce a \$5 million North Bay augmentation (\$1.25 million targets for Marin, Napa, Solano, and Sonoma Counties) (approved January 2026) Administer the North Bay augmentation through the county call for project process
Calls for Projects	<ul style="list-style-type: none"> Formalize best practices for regional calls for projects coordination 	<ul style="list-style-type: none"> Introduce the following guidelines for regional calls for projects: <ul style="list-style-type: none"> Outreach: standard call for project notice to working groups and on website Coordination: standard of one coordinated call for projects per year Timeliness: standard to conduct calls for projects between FY 2027 and 2029

County Program

Policy Area	Change	OBAG 4 Proposal
Roles	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to implement the county call for projects as a partnership between MTC and the CTAs, with <ul style="list-style-type: none"> CTAs responsible for administering the call for projects within their respective counties, including public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery MTC responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery
Eligible Activities	<ul style="list-style-type: none"> Minimal clarifications from OBAG 3 	<ul style="list-style-type: none"> Continue broad project eligibility consistent with federal fund sources Continue to exclude select project types consistent with regional priorities, including air quality non-exempt projects, new roadways, roadway extensions, right-of-way acquisition for future expansion, operations, and routine maintenance
CTA Planning	<ul style="list-style-type: none"> Revise the CTA base planning formula to rely on total program capacity and other independent factors, rather than escalation from prior cycles 	<ul style="list-style-type: none"> Continue county program funding to support CTA planning and program implementation activities, including: <ul style="list-style-type: none"> Base planning amounts for each county determined by formula Optional augmentations to base planning funds, by CTA request Update the formula for determining CTA base planning amounts to incorporate: <ul style="list-style-type: none"> \$41 million in total funding (5% of OBAG 4 capacity) \$3.5 million minimum funding for each county Proportionate distribution of remaining funds over \$3.5 million minimum relative to county nomination target shares

Policy Area	Change	OBAG 4 Proposal
Nomination Targets	<ul style="list-style-type: none"> Update nomination targets using current population and housing data with the same formula as prior cycles Incorporate regional North Bay augmentation targets 	<ul style="list-style-type: none"> Continue the same CTA nomination target formula and factors using updated data, establishing target shares based on: <ul style="list-style-type: none"> Population (50%) Recent housing production (30%) by building permits Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets Additional weight in housing production and RHNA target factors for affordability Continue to set CTA nomination targets based on 120% of available county program funds, excluding CTA base planning amounts Incorporate regional North Bay augmentation targets into the county call for projects
Outreach	<ul style="list-style-type: none"> Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to require CTAs to conduct equitable public engagement and agency coordination for their county call for projects consistent with MTC’s Public Participation Plan (MTC Resolution No. 4174) and applicable federal requirements
Sponsor Requirements	<ul style="list-style-type: none"> Introduce new compliance escalation process to formalize current practice and respond to requests for flexibility and clarity Clarify update frequency for safety plans (LRSPs) per state requirements (every 5 years) Eliminate self-certification resolution for state housing laws (MTC to monitor state reporting) 	<ul style="list-style-type: none"> Continue sponsor requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes (above) State housing law compliance: ongoing state housing element certification, Annual Progress Report submission, compliance with the Housing Accountability Act and state laws related to surplus lands, accessory dwelling units, and density bonuses Safety planning: complete and maintain a Local Roadway Safety Plan (LRSP) that satisfies California Highway Safety Improvement Program (HSIP) requirements, including updates within 5 years Pavement management: ongoing MTC certification of a Pavement Management Program (PMP), participation in statewide local streets and roads needs assessment surveys Performance reporting: submission of annual traffic count data for the federal Highway Performance Monitoring System (HPMS) Eliminate the state housing law self-certification resolution requirement Formalize a process for delaying, withholding, and rescinding awards from sponsors that do not comply with ongoing requirements listed above
Project Requirements	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue project requirements from previous cycles, including: <ul style="list-style-type: none"> Compliance with general project requirements and delivery processes Minimum award size of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara Counties) and \$250,000 for remaining counties (Marin, Napa, San Francisco, San Mateo, Solano, Sonoma Counties)

Policy Area	Change	OBAG 4 Proposal
Geographic Minimums	<ul style="list-style-type: none"> • Introduce TOCs as an eligible geography (in addition to PDAs) and increase thresholds for counties outside of the North Bay (70% to 80%) • Remove other targets for active transportation and safe routes to school investment 	<ul style="list-style-type: none"> • Modify the minimum investment thresholds for projects supporting growth geographies to include projects within a mile or less of a Priority Development Area (PDA) or Transit-Oriented Community (TOC), requiring that: <ul style="list-style-type: none"> ○ 50% of investments in each of the North Bay counties (Marin, Napa, Solano, and Sonoma) are PDA or TOC supportive ○ 80% of investments in each of the remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) are PDA or TOC supportive • Continue to require that CTA nominations meet or exceed these minimum thresholds, excluding countywide programs or activities
CTA Evaluation	<ul style="list-style-type: none"> • Simplify CTA minimum criteria to increase flexibility and emphasize local expertise, addressing other considerations through the MTC evaluation process • Include specific references in support of stormwater management and ADA transition plans • Formalize CTA nomination requirements for clarity • Extend the nomination deadline from OBAG 3 	<ul style="list-style-type: none"> • Continue to require CTAs to screen applications for eligibility with project requirements • Reduce and simplify the minimum CTA evaluation criteria to include: <ul style="list-style-type: none"> ○ Need and benefits: safety, multi-modal accessibility, emission reduction, resilience, stormwater management, and state of good repair ○ Local priorities: community support demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means determined by the CTA ○ Equity impacts: benefits to Equity Priority Communities or similar local designations, alignment with agency ADA transition plans, and/or other means determined by the CTA • Continue to permit CTAs to incorporate additional considerations and criteria • Formalize and clarify the requirement that CTAs nominate a single list of projects, scored on a scale from 0 to 75 points • Establish an October 31, 2026 CTA nomination deadline

Policy Area	Change	OBAG 4 Proposal
<p>MTC Evaluation</p>	<ul style="list-style-type: none"> Incorporate regional considerations previously included in the minimum CTA criteria 	<ul style="list-style-type: none"> Modify and clarify regional evaluation criteria to include: <ul style="list-style-type: none"> CTA priorities (75 points): CTA scores normalized across counties Regional alignment (10 points): support for <i>Plan Bay Area</i> strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated) Federal performance goals (5 points): safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability Deliverability and risk (10 points): sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan Air quality benefits (10 points): relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding Continue program balancing procedures to adjust award recommendations as needed to: <ul style="list-style-type: none"> Satisfy minimum growth geography investment targets by county Accommodate the relative availability of STP and CMAQ funds Represent an equitable distribution of project types and geographic spread

Date: January 28, 2026
W.I.: 1512
Referred By: Commission
Revised: 02/25/26-C

ABSTRACT

Resolution No. 4740, Revised

Adoption of the project selection and programming policies for the fourth round of the One Bay Area Grant program (OBAG 4). This resolution supersedes MTC Resolution No. 4678.

The OBAG 4 project selection and programming policies outline the project categories that are to be funded with various fund sources, including federal funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050+*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 4 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 4 Project Selection and Programming Policies
- Attachment B – OBAG 4 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-3 program \$101,164,422 in Transit Operations Program funds to various projects as previously programmed under MTC Resolution No. 4678, \$45,000,000 in Regional Program funds for a Transit-Oriented Communities (TOC) Set-Aside program, and \$5,000,000 in Regional Program funds for a North Bay Augmentation.

On February 25, 2026, Attachments A, B-1, and B-2 were revised to incorporate additional policies, program \$41,000,000 in County Program funds to MTC for base planning and implementation activities by various County Transportation Agencies (CTAs), and program \$40,000,000 in Regional Program funds to MTC for planning and implementation activities.

Further discussion of the project selection and programming policy is contained in memorandums to the Metropolitan Transportation Commission dated January 28, 2026 and the Programming and Allocations Committee dated February 11, 2026.

Date: January 28, 2026
W.I.: 1512

RE: One Bay Area Grant Program (OBAG 4) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

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

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

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

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

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

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

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

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

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

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 4 program as set forth in Attachments A and B of this Resolution; and be it further

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

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

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

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

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

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

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

RESOLVED that MTC Resolution No. 4678 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in San Francisco, California and at other remote locations on January 28, 2026

Date: January 28, 2022
W.E.: 1512
Referred by: Commission
Revised: 02/25/26-C

Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

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Overview

Summary

The One Bay Area Grant Program (OBAG 4) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2026-27 through FY 2029-30. Attachment A outlines the OBAG 4 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Purpose and Background

The purpose of the OBAG program is to collaboratively implement *Plan Bay Area* priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability. The inaugural OBAG 1 program was designed to support the first *Plan Bay Area* (adopted by the Commission in 2012 and 2013, respectively). Pursuant to Senate Bill 375 (Steinberg 2008), the initial Plan and subsequent editions align long-range regional transportation planning with housing and land use, in part to achieve state greenhouse gas reduction targets. The OBAG framework leverages discretionary federal highway funding to advance these interrelated *Plan Bay Area* goal areas.

Previous OBAG cycles included:

- OBAG 1: FY 2012-13 through FY 2016-27 (MTC Resolution No. 4035)
- OBAG 2: FY 2017-18 through FY 2021-22 (MTC Resolution No. 4202)
- OBAG 3: FY 2022-23 through FY 2025-26 (MTC Resolution No. 4505)

The OBAG 4 cycle will continue to support *Plan Bay Area* implementation through complementary and mutually reinforcing county and regional program components, applying the principles listed below.

Principles

The OBAG 4 County Program is designed to:

- Provide a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair.
- Encourage local partner agencies to advance *Plan Bay Area* policies and goals through effective incentives.

The OBAG 4 Regional Program is designed to:

- Implement effective regional initiatives and services, with an emphasis on housing access, reduced emissions, and an optimized experience for all travelers.
- Advance local agency progress towards regional goals through coordinated planning, technical assistance, and targeted capital investment.
- Address interjurisdictional challenges and improve key multimodal corridors with regional leadership and strategic support.

Capacity

Initial Estimate

Initial OBAG 4 programming capacity is \$820 million, based on anticipated federal transportation program apportionments from the regional STP and CMAQ programs for the four-year cycle period covering FY 2026-27 through FY 2029-30. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program, and the Commission may adjust OBAG 4 programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 4 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC has project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 4 program resolution.

OBAG 4 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 4 period to support the accelerated delivery of programmed projects.

SB 125 Transit Operations Commitment

In December 2024, the Commission committed approximately \$100 million in future STP/CMAQ capacity (MTC Resolution No. 4678) as part of the region's contribution to sustaining near-term transit operations through the Senate Bill 125 (Skinner 2023) framework.

In recognition of both the regional importance and the local benefits of an effective transit system, the SB 125 commitment is deducted off the top of the OBAG 4 program. As in OBAG 3, the remaining \$720 million in available OBAG 4 capacity is divided evenly between the regional and county components (\$360 million each).

The OBAG 4 program supersedes MTC Resolution No. 4678, and the transit operating projects previously programmed by the Commission are incorporated herein.

Structure

As in previous cycles, the OBAG 4 program is divided into regional and county components as detailed below.

Regional Program

The OBAG 4 regional program is organized into six categories by project type and goal area:

- **Planning and Implementation:** Provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities.
- **Growth Framework:** Assist local efforts to create a range of housing options that align with *Plan Bay Area* growth geographies.
- **Environment:** Reduce transportation emissions and protect and enhance open space.
- **Complete Streets:** Maintain and improve local streets and roads for all users, with a focus on safety and equity.
- **Multimodal Network:** Improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation.
- **Set-Asides:** Incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities.

County Program

The OBAG 4 county program is organized by Bay Area county (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma Counties). The program supports local priority projects that advance shared objectives, with an emphasis on local road safety, complete streets, and state of good repair. Sponsors are also required to meet planning and reporting standards related to housing, safety, and asset management. MTC partners with each County Transportation Agency (CTA) to identify local priorities and administer the program within each county.

Project Lists

Attachments B-1, B-2, and B-3 to this resolution list projects selected by the Commission through the OBAG 4 regional program, county program, and SB 125 transit operating programs, respectively.

General Policies

Project Delivery

Regional Project Delivery Policy

OBAG 4 projects are subject to MTC's Regional Project Delivery Policy (MTC Resolution No. 3606 or its successor). This policy is intended to promote timely project delivery, ensure adherence to federal and state deadlines, and facilitate regional apportionment and obligation management.

Associated processes and requirements as implemented in OBAG 4 include:

- **Single Point of Contact (SPOC):** Project sponsors must identify and maintain a staff position that serves as a Single Point of Contact (SPOC) for delivery of all Federal Highway Administration (FHWA) funds by the sponsor, including OBAG 4 awards. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to

coordinate issues and questions that may arise from project inception to project close-out. Sponsors must provide SPOC contact information when programming funds in the Transportation Improvement Program (TIP) and must notify MTC immediately if the SPOC contact has changed. The SPOC will be expected to work closely with FHWA, Caltrans, MTC, and their respective CTA on all issues related to federal funding for all FHWA-funded projects implemented by the sponsor.

- **Resolution of Local Support:** Project sponsors must provide a Resolution of Local Support, approved by the sponsor's governing body, which commits the sponsor to compliance with applicable requirements for OBAG 4 awards. Sponsors must use the latest resolution template provided by MTC and must upload a signed and/or certified copy in MTC's Fund Management System (FMS), or its successor, in order to add OBAG 4 funds to the Transportation Improvement Program (TIP).
- **Transportation Improvement Program (TIP):** Project sponsors must work with their respective CTA and MTC to amend OBAG 4 awards into the federal Transportation Improvement Program (TIP). The TIP is a comprehensive listing of transportation projects that receive federal funds, are subject to a federally required action, or are regionally significant for air quality conformity or modeling purposes. OBAG 4 awards must be included in the TIP in order for sponsors to obligate the funds through the California Department of Transportation (Caltrans) Division of Local Assistance (DLA). Sponsors must submit complete project information in MTC's Fund Management System (FMS), or its successor TIP management platform, by the applicable deadline provided by MTC for timely inclusion in the TIP.
- **Annual Obligation Plan (AOP):** Project sponsors must work with their respective CTA and MTC to include OBAG 4 funds in each applicable Annual Obligation Plan (AOP). MTC and Caltrans DLA use the AOP to prioritize FHWA funds, including OBAG 4 awards, for projects that are ready for delivery each federal fiscal year. Sponsors must meet applicable project requirements and milestones established by MTC prior to including a project in the AOP.

Obligation Deadline

Project sponsors are responsible for ensuring that OBAG 4 awards are obligated by FHWA or transferred to the Federal Transit Administration (FTA) within the federal fiscal year the funds are programmed in the TIP. The obligation deadline for OBAG 4 awards is September 30, 2031.

In the event of unforeseen and extraordinary circumstances outside of the sponsor's control, MTC staff may approve one-time extensions up to 24 months beyond the OBAG 4 obligation deadline. To be considered for an extension, sponsors must submit a request to MTC staff that includes the following elements:

- **Schedule:** Requests must include a current project schedule with the original and requested extension dates for obligation of each outstanding project phase and key prerequisite milestones.
- **Delays:** Requests must describe the unforeseen and extraordinary circumstances outside of the sponsor's control that contributed to the requested extension, directly relating the number of months of the requested extension to the delay(s).

- **Approval:** Requests must be written on the sponsor agency letterhead and signed by the sponsor City Manager, County Administrator, General Manager, equivalent agency executive, or their designee.

Obligation extensions are not guaranteed, and requests are subject to review and approval by MTC staff.

Delivery Issues

OBAG 4 awards are predicated on the sponsor's ability to deliver the project as awarded within established deadlines. Sponsors that are unable to deliver awarded projects on time may have their OBAG 4 funds rescinded and reprogrammed to other projects. Any OBAG 4 funds remaining after project completion will be returned to MTC for future programming (savings are not retained by the project sponsor, nor within the county).

Project sponsors that continue to miss delivery milestones and funding deadlines for any federal funds are required to prepare and update a delivery status report on all projects with FHWA-administered funds they manage, and participate, if requested, in a consultation meeting with the CTA, MTC, and Caltrans prior to MTC approving future programming or including any funding revisions for the agency in the TIP. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources.

Project Requirements

Federal and State Requirements

OBAG 4 projects must comply with applicable federal and state requirements, including:

- **Federal Fund Source Eligibility:** Projects must be eligible for STP or CMAQ funds in order to be selected for OBAG 4 programming of those fund sources. However, eligibility for STP or CMAQ alone does not guarantee eligibility for funding through the OBAG 4 program. Projects must meet all program requirements and project selection criteria to be eligible for OBAG 4 funds.
 - STP is a flexible source of federal funding, with a wide range of projects that may be considered eligible. Eligible projects include roadway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration), public transit capital improvements, pedestrian and bicycle facilities and programs, highway and transit safety projects, transportation demand management, and transportation planning activities. STP funded projects generally must be located on the federal-aid highway system, with some exceptions including bicycle and pedestrian projects. The STP program, including federal eligibility, is detailed in 23 U.S.C. § 133.
 - CMAQ is a more targeted federal funding source for transportation projects that generate emissions reductions that benefit a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter. Eligible project categories that meet this basic criteria include: Transportation Control Measures (TCMS) in an approved

State Implementation Plan (SIP), transit expansion projects, transit vehicles and equipment, bicycle and pedestrian facilities and programs, travel demand management, public education and outreach activities, congestion reduction and traffic flow improvements, carpool, vanpool, and carshare programs, travel demand management, outreach and rideshare activities, telecommuting programs, and intermodal freight projects. The CMAQ program, including federal eligibility, is detailed in 23 U.S.C. § 149.

- **Plan Bay Area Consistency:** Projects funded through OBAG 4 must be consistent with the latest adopted Regional Transportation Plan (RTP), anticipated to be *Plan Bay Area 2050+* during the OBAG 4 period. As part of the project selection and TIP programming processes, project sponsors must identify each project's relationship with meeting the goals and objectives of the RTP, including the specific RTP ID number or reference. RTP consistency will be verified by MTC staff for all OBAG 4 projects as part of the project selection and TIP programming processes.
- **Civil Rights Compliance:** OBAG 4 investments must be consistent with federal civil rights requirements, including Title VI of the Civil Rights Act, the Americans with Disabilities Act (ADA), and public participation. Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. The ADA prohibits discrimination on the basis of disability in all programs, services, or activities of public entities. MTC's 2023 *Public Participation Plan* (MTC Resolution No. 4174), or its successor, establishes standards for public involvement in MTC's planning and programming processes consistent with federal requirements (23 C.F.R. § 450.316). MTC is committed to effective public engagement and equitable investments, including specific consideration for the needs of those traditionally underserved by existing transportation systems, such as low-income and minority communities.
- **Minimum Match:** Project sponsors are responsible for contributing at least the minimum non-federal matching funds for OBAG 4 awards, currently 11.47% of the total cost for projects in California. Sponsors are also responsible for securing any additional funds to cover cost increases for the OBAG 4 project as awarded. Per MTC's Regional Toll Credit Policy (MTC Resolution No. 4008 or its successor), sponsors may request to expend the required local matching funds in earlier project phase(s) and use toll credits to eliminate the match requirement for the construction phase. For programs and projects of regional significance, MTC may elect to use toll credits to waive the local match requirement entirely.
- **Air Quality Conformity:** The TIP, including OBAG 4 projects, must conform with federal Clean Air Act (CAA) requirements and Environmental Protection Agency (EPA) regulations. In the Bay Area, MTC is responsible for making a regional air quality conformity determination for the TIP. Projects that are considered air quality neutral are generally exempt from the requirement to determine project-level conformity (40 C.F.R. § 93.126). New non-exempt projects will not be considered for funding in the OBAG 4 program if they are inconsistent with the adopted long-range plan and TIP. Additionally, the EPA has designated the Bay Area as a non-attainment area for fine particulate matter (PM_{2.5}). Therefore, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed Projects of Air Quality Concern (POAQC) for PM_{2.5} must complete hot-spot analyses

as required by the Transportation Conformity Rule. Generally, POAQC are those projects that result in significant increases in, or concentrations of, emissions from diesel vehicles.

- **Environmental Clearance:** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code § 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section § 15000 et seq.), and the National Environmental Policy Act (42 U.S.C. § 4321 et seq.) standards and procedures for all projects with federal funds.
- **CMAQ Benefit Calculations:** For projects that are eligible for CMAQ funds, sponsors must provide the project information necessary for MTC to calculate the expected emission reductions associated with project implementation, using the template provided by MTC. In accordance with federal requirements, MTC will consider the cost-effectiveness of air quality improvements when assigning CMAQ funds and report on air quality benefits from CMAQ-funded projects.

Regional Policies

In addition, OBAG 4 projects must comply with applicable regional policies, including:

- **Complete Streets:** Project sponsors must satisfy applicable project requirements from MTC's Complete Streets Policy (MTC Resolution No. 4493) or its successor.
- **Transit Priority:** Project sponsors must satisfy applicable project requirements from MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739) or its successor.

MTC Complete Streets and Transit Priority Policies will be implemented through the Complete Streets Checklist. Sponsors must complete a checklist for each relevant OBAG 4 project application, which may require review by a county or local Bicycle and Pedestrian Advisory Committee (PBAC) and/or transit operator.

To simplify and streamline OBAG 4 administration, all programming amounts must be rounded to the nearest thousand.

Fund Exchanges

For select OBAG 4 regional programs, federal STP and CMAQ funding may be exchanged with non-federal funds for projects that are consistent with program objectives but are ineligible for, or poorly suited to, federal funding. Projects involved in a local fund exchange that receive federal funds (recipient projects) must comply with all OBAG 4 requirements, while those receiving local funds (target projects) need only comply with applicable requirements, including regional policies. Exchanges must also be consistent with MTC's Exchange Policy for Regional Discretionary Funds (MTC Resolution No. 3331), which requires target projects to be included in the TIP for tracking purposes.

Regional Fund Management

Programming Years

OBAG 4 funding is available in federal fiscal years (FY) 2026-27 through FY 2029-30. Funds may be programmed in any of these years, conditioned upon the availability of federal apportionment and obligation authority (OA) and subject to TIP financial constraint requirements. In addition, in order

to provide uninterrupted funding to ongoing efforts and to provide more time to prepare for the effective delivery of capital projects, priority of funding for the first year of programming apportionment (FY 2026-27) will be provided to ongoing programs, such as regional and CTA planning activities, non-infrastructure projects and programs, and the preliminary engineering phase of capital projects. Specific programming timelines will be determined through the development of the Annual Obligation Plan (AOP) as detailed above.

Fund Source Assignment

OBAG 4 program funding is expected to comprise of approximately 60% STP and 40% CMAQ funding. MTC will select projects throughout the nine-county Bay Area based on the established project selection criteria and programming policies. STP and CMAQ funds will be assigned to specific projects as part of the project selection process. Following the initial project selection and fund assignment process, MTC may re-assign fund sources to reflect available apportionment or obligation authority, or to otherwise effectively manage regional STP and CMAQ funds.

Apportionment Exchanges

State and federal timely use funds provisions, such as Sections 182.6 and 182.7 of the California Streets and Highways Code, require federal apportionment to be obligated within three years of federal eligibility. If a region of the state is unable to fully obligate their lapsing STP or CMAQ balances in a given year, another region in the state can enter into temporary exchange agreements to obligate the older, unused STP or CMAQ balances in exchange for an equal amount of future year STP or CMAQ funds. Such exchanges benefit both regions by avoiding the loss of funds in one region, while another region can advance projects that may be stalled due to a lack of eligible funding.

To facilitate such apportionment exchanges, the MTC Executive Director or designee is authorized to sign letters of understanding with Caltrans and other regions for the exchange of STP or CMAQ funds with the following conditions and limitations:

- The exchange does not negatively impact the delivery of Bay Area STP/CMAQ projects.
- The exchange is a dollar for dollar exchange.
- The exchange is allowed under Caltrans' obligation authority management policy.
- Exchanges over \$2 million are reported to a standing Committee of the Commission for information.
- The Letter of Understanding can be executed in time for the MTC to secure the funds prior to any lapse or rescission.
- If any timely use of funds deadlines or Caltrans processes are not met in time and therefore result in the loss of apportionment balance, MTC's apportionment shall not be negatively affected and the Letter of Understanding is null and void.

Apportionment exchanges beyond these conditions and limitations may be approved by a standing Committee of the Commission.

Advance Construction

When certain federal funds are not available for obligation due to an insufficient balance of apportionment or obligation authority in a given fiscal year, project sponsors may request authorization from FHWA and Caltrans to proceed with the project under advance construction (AC) procedures. AC procedures allow FHWA to authorize work to begin on a project without obligating federal funds. Project sponsors given the federal authorization to proceed with a project under AC procedures use local funds to perform work eligible for future federal reimbursement. Once federal apportionment or obligation authority becomes available, the sponsor may then seek to convert the amount authorized through AC into a real obligation of federal funds.

AC procedures streamline the delivery of federal projects and programs by allowing projects to proceed when current year apportionments or obligation authority has run out, and enables the region and the state to better manage the use of obligation authority for large projects.

To facilitate AC procedures on regional projects, the MTC Executive Director or designee, in consultation with the Chief Financial Officer, is authorized to execute AC authorizations with Caltrans and/or FHWA for federal projects sponsored or implemented by MTC, with the following conditions and limitations:

- The agency must have sufficient local funds to pay for all project costs until the federal funds become available.
- The project must comply with all federal requirements including programming in the TIP.
- The federal authorization date establishes the start date for performance federally-reimbursable work.

Regional Program Policies

Calls for Projects

MTC will apply the following guidelines when developing and implementing local grant opportunities with regional OBAG 4 funds:

- **Outreach:** To encourage stakeholder input and applicant participation, MTC staff should provide notice of upcoming and/or active calls for projects at standing meetings of Partnership Working Groups and on the MTC and/or ABAG website.
- **Coordination:** To streamline the application process and maximize participation, calls for projects for OBAG 4 regional programs should be consolidated with one another and/or coordinated with similar grant opportunities outside of the OBAG 4 program, with a standard of one call for projects per year. MTC will coordinate with CTAs and prospective applicants when developing call for projects schedules.
- **Timeliness:** To avoid conflicting with the OBAG 4 county call for projects while still providing sufficient time for project delivery, OBAG 4 regional calls for projects should generally be conducted between federal fiscal year (FY) 2026-27 and FY 2028-29.

Regional Program Set-Asides

MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in 2022 as a mechanism to advance the *Plan Bay Area* goal of walkable, mixed-use neighborhoods near

transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. In recognition that local jurisdictions need sufficient time to fully implement these standards, the OBAG 4 program incorporates a balanced, incentive-based approach to reward TOC Policy progress.

TOC Set-Aside

To incentivize jurisdiction progress on TOC Policy standards, MTC has set aside \$45 million in regional OBAG 4 funds for top performers. The methodology for TOC compliance incentive score calculations is subject to Commission approval and associated administrative guidance.

North Bay Augmentation

To support the unique land use and transportation needs of rural communities, particularly among North Bay counties with limited transit service and few or no TOC areas, the OBAG 4 regional program also includes an additional \$5 million North Bay augmentation. MTC will target to distribute these funds approximately evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma. North Bay augmentation funds will be distributed through the county call for projects and are subject to the county program policies (below). ~~The call for projects for North Bay augmentation funds will be coordinated with the TOC set-aside.~~

County Program Policies

Roles

The OBAG 4 county program is a partnership between MTC and each of the County Transportation Agencies (CTAs) representing the Bay Area. CTAs administer the call for projects within their respective counties and are responsible for public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery, consistent with regional requirements. MTC is responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery, with support from the CTAs.

Eligible Activities

County program projects must meet general OBAG 4 project requirements as detailed above, including eligibility for federal STP or CMAQ funds. Subject to these limitations, eligible project types include:

- CTA planning and program implementation activities (see below).
- Local planning grants for *Plan Bay Area 2050+* Growth Geographies or Transit Oriented Communities (TOCs).
- Transportation demand management programs.
- Mobility Hub planning and implementation.
- Parking reduction and curb management programs.
- Shared micromobility capital projects.
- Bicycle and pedestrian access to open space and parklands.

- Bicycle and pedestrian improvements and programs.
- Safe Routes to Schools (SRTS) projects and programs.
- Safety projects, local roadway safety plans (LRSP), and Vision Zero planning activities
- Complete streets and sustainable streets improvements
- Streetscape projects to encourage biking, walking, and transit use
- Example project elements include bulb outs, sidewalk widening, crosswalk enhancements, audible signal modification, mid-block crossing and signals, new striping for bicycle lanes and road diets, pedestrian street lighting, medians, pedestrian refuges, wayfinding signage, tree grates, bollards, permanent bicycle racks, signal modification for bicycle detection, street trees, raised planters, planters, costs associated with on-site storm water management, permeable paving, and pedestrian-scaled street furniture including bus shelters, benches, magazine racks, and garbage and recycling bins.
- Local streets and roads preservation projects on the federal-aid system. Projects should be based on a needs analysis from the jurisdiction's Pavement Management Program:
 - Pavement rehabilitation projects must be consistent with segments recommended for treatment within the programming cycle by the jurisdiction's PMP. Preventive maintenance projects with a PCI rating of 70 or above are eligible only if the jurisdiction's PMP demonstrates that the preventive maintenance strategy is a cost-effective method of extending the service life of the pavement.
 - Eligible non-pavement activities include rehabilitation or replacement of existing features on the roadway facility, such as bridge structures, storm drains, National Pollutant Discharge Elimination System (NPDES), curbs, gutters, culverts, medians, guardrails, safety features, signals, signage, sidewalks, ramps, complete streets elements, and features that bring the facility to current standards.
- Rural road improvements on the federal aid system.
- Community-Based Transportation Plans (CBTPs) or participatory budgeting (PB) processes in Equity Priority Communities (in addition to CBTP and PB processes administered through the Regional Programs).
- Implementation of projects identified through CBTPs or PB processes.
- Americans with Disabilities Act (ADA) Transition Plan implementation.
- Transit capital improvements, including vehicles for new or expanded service.
- Transit station improvements such as plazas, station access improvements, bicycle parking, or parking management for Transit Oriented Development (TOD).
- Local actions to advance implementation of the Transit Transformation Action Plan, including local transit priority projects and mapping and wayfinding elements consistent with MTC standards.
- Cost-effective, technology-driven active operational management strategies for local arterials and highways (for highways, when used to augment state or federal funds and developed/implemented in coordination with MTC).
- Mobility management and coordination projects that meet the specific needs of seniors and individuals with disabilities and enhance transportation access for populations beyond those served by one agency or organization within a community. Examples include the integration and coordination of services for individuals with disabilities, seniors, and low-

income individuals; individualized travel training and trip planning activities; development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and the operation of transportation brokerages to coordinate providers, funding agencies, and passengers.

Activities *not* eligible for funding include: air quality non-exempt projects, new roadways, roadway extensions, right of way acquisition for future expansion, operations, and routine maintenance.

CTA Planning

Similar to prior cycles, the OBAG 4 county program includes dedicated funding to support planning and programming activities throughout the nine Bay Area counties. Administered by MTC through funding agreements with each CTA, these funds are used to cooperatively implement *Plan Bay Area 2050+* and associated regional policies, development of countywide transportation plans, outreach activities, and the advancement of additional plans and projects as determined by MTC.

Base CTA planning awards are programmed to each CTA in Attachment B-2 and are based on:

- 5% of the initial OBAG 4 program capacity.
- \$3.85 million minimum funding amount for each county, reflecting the fixed costs associated with planning and program implementation.
- distribution of remaining funds over the \$3.85 million minimum amounts proportionate to the county nomination target factors (detailed below).

CTAs may request additional funding to augment these base funding levels for countywide planning and programming through the call for projects process (requires CTA governing body approval).

Nomination Targets

County nomination targets establish the maximum funding request that each CTA may make through OBAG 4 county project nominations. Similar to prior OBAG cycles, these targets are based on population, recent housing production and planned growth, and housing affordability. However, the OBAG 4 nomination targets do not commit or imply a guaranteed share of funding to any individual county or jurisdiction.

To ensure a sufficient pool of projects for regional selection, MTC is soliciting nominations for 120% of the available funding capacity for the county program. Each CTA's nomination target is calculated as a percent share of this overall nomination total, using the following factors:

- **Population:** 50% of the nomination target is based on a county's share of the regional population, using 2024 population estimates from the California Department of Finance.
- **Housing Production:** 30% of the nomination target is based on a county's share of regional housing production during the current and previous Regional Housing Needs Allocation (RHNA) cycles (2007 to 2023), using building permit data compiled by the Association of Bay Area Governments (ABAG).

- **Planned Growth:** 20% of the nomination target is based on a county’s share of regional housing allocations through the 2023-31 RHNA cycle.
- **Housing Affordability:** For housing production and RHNA factors, 60% of each factor is calculated based on the production or planned growth in affordable housing alone, while the remaining 40% considers all housing types. Affordable housing is defined as housing for very low-, low-, or moderate-income households, categories established by the California Department of Housing and Community Development (HCD) based on housing cost as a proportion of local area median income (AMI). For the purposes of calculating nomination targets, county-specific AMI values are used.

The county, regional North Bay augmentation, and total nomination targets are detailed by county in Table 2 below. CTAs may only nominate projects for the OBAG 4 county and regional North Bay augmentation programs up to the target nomination amounts listed below.

Table 2: County Nomination Targets

County	County Target Share	County Target*	North Bay Augmentation Target*	Total Nomination Target**
Alameda	20.3%	\$64,770,000	-	\$77,724,000
Contra Costa	13.6%	\$43,418,000	-	\$52,102,000
Marin	2.9%	\$9,275,000	\$1,250,000	\$12,630,000
Napa	1.5%	\$4,823,000	\$1,250,000	\$7,288,000
San Francisco	14.8%	\$47,213,000	-	\$56,656,000
San Mateo	9.5%	\$30,208,000	-	\$36,249,000
Santa Clara	26.7%	\$85,271,000	-	\$102,325,000
Solano	4.8%	\$15,275,000	\$1,250,000	\$19,830,000
Sonoma	5.9%	\$18,747,000	\$1,250,000	\$23,996,000
Total	100%	\$319,000,000	\$5,000,000	\$388,800,000

*Targets for reference only, actual awards subject to competitive project evaluation and selection

**Nomination targets based on 120% of available funds

Outreach

MTC partners with CTAs to conduct public engagement and local agency outreach for the county program call for projects, consistent with Title VI of the Civil Rights Act and associated federal requirements. The existing relationships CTAs have with local jurisdictions, elected officials, transit agencies, federally-recognized Tribal governments, community organizations and stakeholders, and members of the public within their respective counties make them well suited to assist MTC in this role.

CTAs should develop outreach plans consistent with this section, and each CTA must have their plan approved by MTC staff prior to initiating the call for projects activities in their respective

county. In addition, CTAs are required to submit documentation to MTC demonstrating compliance with this section during the project nomination process as detailed below.

Public Engagement

As part of their call for projects process, CTAs are required to conduct countywide outreach and engagement with stakeholders and the public to solicit project ideas. CTAs are expected to implement their public outreach and engagement efforts in a manner consistent with MTC's *Public Participation Plan* (MTC Resolution No. 4174), which can be found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. CTAs should make every effort to follow current best practices related to virtual and in-person public participation, outreach, and engagement. CTAs should also make meaningful efforts to lower participation barriers for hard-to-reach populations, Limited English Proficient (LEP) speakers, people with disabilities, and those who are historically challenged from engaging in public decision-making processes.

At a minimum, MTC and CTAs are required to:

- Execute effective and meaningful local outreach and engagement efforts during the call for projects by working closely with local jurisdictions, elected officials, transit agencies, community-based organizations, other relevant stakeholders, and the public through the project solicitation process.
- Explain the local call for projects process, informing stakeholders and the public about methods for public engagement; relevant key milestones; the timing and opportunities for public comments on project ideas, including all standing public meetings and any County & Local Program call for projects-specific events and/or meetings; and when decisions are to be made on the list of projects to be submitted to MTC.
- Hold public meetings and/or workshops at times that are conducive to public participation to solicit public input on project ideas to submit.
- When possible, schedule meetings/events at times and locations that prioritize participation from Equity Priority Communities and other communities that have historically been systematically left out of the decision-making process.
- Post notices of public meetings and hearing(s) on their agency website; include information on how to request language assistance for individuals with limited English proficiency, as well as reasonable accommodations for persons with disabilities. If agency protocol has not been established, CTAs should refer to MTC's Plan for Assisting Limited English Proficient Populations at mtc.ca.gov/about-mtc/public-participation/get-language-assistance or the Americans with Disabilities Act.
- Offer language assistance and accommodations for people with disabilities on all collateral materials and meeting notices. Establish a reasonable amount of time to request assistance in advance and include this information in materials and meeting notices. CTAs may refer to ABAG's Regional Housing Technical Assistance program best practice guidance for offering language translation services: abag.ca.gov/sites/default/files/documents/2021-11/Best Practices Multilingual Engagement 10-2021.pdf.

- Hold in-person public meetings, when health protocols allow for in-person meetings to be safely held, in central locations that are accessible via multiple transportation modes, especially public transit, and ensure all locations are accessible to persons with disabilities.
- Respond to written public comments, and whenever possible, post all written comments to the agency's website and summarize how public feedback impacted the decision-making process.

CTAs with recent public engagement efforts relevant to the county program call for projects are encouraged to incorporate the results of these efforts into their project prioritization process, provided that such efforts are:

- Completed recently or concurrently (up to 12 months prior to the county program call for projects, with older but relevant outreach considered by MTC staff on a case-by-case basis).
- Sufficiently comprehensive to determine public support and priorities for transportation project types eligible for funding under OBAG 4 (for example, development of a Countywide Transportation Plan or Countywide Capital Improvement Program).
- Conducted in an accessible, equitable manner consistent with federal Title VI nondiscrimination requirements.
- Supplemental to other, dedicated opportunities for public input on OBAG 4 county program funding specifically that meet the minimum outreach requirements detailed in the paragraph above.

Agency Coordination

CTAs are expected to work closely with regional stakeholders during the call for project process, including MTC, Caltrans, and potential project sponsors. At a minimum, MTC and CTAs are required to communicate the call for projects and solicit applications from all local jurisdictions, transit agencies, and federally recognized Tribal governments within their county boundaries. For counties with federally recognized Tribal governments within their jurisdictions, MTC and CTAs are required to offer opportunities for government-to-government consultation to the Tribes.

Title VI Responsibilities

Call for projects processes must be consistent with Title VI of the Civil Rights Act and associated metropolitan public participation requirements, which require specific consideration for low-income and minority populations. Effective engagement with low-income and minority communities is critical for both local and regional decisions. MTC and CTAs are required to ensure that underserved communities are provided opportunities for access and input to the project submittal process. This may include, but is not limited to, the following:

- Assisting community-based organizations, Equity Priority Communities, and any other underserved community interested in having projects submitted for funding.
- Removing barriers for persons with limited-English proficiency and other communities that have historically been systematically left out of the decision-making process to provide input on the project solicitation and evaluation processes.

Resources

CTAs may refer to MTC's Public Participation Plan for further guidance on Title VI outreach strategies, found at mtc.ca.gov/about-mtc/public-participation/public-participation-plan. Additional resources related to Title VI, civil rights compliance, and virtual participation are available from these agencies:

- FHWA at highways.dot.gov/civil-rights/title-vi-civil-rights-act-1964-and-additional-nondiscrimination-requirements.
- ADA at <https://www.ada.gov/resources/title-ii-primer/>.
- Caltrans at dot.ca.gov/programs/local-assistance/local-civil-compliance/title-vi.
- MTC at mtc.ca.gov/about-mtc/public-participation/title-vi-civil-rights-act and mtc.ca.gov/about-mtc/public-participation/language-assistance.
- ABAG at abag.ca.gov/our-work/housing/regional-housing-technical-assistance/support-local-engagement and abag.ca.gov/tools-resources/digital-library/bestpracticesmultilingualengagement10-2021.pdf.

Additionally, CTAs are encouraged to use the following resources to source MTC pre-approved consultant services for their outreach efforts:

- **Public Engagement Bench:** for public engagement, digital engagement, and promotion, available at mtc.legistar.com/View.ashx?M=F&ID=10319899&GUID=1A85853F-2602-40DC-BB10-D2E9D02D0A5B.
- **Equity Consultant Bench:** for general support with outreach activities, available at mtc.ca.gov/digital-library/5026631-equity-bench-consultant-catalog-2024.
- **Translation and Interpreter Services Consultant Bench:** for translation, interpretation, and American Sign Language (ASL) services to ensure meaningful access by Limited English Proficiency (LEP) populations (as required under Title VI) and provide accessibility accommodations (as required by the Americans with Disabilities Act), available at mtc.legistar.com/gateway.aspx?M=F&ID=5b527bad-4840-4614-8ce8-72d94770e4e6.pdf.

Consultant benches include consultant firms pre-qualified by MTC through Request for Qualifications (RFQ) processes which included "Cooperative Use" language, allowing other agencies to use MTC's processes to satisfy their own contracting and procurement guidelines.

Documentation

To demonstrate compliance with outreach requirements, CTAs are required to submit the following documentation to MTC staff by October 31, 2026:

- A copy of the CTA's public outreach and engagement plan, developed in coordination with MTC.
- Copies or text of public notice(s) of opportunities for members of the public to provide input on County & Local Program criteria and/or project nominations, which must include information on how to request language assistance and accessibility accommodations.
- A list of CBOs or other organizations representing potentially impacted groups that the CTA contacted for input on the county program.
- Dates, times, and locations of public meetings, hearings, and/or workshops where opportunity for public input on the county program was afforded.

- A summary of public input received during the call for projects process, and how such feedback, and the results of any relevant prior outreach, was used in the CTA evaluation and decision-making process.
- A description of correspondence and/or meetings with all applicable local jurisdictions, transit agencies, and federally-recognized tribal governments informing each of the call for projects opportunity.
- If information from prior or concurrent outreach efforts was incorporated into the CTA's call for projects process, a narrative description of these efforts, how the results informed project prioritization, and how the CTA met the minimum public involvement requirements for the OBAG 3 call for projects described above.

Sponsor Requirements

Bay Area cities, counties, transit agencies, federally-recognized Tribal governments, and CTAs are eligible to apply for OBAG 4 county program funds. All sponsors must comply with the general OBAG 4 project requirements detailed above. In addition, jurisdiction sponsors are subject to the following county program requirements:

- **State Housing Law Compliance:** Jurisdiction sponsors must have a general plan housing element adopted and certified by the California Department of Housing and Community Development (HCD) for the 2023-31 Regional Housing Needs Allocation (RHNA) cycle and maintain certification throughout the OBAG 3 program period. Jurisdictions must also submit Housing Element Annual Reports to HCD each year by the April 1 deadline throughout the OBAG 4 program period. Finally, jurisdictions must comply with the Housing Accountability Act and other state housing laws related to surplus lands, accessory dwelling units, and density bonuses throughout the OBAG 4 program period.
- **Safety Planning:** Jurisdiction sponsors must complete and maintain a Local Roadway Safety Plan (LRSP) or equivalent safety plan, as defined by the California Highway Safety Improvement Program (HSIP) guidelines, including the requirement that plans be updated within five years.
- **Pavement Management:** Jurisdiction sponsors must maintain a certified Pavement Management Program (StreetSaver® or equivalent), updated as prescribed by MTC staff. In addition, jurisdictions must fully participate in statewide local streets and road needs assessment surveys (including any assigned funding contribution).
- **Performance Reporting:** Jurisdiction sponsors must provide traffic count data to MTC to support FHWA's Highway Performance Monitoring System (HPMS) on an annual basis, or as directed by MTC staff.

MTC will monitor and regularly report on sponsor jurisdiction compliance with these requirements. Sponsors that fail to comply with requirements will be subject to the following enforcement actions by MTC:

- **Delay Funds:** MTC will deprioritize county awards for inclusion in the Annual Obligation Plan (AOP) from sponsors with minor or initial compliance issues.
- **Withhold Funds:** MTC will withhold or reverse TIP programming for county awards from sponsors with substantial and/or sustained compliance issues.

- **Rescind Funds:** MTC will rescind and reprogram county awards from noncompliant sponsors that do not, or are unable to, develop a reasonable plan to comply and delivery funds within the OBAG 4 period.

Compliance determinations and enforcement steps are subject to MTC staff determination and, in the case of award rescissions, Commission action.

Project Requirements

County program projects are subject to the general OBAG 4 requirements and project delivery processes detailed above. Applicants must provide the following for each project:

- **Application Form:** completed application, using the form provided by MTC.
- **Complete Streets Checklist:** due at the time of application for applicable projects.
- **Air Quality Inputs:** due at the time of application for CMAQ-eligible projects requesting \$1 million or more, or prior to TIP programming for smaller projects if requested by MTC staff.
- **Resolution of Local Support:** due prior to TIP programming.
- **TIP Revision Request:** due in MTC's Fund Management System (FMS) or successor TIP management platform by the deadline provided by MTC.

OBAG 4 county project applications must meet the following minimum grant request thresholds:

- \$500,000 or more for projects in counties with a population over one million (Alameda, Contra Costa, and Santa Clara Counties).
- \$250,000 or more for projects in counties with a population under one million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties).

On a case-by-case basis, MTC may accept a grant application below the county minimum, but no less than \$150,000. Such exceptions are subject to MTC staff discretion and Commission programming approval, and may be limited to non-infrastructure projects, safety projects, and/or projects that are already federalized.

Consistent with general OBAG 4 project requirements, all county program awards will be rounded to the nearest \$1,000.

Geographic Minimums

Similar to previous cycles, a minimum share of OBAG 4 county program funds must be invested in projects that support growth areas within each county. In OBAG 4, eligible geographies include both Priority Development Areas (PDAs) designated in *Plan Bay Area 2050+* and Transit-Oriented Communities (TOCs). To qualify towards a county's geographic minimum, projects need to be located partially or entirely within a mile or less of a PDA or TOC. Countywide projects, such as CTA planning, are excluded from the geographic minimum calculation.

On a case-by-case basis and at the request of a CTA, MTC may consider additional projects as PDA- or TOC-supportive which are not located within a mile or less of either geography but otherwise have a clear and direct connection to PDA(s) and/or TOC(s), such as transit facility improvements. Such determinations are subject to MTC staff discretion.

CTA nominations must meet the following thresholds for PDA- and/or TOC-supportive projects as defined above:

- 50% or more of the nomination request for North Bay counties (Marin, Napa, Solano, and Sonoma).
- 80% or more of the nomination request for remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara).

CTA Evaluation

CTAs are responsible for developing the schedule, process, and any supplemental materials for the call for projects in their respective counties, in coordination with MTC and consistent with regional requirements. CTAs will solicit and collect application materials, screen applicants and projects for eligibility, evaluate applications, and approve and submit county program nominations to MTC.

Screening and Criteria

CTA eligibility screening must confirm consistency with the OBAG 4 general and county program requirements as detailed above, including eligibility for STP or CMAQ funds and consistency with *Plan Bay Area 2050+*.

At a minimum, CTAs must consider the following criteria in their county program evaluations:

- **Need and Benefits:** CTAs must prioritize projects that effectively address transportation needs and provide clear benefits, with consideration for safety, multi-modal accessibility, emissions reduction, resilience, stormwater management, and state of good repair improvements.
- **Local Priorities:** CTAs must prioritize projects with community support, as demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means identified by the CTA.
- **Equity Impacts:** CTAs must prioritize projects that provide demonstrated benefits to historically marginalized or underserved groups, including benefits to Equity Priority Communities or similar local designations, alignment with agency Americans with Disabilities Act (ADA) Transition Plans, and/or other means identified by the CTA.

CTAs may consider additional factors beyond these minimum criteria, including regional criteria considered by MTC as detailed below and/or other local priorities. CTA project evaluation criteria must be approved by MTC staff prior to the CTA initiating a call for projects.

Nominations

After completing initial project screening and evaluations, CTAs will submit project nominations and associated documentation to MTC for regional evaluation and project selection. 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, 2026, and must include the following elements:

- **Nomination List:** A single list of eligible candidate projects for the OBAG 4 county program, scored out of 75 points according to the evaluation criteria developed by the CTA and approved by MTC staff. Nomination lists must comply with all OBAG 4 programming

policies, including sponsor and project requirements, geographic minimums, and CTA nomination targets.

- **Board Approval:** Signed/certified documentation of CTA governing body action approving the project nomination list.
- **Outreach Documentation:** Materials verifying CTA compliance with outreach requirements as described above.
- **Application Materials:** For each nominated project, the regional application form, Complete Streets Checklist, and CMAQ air quality input form, and any other supplemental materials or attachments provided by the applicant, when applicable.

MTC Evaluation

MTC is responsible for evaluation of CTA nominations, air quality benefit calculations, final project scoring, program balancing, and project selection via Commission action.

Criteria and Scoring

MTC will consider the following criteria when evaluating OBAG 4 county program nominations:

- **CTA Priorities (75 points):** CTA scores normalized across counties.
- **Regional Alignment (10 points):** Support for *Plan Bay Area 2050+* strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated).
- **Federal Performance Goals (5 points):** Improvements to safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability (23 U.S.C. § 105(b)).
- **Deliverability and Risk (10 points):** Sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan.
- **Air Quality Benefits (10 points):** The relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding consistent with federal requirements.

Program Balancing

Nominated projects will be initially prioritized based on total project score as detailed above. However, to achieve investment thresholds and ensure a balanced program of projects, MTC staff may adjust project prioritization based on the following factors:

- County geographic minimums (PDA- and TOC-supportive investments).
- Relative STP and CMAQ availability and project eligibility.
- Overall program balance, including variety of project types, equitable investments, and geographic spread.

MTC staff will coordinate with CTA staff to solicit comments and feedback on the draft OBAG 4 county program of projects, and may refine the recommended awards accordingly.

Project Selection

The Commission will consider the recommended OBAG 4 county program of projects in early 2027. Eligible projects nominated by CTAs but not initially awarded by the Commission will be considered if additional county program capacity becomes available. Approved projects and any subsequent revisions by the Commission will be detailed in Attachment B-2.

Attachment B-1
MTC Resolution No. 4740
OBAG 4 Regional Programs
FY 2026-27 through FY 2029-30
February 2026

MTC Res. No. 4740 Attachment B-1
 Adopted: 01/28/26-C
 Revised: 02/25/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
1. PLANNING AND IMPLEMENTATION			
<u>Regional Planning and Program Implementation (Added)</u>	<u>MTC</u>	<u>\$40,000,000</u>	
1. PLANNING AND IMPLEMENTATION		\$40,000,000	\$0
2. GROWTH FRAMEWORK			
<u>Growth Framework Balance (Added)</u>	<u>TBD</u>	<u>\$35,000,000</u>	
2. GROWTH FRAMEWORK		\$35,000,000	\$0
3. ENVIRONMENT			
<u>Environment Balance (Added)</u>	<u>TBD</u>	<u>\$90,000,000</u>	
3. ENVIRONMENT		\$90,000,000	\$0
4. COMPLETE STREETS			
<u>Complete Streets Balance (Added)</u>	<u>TBD</u>	<u>\$30,000,000</u>	
4. COMPLETE STREETS		\$30,000,000	\$0
5. MULTIMODAL NETWORKS			
<u>Multimodal Networks Balance (Added)</u>	<u>TBD</u>	<u>\$115,000,000</u>	
5. MULTIMODAL NETWORKS		\$115,000,000	\$0
6. SET-ASIDES			
TOC Set-Aside	TBD	\$45,000,000	
North Bay Augmentation	TBD	\$5,000,000	
6. SET-ASIDES		\$50,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

**Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
February 2026**

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C
Revised: 02/25/26-C

OBAG 4 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
ALAMEDA COUNTY		
CTA Planning		
ACTC: Planning and Implementation Base (Added)	MTC	\$5,368,000
ALAMEDA COUNTY		\$5,368,000
CONTRA COSTA COUNTY		
CTA Planning		
CCTA: Planning and Implementation Base (Added)	MTC	\$4,868,000
CONTRA COSTA COUNTY		\$4,868,000
MARIN COUNTY		
CTA Planning		
TAM: Planning and Implementation Base (Added)	MTC	\$3,850,000
MARIN COUNTY		\$3,850,000
NAPA COUNTY		
CTA Planning		
NVTA: Planning and Implementation Base (Added)	MTC	\$3,850,000
NAPA COUNTY		\$3,850,000
SAN FRANCISCO COUNTY		
CTA Planning		
SFCTA: Planning and Implementation Base (Added)	MTC	\$4,957,000
SAN FRANCISCO COUNTY		\$4,957,000
SAN MATEO COUNTY		
CTA Planning		
C/CAG: Planning and Implementation Base (Added)	MTC	\$4,558,000
SAN MATEO COUNTY		\$4,558,000
SANTA CLARA COUNTY		
CTA Planning		
VTA: Planning and Implementation Base (Added)	MTC	\$5,849,000
SANTA CLARA COUNTY		\$5,849,000
SOLANO COUNTY		
CTA Planning		
STA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SOLANO COUNTY		\$3,850,000
SONOMA COUNTY		
CTA Planning		
SCTCA: Planning and Implementation Base (Added)	MTC	\$3,850,000
SONOMA COUNTY		\$3,850,000
UNPROGRAMMED BALANCE		\$319,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000



SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
2150 Webster Street, P.O. Box 12688
Oakland, CA 94604-2688
(510) 464-6000

February 12, 2026

2025

Mark Foley
PRESIDENT

Melissa Hernandez
VICE PRESIDENT

Robert Powers
GENERAL MANAGER

Theresa Romell
Director of Funding Policy & Programs
Metropolitan Transportation Commission (MTC)

RE: One Bay Area Grant Cycle 4 (OBAG 4) – Request to Include Transit Projects for Regional Program

Dear Ms. Romell,

DIRECTORS

Matthew Rinn
1ST DISTRICT

Mark Foley
2ND DISTRICT

Barnali Ghosh
3RD DISTRICT

Robert Raburn, Ph.D.
4TH DISTRICT

Melissa Hernandez
5TH DISTRICT

Elizabeth Ames
6TH DISTRICT

Victor Flores
7TH DISTRICT

Janice Li
8TH DISTRICT

Edward Wright
9TH DISTRICT

OBAG 4 highlights the Transit Oriented Communities (TOC) Policy in the Regional Program, which prioritizes developing communities within a half mile of transit stations and emphasizes increased density, housing, parking management, and station access.

A core tenet of the TOC Policy is to create sustainable communities by increasing transit ridership. However, many existing San Francisco Bay Area Rapid Transit District (BART) stations require investment in state-of-good-repair to avoid service impacts that could reduce ridership, transit station safety improvements that support ridership preservation and growth, and capacity-related projects to ensure that BART can meet increased demand generated by TOC Policy implementation.

As such, we respectfully request that MTC include the following as eligible and competitive project types for the OBAG 4 Regional Program:

1. Transit station state-of-good-repair improvements, such as tile replacement, lighting, etc.; and
2. Transit station safety improvements that support ridership preservation and growth, such as barriers surrounding paid areas and fare gates to deter fare evasion; and
3. Transit station capacity-enhancing projects.

We appreciate MTC's leadership in advancing the TOC Policy and recognize our shared commitment to building sustainable, transit-accessible communities throughout the Bay Area. We look forward to working collaboratively with MTC to ensure that our transit infrastructure can successfully support the goals of OBAG 4.

Sincerely,

DocuSigned by:
Priya Mathur
EFBF9F35F0E6498...

Priya Mathur
Director of Funding Strategy



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0206, **Version:** 1

Subject:

Transit-Oriented Communities (TOC) Incentive Program

Overview of the proposed \$45 million TOC Incentive Program as part of One Bay Area Grant (OBAG)
Cycle 4, including the TOC Evaluation Framework

Presenter:

Gillian Adams

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

February 25, 2026

Agenda Item 9a - 26-0206

Transit-Oriented Communities (TOC) Incentive Program

Subject:

Overview of the proposed \$45 million TOC Incentive Program as part of One Bay Area Grant (OBAG) Cycle 4, including the TOC Evaluation Framework.

Background:

Over the past year, staff have worked closely with the Commission, county transportation agencies, local jurisdictions, and other stakeholders to develop a TOC Evaluation Framework that translates the intent of the TOC Policy into a clear implementable framework to support funding decisions, as outlined in MTC Resolution No. 4530. Key themes from discussions at the October 2025 Commission Workshop and November 2025 Commission meeting included the need for greater clarity, increased flexibility, and additional time for jurisdictions to meet TOC Policy standards. In response, staff propose a fully incentive-based program design that rewards completed policies while preserving jurisdictions' access to general OBAG funds.

At its meeting on January 28, 2026, the Commission discussed the overall approach to OBAG 4 implementation and adopted the OBAG 4 Funding Framework (MTC Resolution No. 4740), including a tentative TOC Incentive Program set-aside of \$45 million subject to future Commission decisions on TOC Policy implementation. The TOC Incentive Program is intended to encourage adoption of TOC-consistent policies that support housing and transit ridership and target limited funds to jurisdictions delivering meaningful TOC outcomes. In addition, the Commission set aside \$5 million for the four North Bay counties to augment OBAG 4 county shares (MTC Resolution No. 4740, Revised), in recognition of the unique transportation needs of rural communities with fewer or no TOC areas.

TOC Policy Evaluation Framework:

Building on the incentive-based approach of the TOC Incentive Program set-aside, staff has also incorporated the following revisions to the proposed TOC Policy Evaluation Framework (MTC Resolution No. 4754, **Attachment A**) that would be used to assess jurisdictions' TOC progress:

- Lower points for minimum and maximum office intensity given post-pandemic office development challenges.
- Lower points for vehicle parking maximums given market challenges.
- Higher points for shared and unbundled parking policies.
- Allowance for a wider variety of funding sources to fulfill housing policy options.

In January 2026, the Chair convened an ad hoc group of Commissioners to further refine OBAG 4 and TOC options for consideration and final action by the full Commission. The ad hoc committee recommended the following actions related to program implementation, adjustments for OBAG 4, and the structure and design of the TOC Incentive Program.

- ***Program Implementation***
 - **Extended Submission Timeline + No Work-in-Progress Credit:** Extend the initial TOC submission deadline by 18 months, to July 1, 2027; given this timeline extension and the fully incentive-based approach, credit would not be given for work-in-progress.
- ***Adjustments for OBAG 4***
 - **SB 79 and TOC Density Standards:** TOC areas subject to SB 79 would receive full credit for the TOC Maximum Allowable Residential Density standard, given that in most cases SB 79 is the same or greater density than TOC requires for this standard.
 - **Housing Protection Policies:** As discussed further in **Attachment 1**, recent changes to state tenant protection laws and expanded county protection programs prompted the Commission to direct staff to reassess how state and county actions should be reflected in TOC credit for OBAG 4. Two options for how to award the maximum eight (8) possible points in this category were generated for Commission discussion:
 - **Option 1: One Local *or* County Action + One Local Action**
 - 4 points for implementing one protection policy, either at the local jurisdiction level or through participation in a countywide program

- 4 points for implementing one protection policy **at the local jurisdiction level only**
- **Option 2: Two Actions at the Local *or* County Scale**
 - 4 points for implementing one protection policy, either at the local jurisdiction level *or* through participation in a countywide program
 - 4 points for implementing one protection policy, either at the local jurisdiction level *or* through participation in a countywide program
- ***TOC Incentive Program***
 - **Eligibility Threshold.** Establish an 85-point minimum to access funds, maintain a strong incentive structure, and provide awards to jurisdictions demonstrating substantial TOC progress (estimated ~10-15 jurisdictions).
 - **Eligible Uses + Distribution:** Funds may be used for any OBAG 4 county-eligible project. Staff recommend a performance-based formula with minimum and maximum awards by jurisdiction size (thresholds can be adjusted in needed).

Recommendation:

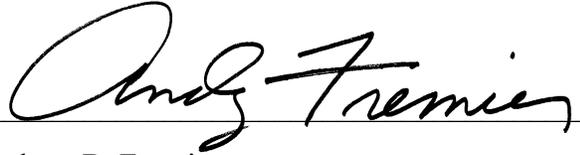
Staff request that the Commission take the following actions:

- **Adopt the TOC Incentive Program (MTC Resolution No. 4754)**, with specific direction on option 1 vs. option 2 for evaluation of TOC housing protection policies.
- **Direct staff to return to the Commission this spring** with amendments to the TOC Policy (MTC Resolution No. 4530) to provide similar flexibility to transit extension projects seeking non-OBAG discretionary funding and to clarify the Commission will further consider the evolving role of the TOC Policy at the start of the next OBAG cycle.

Following the Commission's action, staff would also revise the TOC Policy Administrative Guidance to make consistent with the Commission's actions, increase clarity and flexibility, and improve administrability. **Attachment 2** contains a summary of the proposed changes.

Attachments:

- MTC Resolution No. 4754: TOC Incentive Program
 - Attachment A: TOC Policy Evaluation Framework
 - Attachment B: TOC Incentive Program Guidelines
- Attachment 1: Housing Protection Policy Context and Options
- Attachment 2: Summary of TOC Policy Administrative Guidance Changes
- Attachment 3: Presentation – TOC Incentive Program Adoption



Andrew B. Fremier

Date: February 25, 2026
W.I.: 1611
Referred by: Commission

ABSTRACT

MTC Resolution No. 4754

This resolution adopts the evaluation framework and guidelines for the Transit-Oriented Communities (TOC) Incentive Program. This program is a key tool for implementing MTC's TOC Policy (MTC Resolution No. 4530), which helps to advance implementation of Plan Bay Area's vision for an affordable, connected, diverse, healthy and vibrant Bay Area.

The TOC Policy was adopted in September 2022 to better link the region's transit investments with land-use planning and local decision-making. The TOC 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 Incentive Program implements the Commission's direction from the TOC Policy resolution to prioritize investments in transit station areas that are subject to the TOC Policy. It encourages local jurisdictions to achieve consistency with the TOC Policy's standards related to residential and office densities for new development; housing production, preservation, and protection policies; parking management; and multi-modal station access and circulation.

The resolution includes the following attachments:

Attachment A – TOC Policy Evaluation Framework
Attachment B – TOC Incentive Program Guidelines

Further discussion of this action is contained in the summary sheet to the Commission dated February 25, 2026.

Date: February 25, 2026
W.I.: 1611
Referred by: Commission

RE: Transit-Oriented Communities (TOC) Incentive Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4754

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, 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 October 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, in September 2022, MTC adopted the Transit-Oriented Communities (TOC) Policy to incentivize 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 to support the region's transit investments and implement key GHG reduction strategies from Plan Bay Area 2050; and

WHEREAS, the TOC Policy incentivizes local jurisdictions to 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 to further support regional transit investments and Plan Bay Area 2050 implementation; and

WHEREAS, as part of adoption of the TOC Policy in 2022, MTC Resolution No. 4530 stated that “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 [consistent] with the TOC Policy”; and

WHEREAS, in January 2026, MTC set aside regional discretionary funds for the Transit-Oriented Communities Incentive Program through the One Bay Area Grant (OBAG 4) Program (MTC Resolution No. 4740) to incentivize jurisdictions to make progress toward TOC Policy goals and to provide additional funds for eligible project types under OBAG 4; now, therefore, be it

RESOLVED, that MTC adopts the Transit-Oriented Communities Incentive Program, developed, as detailed in Attachment A, and attached hereto and incorporated herein as though set forth at length.

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 February 25, 2026.

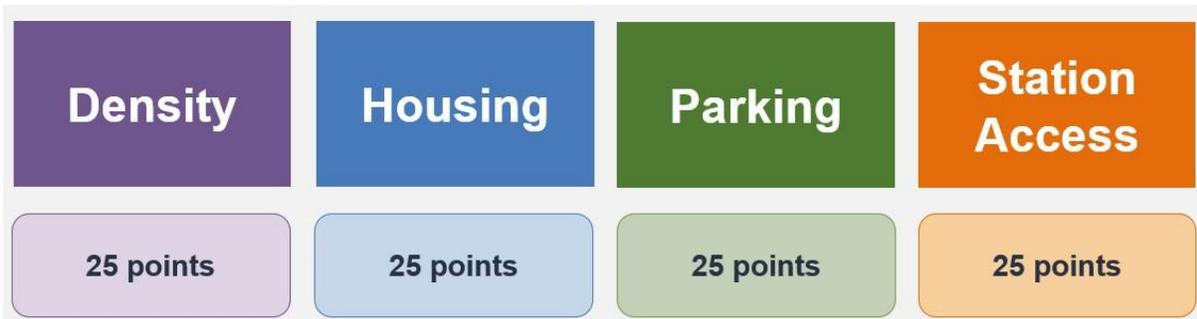
Transit-Oriented Communities (TOC) Policy Evaluation Framework

In September 2022, the MTC Commission adopted the Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) to better align regional transit investments with local land-use planning and decision-making. The policy aims to support well-connected, mixed-use communities around transit stations and corridors where residents can live, work, and access daily needs.

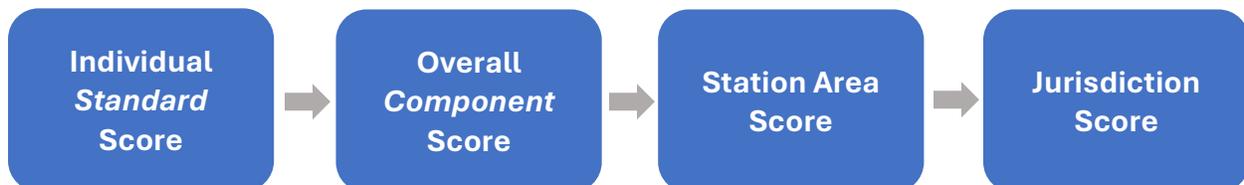
The TOC Policy Evaluation Framework is used to assess jurisdiction progress towards consistency with TOC Policy standards. The TOC Policy includes both quantitative and qualitative standards. To evaluate progress across this range of standards, the evaluation framework assesses individual TOC standards within a holistic, jurisdiction-wide context.

Framework at a Glance

The TOC Policy Evaluation Framework provides a weighted system to evaluate progress across all policy areas, offering a transparent method for tracking progress over time. While each component has a different number of *standards* and requirements, each *component* is weighted equally at 25 points, for a total possible score of 100 points.



Jurisdictions will receive a certain number of points for meeting each *standard*. Those will be added together for a total *component* (density, housing, parking, and station access) score which will be added together to provide a score for the station area. *Jurisdictions with multiple station areas will average station area scores for a total jurisdiction score.*



TOC Policy Evaluation Framework Scoring

Density						
Minimum Density – Residential (DU/A)	Weight: 8 points	Tier 1	Tier 2	Tier 3	Tier 4	Score
	Fully consistent	100	75	50	25	8
	Substantial progress	85	65	45	20	6
	Partial progress	75	55	40	15	4
Minimum Density – Commercial Office (FAR)	Weight: 2 points	Tier 1	Tier 2	Tier 3	Tier 4	Score
	Fully consistent	4.0	3.0	2.0	1.0	2
	Partial progress	3.00	2.25	1.50	0.75	1
Maximum Density – Residential (DU/A)	Weight: 12 points	Tier 1	Tier 2	Tier 3	Tier 4	Score
	Fully consistent	150	100	75	35	12
	Substantial progress	130	85	65	30	8
	Partial progress	115	75	55	25	6
Maximum Density – Commercial Office (FAR)	Weight: 3 points	Tier 1	Tier 2	Tier 3	Tier 4	Score
	Fully consistent	8.0	6.0	4.0	3.0	3
	Substantial progress	6.80	5.10	3.40	2.55	2
	Partial progress	6.00	4.50	3.00	2.25	1

Full: Meets or exceeds the standards; Substantial: ~85% of required standard; Partial: ~75% of required standard

Housing		
Production Policies (2)	Weight: 8 points	Score
Fully consistent: two adopted policies		8
Partial progress: one of the two required policies is adopted		4
Preservation Policies (2)	Weight: 8 points	Score
Fully consistent: two adopted policies		8
Partial progress: one of the two required policies is adopted		4
Protection Policies (2)	Weight: 8 points	Score
Fully consistent: two adopted policies		8
Partial progress: one of the two required policies is adopted		4
Commercial Stabilization Policy (1)	Weight: 1 point	Score
Fully consistent: meets or exceeds the standard		1

Parking						
Minimum Auto – Residential	Weight: 2 points					Score
2 points if jurisdiction confirms that it prohibits minimums via AB 2097 compliance or code snippet						2
Minimum Auto – Commercial	Weight: 2 points					Score
2 points if jurisdiction confirms that it prohibits minimums via AB 2097 compliance or code snippet						2
Maximum Auto – Residential (spaces/unit)	Weight: 4 points	Tier 1	Tier 2	Tier 3	Tier 4	Score
	Fully consistent	0.375	0.5	1.0	1.5	4
	Partial progress	0.5	1.0	1.5	2.0	2
Any parking maximum ratio						1

Maximum Auto – Commercial (spaces/1,000 sq. ft.) Weight: 4 points		Tier 1	Tier 2	Tier 3	Tier 4	Score
Fully consistent		0.25	1.6	2.5	4.0	4
Partial progress		1.6	2.5	4.0	5.0	2
<i>Any parking maximum ratio</i>						1
Minimum Bicycle – Residential (spaces/unit) Weight: 3 points						Score
Meets required minimum of 1 bike space per dwelling unit						3
0.50 to 0.99 bike space per dwelling unit						2
<i>Any minimum bike parking requirement for new residential development</i>						1
Minimum Bicycle – Commercial Office (spaces/5,000 sq. ft) Weight: 3 points						Score
Meets required minimum of 1 bike space per 5,000 square feet						3
0.50 to 0.99 bike space per 5,000 square feet						2
<i>Any minimum bike parking requirement for new commercial office development</i>						1
Allow Unbundled Parking		Weight: 2 points				Score
2 points if jurisdiction adopts the policy for both residential and commercial (<i>note: alternatively, jurisdictions in Alameda or Santa Clara counties can confirm AB 1317 compliance as well as adopt the policy for commercial</i>)						2
1 point if jurisdiction adopts the policy for either residential or commercial only (<i>note: applies to jurisdictions in Alameda or Santa Clara counties confirming AB 1317 compliance without adopting the policy for commercial</i>)						1
Allow Shared Parking		Weight: 2 points				Score
2 points if jurisdiction adopts policy for both residential and commercial or confirms compliance with AB 894*						2
1 point if jurisdiction adopts policy for residential or commercial and does <i>not</i> confirm compliance with AB 894*						1
Parking Management Policy		Weight: 3 points				Score
3 points if jurisdiction has adopted three applicable policies						3
2 points if jurisdiction has adopted two applicable policies						2
1 point if jurisdiction has adopted one applicable policy						1

Station Access			
Complete Streets Policy		Weight: 3 points	Score
Jurisdiction has adopted applicable policy			3
Prioritize or Implement Active Transportation Projects		Weight: 7 points	Score
Jurisdiction must have prioritized or implemented active transportation projects			7
Access Gap Analysis		Weight: 9 points	Score
All modes are addressed (walking, biking, and transit)			9
Only two modes addressed			6
Only one mode addressed			3
Mobility Hub Plan/ Project/ Application		Weight: 6 points*	Score
Jurisdiction has adopted a mobility hub plan/project/application that meets TOC Policy requirements			6

Date: February 25, 2026
W.I.: 1611
Referred by: Commission

Attachment B
Resolution No. 4754
Page 1 of 3

ONE BAY AREA GRANT (OBAG) CYCLE 4: TRANSIT-ORIENTED COMMUNITIES (TOC) INCENTIVE PROGRAM GUIDELINES

Eligibility

Jurisdictions submitting information to MTC will be scored using the TOC Policy Evaluation Framework (Attachment A). The section “Adjustments to the TOC Evaluation Framework” outlines scoring flexibility that may apply. Jurisdictions must achieve a minimum average score of 85 points jurisdiction-wide to be eligible for the OBAG 4 TOC Incentive Program.

Adjustments to the TOC Evaluation Framework

The following adjustments to the TOC Policy Evaluation Framework will be applied for the OBAG 4 funding cycle:

Density Credit for Senate Bill 79 (2025)

SB 79 establishes statewide development standards that apply to housing projects within a ½ mile of qualifying transit stops in four Bay Area counties—Alameda, San Francisco, San Mateo, and Santa Clara. Although there are significant differences between SB 79 and the TOC Policy, SB 79’s development standards are generally aligned with TOC goals related to allowable maximum residential density. As a result, **all TOC areas subject to SB 79 are awarded full TOC credit for the allowable maximum residential density standard.**

Housing Protection Policies

Jurisdictions are precluded from receiving TOC Policy credit for Housing Protection Policy 2 (No Net Loss and Right of Return) given changes in state law (AB 130, 2025) that achieved the policy outcomes outlined in the TOC Policy.

Jurisdictions may receive credit for one or two of the Housing Protection Policies needed to achieve consistency with the TOC Policy through participation in a countywide program where cumulative funding potentially available to TOC jurisdictions meets or exceeds TOC Policy standards:

- **Option 1:** would allow one policy to be fulfilled through a county program
- **Option 2:** would allow for both policies to be fulfilled through a county program

[Resolution will be updated pending the outcome of Commission action on proposed options.]

Submission Deadline

Jurisdictions interested in participating in the OBAG 4 TOC Incentive Program must submit documentation demonstrating consistency with TOC Policy standards using the TOC Policy Submission Portal by **5:00 p.m. on July 1, 2027**. Refer to the TOC Policy Administrative Guidance for more information.

Eligible Uses

TOC Incentive Program funds are subject to the requirements detailed in the One Bay Area Grant (OBAG 4) Project Selection and Programming Policies (MTC Resolution No. 4740, Revised) and can be used for any project type eligible for the OBAG 4 County Program.

Program Structure

As summarized in **Table 1**, TOC Incentive Program funding is available through a performance-based formula with the following features:

- **Formula factors:** jurisdictions with more TOC areas and larger populations are eligible for larger awards, reflecting the increased effort, expense, and impact of TOC Policy progress.
- **Minimum awards by size:** provides a clear incentive to jurisdictions.
- **Maximum awards by size:** helps distribute benefits widely.
- **Threshold adjustments (if needed):** if OBAG 4 TOC Incentive Program funds are insufficient to provide the minimum award amounts in Table 1 for each qualifying jurisdiction, or if there are excess funds remaining after assigning the maximum award amount in Table 1 for each qualifying jurisdiction, the Commission may consider adjustments to the TOC score threshold or other program elements.

Table 1: TOC Set-Aside Award Structure for Eligible Jurisdictions

Size Threshold	TOC Jurisdictions in This Category	Min Award	Max Award
6+ TOCs and/or 400k+ population	Oakland, San Francisco, San Jose	\$6M	\$8M
4+ TOCs and/or 200k+ population	Berkeley, Fremont, Livermore, Santa Clara, South San Francisco	\$4M	\$6M
3+ TOCs and/or 100k+ population	Alameda, Alameda County, Antioch, Concord, Contra Costa County, Daly City, Fairfield, Hayward, Mountain View, Novato, Palo Alto, Pleasanton, Richmond, San Leandro, San Mateo, Santa Rosa, Sonoma County, Sunnyvale, Vallejo	\$2M	\$4M
At least 1 TOC	Belmont, Belvedere, Brisbane, Burlingame, Campbell, Cloverdale, Colma, Cotati, Dublin, El Cerrito, Emeryville, Gilroy, Healdsburg, Hercules, Lafayette, Larkspur, Martinez, Menlo Park, Millbrae, Milpitas, Morgan Hill, Newark, Orinda, Petaluma, Pittsburg, Redwood City, Rohnert Park, San Bruno, San Carlos, San Rafael, Santa Clara County, Sausalito, Suisun City, Tiburon, Union City, Walnut Creek, Windsor	\$1M	\$2M

Note: existing or planned TOC stations may be subject to change. Illustrative award amounts are shown on a per-jurisdiction basis.

Project Selection

Jurisdictions qualifying for the TOC Incentive Program must submit project applications totaling their award amount in the format and by the deadline established by MTC staff to be considered for OBAG 4 funding. Projects selected by the Commission will be added to MTC Resolution No. 4740, Revised, Attachment B-1.

Attachment 1: Housing Protection Policy Context and Options

The adopted TOC Policy includes a menu of policy options aligned with the region’s “3 Ps” framework for affordable housing: Production, Preservation, and Protection. The menu enables jurisdictions to achieve TOC consistency by choosing policies or programs that meet local housing needs.

The TOC Policy calls for jurisdictions to adopt two protection policies, worth up to 8 out of 100 total points. No policy is given preference over another – all are assessed equally. The protection policy options listed below are designed to reduce displacement and ensure existing residents benefit from transit-oriented growth:

- Protection Policy 1: “Just Cause” Eviction
- Protection Policy 2: No Net Loss and Right to Return to Demolished Homes
- Protection Policy 3: Legal Assistance for Tenants
- Protection Policy 4: Foreclosure Assistance
- Protection Policy 5: Rental Assistance Program
- Protection Policy 6: Rent Stabilization
- Protection Policy 7: Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities
- Protection Policy 8: Tenant Relocation Assistance
- Protection Policy 9: Mobile Home Rent Stabilization
- Protection Policy 10: Fair Housing Enforcement
- Protection Policy 11: Tenant Anti-Harassment Protections.

Much of the state’s tenant protections framework was adopted prior to the TOC Policy, including AB 1482 (2019) and SB 330 (2020). Many TOC Policy housing protection options specifically call for jurisdictions to take actions that go beyond state law. Since TOC Policy adoption in 2022, the state has enacted and strengthened several tenant protection laws.

Most notably, AB 130 (2025) removed the sunset date from SB 330, meaning state law now fully achieves the TOC outcome originally specified for Protection Policy 2 (No Net Loss and Right to Return). However, other state laws – namely, SB 567 (2023) – only make partial and time-limited progress toward TOC standards for Protection Policy 1 (Just Cause Eviction) and Protection Policy 6 (Rent Stabilization).

Attachment 1: Housing Protection Policy Context and Options

TOC Housing Protection Credit: Options

Given that AB 130 fully achieved the policy outcome under Protection Policy 2 (No Net Loss and Right of Return), the ad hoc committee recommended that this policy be removed from the TOC housing protection menu to encourage local and county level action from the remaining 10 policies in the housing protection “menu” (above). The ad hoc committee also recommended that Protection Policies 1 (“Just Cause” Eviction) and 6 (Rent Stabilization) remain on the menu to allow for further local action (e.g., removing sunset date) given that SB 567 only partially fulfilled policy outcomes.

The ad hoc committee also proposed two options for how to award TOC credit for county housing protection programs:

- **Option 1: One Local *or* County Action + One Local Action**
 - 4 points for implementing one protection policy, either at the local jurisdiction level or through participation in a countywide program
 - 4 points for implementing one protection policy **at the local jurisdiction level only**
- **Option 2: Two Actions at the Local *or* County Scale**
 - 4 points for implementing one protection policy, either at the local jurisdiction level or through participation in a countywide program
 - 4 points for implementing one protection policy, either at the local jurisdiction level or through participation in a countywide program

These options preserve the TOC Policy’s emphasis on jurisdiction-level action, maintaining a clear and consistent standard across jurisdictions, and aligns with the incentive-based intent of the TOC Incentive Program to reward completed local actions.

Allowing credit for participating in a county housing protection program provides additional flexibility for jurisdictions that rely on shared or subregional approaches to housing protection policies. Option 2 allows greater flexibility by allowing credit for both protection policies to be based on participating in a county program.

Attachment 1: Housing Protection Policy Context and Options

However, county programs are uneven across the region and vary in scope, funding, and design. As a result, TOC jurisdictions in counties with fewer financial resources or less comprehensive programs may be at a disadvantage in qualifying for credit.

Staff recommend providing credit for county programs where cumulative funding potentially available to TOC jurisdictions meets or exceeds TOC Policy standards. This approach ensures that cities that take action individually to meet TOC standards, as well as cities that work together at a countywide scale to meet TOC standards, are being evaluated in a consistent and equitable manner.

Attachment 2: Proposed Changes to TOC Policy Administrative Guidance

The table below includes a summary of proposed changes to the Transit-Oriented Communities (TOC) Policy Administrative Guidance. Pursuant to the TOC Policy (MTC Resolution No. 4530), the TOC Policy Administrative Guidance provides guidance to local jurisdictions on how to demonstrate consistency with the TOC Policy. MTC staff first issued the Administrative Guidance in fall 2024 and updated the guidance in May 2025. The proposed changes below are intended to facilitate implementation of the MTC Commission’s action on February 25, 2026 to adopt the TOC Incentive Program (MTC Resolution No. 4754) and are informed by feedback from local jurisdictions. The changes seek to increase clarity and flexibility, improve the administrability of the TOC Policy, and better represent the policy goals contained in the TOC Policy (MTC Resolution No. 4530). Following the MTC Commission’s action on February 25, 2026, MTC staff will issue an updated version of the Administrative Guidance that incorporates these changes.

Topic	Description of Proposed Change	Purpose
Compliance vs. Consistency Language	Remove references to TOC Policy compliance and requirements to clarify that local jurisdictions are not required to comply with the TOC Policy. Instead, MTC staff will evaluate local jurisdictions’ consistency with the TOC Policy.	Increases clarity
Documentation Submission Deadline	Update the deadline from 2026 to July 1, 2027, for local jurisdictions to demonstrate consistency with the TOC Policy for eligibility for OBAG 4 funding to be consistent with the MTC Commission’s adoption of the TOC Incentive Program (MTC Resolution No. 4754).	Ensures consistency with TOC Incentive Program (MTC Resolution No. 4754)
Local Jurisdiction Resolution	Local jurisdictions would no longer be required to submit a resolution adopted by the city council or board of supervisors confirming consistency with the TOC Policy when submitting their documentation.	Simplifies local jurisdiction action
Density for New Residential and Commercial Office Development	Include a reference to the adjustments to the TOC Policy Evaluation Framework for OBAG 4 that allows all TOC areas subject to SB 79 to receive full TOC credit for the Allowable Maximum Residential Density standard, to be consistent with the MTC Commission’s adoption	Reflects changes to state law and simplifies local jurisdiction action; ensures consistency with TOC Incentive

Attachment 2: Proposed Changes to TOC Administrative Guidance

Topic	Description of Proposed Change	Purpose
	of the TOC Incentive Program (MTC Resolution No. 4754).	Program (MTC Resolution No. 4754)
Density for New Residential and Commercial Office Development	Allow jurisdictions to request flexibility on TOC standards for an adopted agreement with a developer that was in place prior to February 25, 2026, instead of limiting flexibility to agreements in place prior to January 1, 2024.	Increases flexibility
Density for New Residential and Commercial Office Development	Remove requirement to include addresses for parcels with existing dwelling units that are excluded from density calculations.	Simplifies local jurisdiction action
Affordable Housing Production, Preservation, and Protection Policies and Commercial Stabilization Policies	Remove restriction that prevents jurisdictions from receiving credit for more than one of the following Production policies: <i>Production Policy 3: Affordable Housing Overlay Zones</i> , <i>Production Policy 5: Ministerial Approval</i> , <i>Production Policy 7: Development Certainty and Streamlined Entitlement Process</i> . This change acknowledges that these policies differ in their implementation and the impact of each can be additive.	Improves alignment with policy goals contained in TOC Policy (MTC Resolution No. 4530)
Affordable Housing Funding Standards	For housing policies that involve a minimum funding commitment, jurisdictions would be able to demonstrate that they meet the minimum funding commitment by (a) identifying funding for a program/policy in a current one-year financial document (e.g., budget, contract, expenditure plan) that meets or exceeds one-quarter (25 percent) of the existing minimum threshold and/or (b) identifying a combination of past expenditures since January 1, 2023, and anticipated future funding through the end of 2029 that meet or exceed the full minimum threshold. This change reflects the varied nature by which these programs are funded at the local level.	Increases flexibility

Attachment 2: Proposed Changes to TOC Administrative Guidance

Topic	Description of Proposed Change	Purpose
Affordable Housing Funding Sources	Certain Affordable Housing Production and Preservation policies require funding commitments which have restrictions on what funding sources could be counted. These restrictions have been removed, and jurisdictions may count any funds <i>administered</i> by the jurisdiction for which the applicable policy/program is an eligible use.	Increases flexibility
State Prohousing Designation	Update the description of the overlap between policy options in the state’s Prohousing Designation Program and the affordable housing options in the TOC Policy, to reflect the most recent requirements in the Prohousing Designation Program.	Reflects changes to state program
Parking Management	Add language that jurisdictions in Alameda County and Santa Clara County can meet the TOC Policy’s standard for unbundled parking for residential development by confirming the jurisdiction complies with California Civil Code Section 1947.1 (AB 1317, 2023).	Reflects changes to state law and simplifies local jurisdiction action
Parking Management	Add language that jurisdictions can meet the TOC Policy’s standard for shared parking by confirming the jurisdiction complies with California Government Code Section 65863.1 (AB 894, 2023).	Reflects changes to state law and simplifies local jurisdiction action
Station Access and Circulation	Clarify that mobility hub planning and implementation standards only need to be met at one stop/station within a TOC area corridor consisting of consolidated, overlapping TOC areas.	Increases clarity
Station Access and Circulation	Clarify that a jurisdiction is only responsible for complying with mobility hub requirements if the transit station itself is located within or adjacent to the jurisdiction’s boundaries.	Increases clarity
Affordable Housing Production Policy 1: Inclusionary Zoning	Clarify that an inclusionary zoning policy does not need to meet the income mix standard if a financial feasibility study was completed. This change aligns with the intent communicated in TOC Policy (MTC Resolution No. 4530) that a	Increases flexibility and Improves alignment with policy goals contained in TOC

Attachment 2: Proposed Changes to TOC Administrative Guidance

Topic	Description of Proposed Change	Purpose
	lower percentage of inclusionary units may be adopted based on a financial feasibility analysis completed prior to policy adoption.	Policy (MTC Resolution No. 4530)
Affordable Housing Production Policy 4: Public Land for Affordable Housing	Revise to provide local jurisdictions with additional options for demonstrating a commitment to public lands redevelopment with greater affordability than is required by state law, consistent with how this policy option is defined in the TOC Policy (MTC Resolution No. 4530).	Increases flexibility and improves alignment with policy goals contained in TOC Policy (MTC Resolution No. 4530)
Affordable Housing Production Policy 7: Development Certainty and Streamlined Entitlement Process	Revise to allow jurisdictions to receive TOC Policy credit for this policy option by confirming they comply with state law. Adoption of an additional local ordinance is no longer needed because the Housing Crisis Act of 2019 no longer has a sunset date (AB 130, 2025).	Reflects changes to state law
Affordable Housing Preservation Policy 3: Single-Room Occupancy (SRO) Preservation & Policy 4: Condominium Conversion Restrictions	Revise to provide local jurisdictions with more flexibility with the Tenant Relocation Assistance Plan for any temporarily or permanently displaced tenants.	Increases flexibility
Affordable Housing Preservation Policy 7: Mobile Home Preservation	Clarify that mobile home zoning districts and overlay zones prohibit the redevelopment of mobile home parks by limiting permitted uses to mobile home parks and mobile homes. Further clarify that allowing affordable housing development in these zones is optional. These changes provide local jurisdictions with more flexibility with the Resident Relocation Assistance Plan or similar document that is	Increases clarity and flexibility

Attachment 2: Proposed Changes to TOC Administrative Guidance

Topic	Description of Proposed Change	Purpose
	required when a mobile home park closure displaces residents.	
Affordable Housing Preservation Policy 8: Preventing Displacement from Substandard Conditions and Associated Code Enforcement Activities	Clarify that loan/grant programs to support lower-income residential property owners with repairs do not need to be limited to only providing funding to homeowners to repair their residences. The standards no longer include a minimum loan/grant amount of \$10,000, which provides local jurisdictions more flexibility to design programs that best meet their local needs.	Increases clarity and flexibility
Affordable Housing Protection Policy 9: Mobile Home Rent Stabilization	Revise the maximum allowable rent increase to be less than the maximum allowable rent increase defined by state law, rather than tied to a specific percentage. This revision better reflects the range of allowable rent increases found in existing mobile home rent stabilization ordinances in Bay Area jurisdictions and makes the standard more aligned with <i>Protection Policy 6: Rent Stabilization</i> .	Improves consistency
Affordable Housing Protection Policy 2: No Net Loss and Right of Return	Include a reference to the adjustments to the TOC Policy Evaluation Framework for OBAG 4 to preclude jurisdictions from receiving TOC Policy credit for this policy option given changes in state law (AB 130, 2025), to be consistent with the MTC Commission’s adoption of the TOC Incentive Program (MTC Resolution No. 4754).	Reflects changes to state law; ensures consistency with TOC Incentive Program (MTC Resolution No. 4754)
Affordable Housing Protection Policies (<i>all others</i>)	Include a reference to the adjustments to the TOC Policy Evaluation Framework for OBAG 4 to allow TOC jurisdictions to qualify for credit through participation in a countywide program where cumulative funding potentially available to TOC jurisdictions meets or exceeds TOC Policy standards, to be consistent with the MTC Commission’s adoption of the TOC Incentive Program (MTC Resolution No. 4754).	Increases clarity and flexibility; ensures consistency with TOC Incentive Program (MTC Resolution No. 4754)

Attachment 2: Proposed Changes to TOC Administrative Guidance

Topic	Description of Proposed Change	Purpose
	<ul style="list-style-type: none">- Option 1: would allow one policy to be fulfilled through a county program- Option 2: would allow for both policies to be fulfilled through county programs <p>[Above options to be considered by MTC Commission at its meeting on February 25, 2026.]</p>	

Transit-Oriented Communities (TOC): Incentive Program – Commission Action



MTC Commission

Agenda Item 11a 26-0206

February 25, 2026

Agenda

- January 2026 Commission Action
- Proposed TOC Incentive Program
 - *Purpose*
 - *Evaluation Framework & Adjustments*
 - *Eligibility, Awards & Uses*
- Commission Action Requests



Credit: Noah Berger

January 2026: OBAG 4 Funding Framework

(MTC Resolution No. 4740)

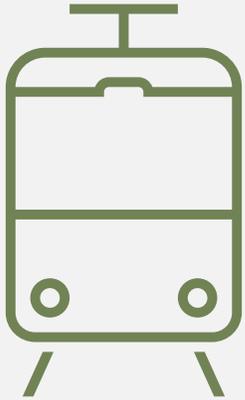
- Commission approved the OBAG 4 Funding Framework, including a **\$45 million TOC Incentive Program** and **\$5 million North Bay set-aside***
- This approval was contingent on action at February Commission meeting on specifics of TOC Incentive Program
- With the exception of this TOC Incentive Program, there are **no requirements for TOC consistency for remaining OBAG 4 dollars** (regional or county)



Credit: Karl Nielsen

** Integrated into North Bay county shares as part of February revisions to MTC Resolution No. 4740.*

TOC Incentive Program: Purpose



Advance regional **climate, housing, and equity goals** by focusing growth near transit.



Incentivize adoption of TOC-consistent policies that **support housing and transit ridership.**



Align discretionary **regional transportation funding with local commitment.**



Target limited funds to jurisdictions **delivering meaningful TOC outcomes.**

TOC Evaluation Framework: Measuring Progress

100-point evaluation framework across four policy areas in TOC Policy designed as a transparent and consistent method for tracking progress over time.

Density

25 points

Housing

25 points

Parking

25 points

**Station
Access**

25 points

Fall 2025: Prior Revisions to Framework

Based on stakeholder feedback and engagement, staff propose to finalize the evaluation framework with the following adjustments:

Decrease points for minimum and maximum office intensity given post-pandemic office development challenges

Decrease points for vehicle parking maximums given market challenges

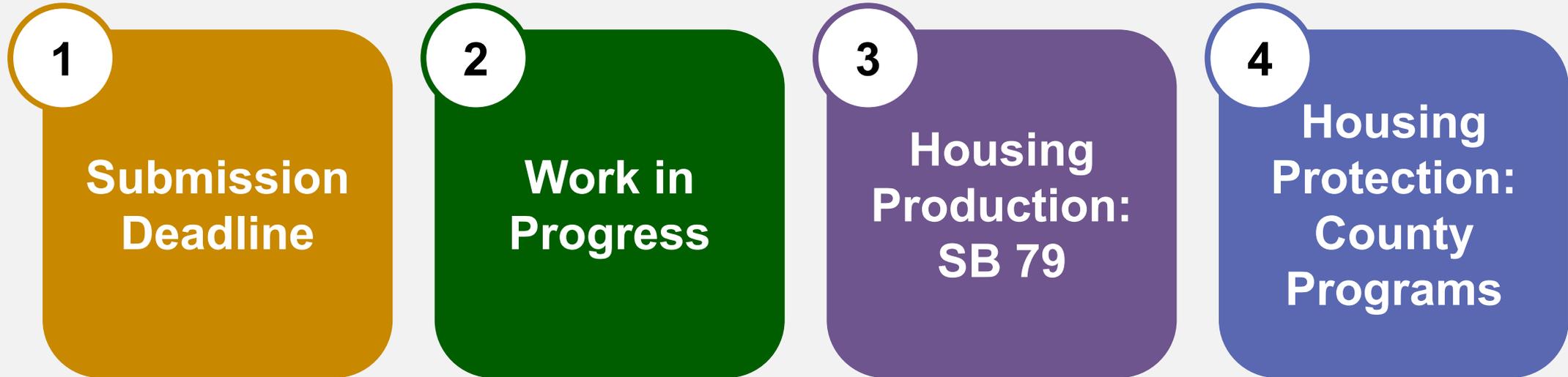
Increase points for shared and unbundled parking policies

Allow **wider variety of funding sources** to fulfill housing policies

previously shared in fall 2025

Winter 2026: Additional OBAG 4 Revisions

Staff propose *adjustments across four key topics* for the purposes of the OBAG 4 incentive programs. Adjustments are based on stakeholder feedback, implementation experience, and market and regulatory conditions.



1

Submission Deadline

Staff propose extending the initial TOC Submission deadline by 18 months, to **July 1, 2027**

2

Work in Progress

Staff propose that given the extension and fully incentive-based approach, **credit would not be given for work-in-progress**

3

SB 79 Credit & Density Standards



Staff propose that TOCs subject to SB 79 would **receive full credit for the TOC Maximum Allowable Residential Density standard**, given that in most cases SB 79 is the same or greater density than TOC requirements.

4

Housing Protection Policies: Menu of Options

The TOC Policy includes **eleven Housing Protection options*** under the region's "3 Ps" framework.

This **robust menu of policy options** reflects the diversity of TOC jurisdictions – large and small – and the fact that one size doesn't fit all.

1 – “Just Cause” Eviction

2 – No Net Loss and Right to Return to Demolished Homes

3 – Legal Assistance for Tenants

4 – Foreclosure Assistance

5 – Rental Assistance Program

6 – Rent Stabilization

7 – Preventing Displacement from Substandard Conditions

8 – Tenant Relocation Assistance

9 – Mobile Home Rent Stabilization

10 – Fair Housing Enforcement

11 – Tenant Anti-Harassment Protections

***Jurisdictions must adopt 2 policies (8 of 100 total points)**

4 Housing Protection Policies: State Law Alignment

Some recent state laws strengthen and, in some cases, fully meet TOC protection policy objectives. Others only make partial and time-limited progress toward TOC standards.

TOC Policy Option	State Law	TOC vs. State Law Alignment
No Net Loss and Right to Return	SB 330 (2020) / AB 130 (2025)	AB 130 (2025) removed the SB 330 (2020) sunset date, therefore, state law is now fully aligned with TOC Policy; jurisdictions can no longer use for TOC credit.
“Just Cause” Eviction	AB 1482 (2019) / SB 567 (2024)	SB 567 (2024) strengthened just cause eviction provisions and requirements but did not remove the sunset date of AB 1482.
Rent Stabilization	AB 1482 (2019) / SB 567 (2024)	SB 567 (2024) did not modify the rent cap structure of AB 1482 (2019) and sunsets in 2030.

4

Housing Protection Policies: Credit Options

*Two options from ad hoc committee for awarding the **eight (8) points** for TOC Protection Policies*

Option 1

Credit for One Local or County Action + One Local Action

- 4 points for implementing one protection policy, either at the local jurisdiction level or through participation in a countywide program
- 4 points for implementing one protection policy at the local jurisdiction level only

Option 2

Credit for Two Actions at the Local or County Scale

- 4 points for implementing one protection policy, either at the local jurisdiction level *or* through participation in a countywide program
- 4 points for implementing one protection policy, either at the local jurisdiction level *or* through participation in a countywide program

Staff propose credit be limited to county programs where cumulative funding available to TOC jurisdictions meets TOC Policy standards.

TOC Incentive Program: Eligibility

- Staff propose a **minimum threshold of 85 points** for TOC Incentive Program eligibility. *Jurisdictions below 85 remain eligible for all other OBAG county and regional funds.*
- A **clear, relatively-high threshold aligns with the fully incentive-based program design** and rewards meaningful progress toward TOC and Plan Bay Area 2050+ goals.
- **10 to 15 jurisdictions of varying sizes, well-distributed throughout the region**, are reasonably anticipated to receive funding at this threshold.
- Funds could be used towards **any project eligible under the OBAG 4 county program**, including planning and capital projects across roadway, transit, and active transportation.



Proposed Performance-Based Formula Structure

Funds would be distributed through a performance-based formula to qualifying jurisdictions. If final scores differ from current estimates, the Commission could refine this approach in late 2027.

Formula Factors

- Number of designated TOC areas
- Jurisdiction population

Reflects scale of effort, impact, and implementation responsibility

Award Structure

- **Minimum awards by size tier** to create meaningful incentive
- **Maximum awards by size tier** to distribute benefits broadly
- *Qualifying cities would be eligible for grants:*
 - **Big 3 Cities** (6+ TOCs): \$6-8 million each
 - **Large** (4+ TOCs/200k+ pop): \$4-6 million each
 - **Medium** (2+ TOCs/100k+ pop): \$2-4 million each
 - **Small** (at least 1 TOC): \$1-2 million each

Staff Recommendation

Staff recommend the Commission:

- 1. Adopt the TOC Incentive Program, including Evaluation Framework (MTC Resolution No. 4754)**
 - *Evaluation framework with proposed adjustments and specific direction on option 1 vs. option 2 for housing protection policies*
 - *Incentive program structure, eligibility, and deadline*
- 2. Direct staff to return to the Commission this spring with amendments to the TOC Policy (MTC Resolution No. 4530):**
 - *To provide flexibility to transit extension projects seeking non-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*

Staff will revise TOC Administrative Guidance to align with adjustments above.





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0252, **Version:** 1

Subject:

Next-Generation Clipper Update

Update on the Next-Generation Clipper system, highlighting the program's background and development history, as well as implementation progress of the new account-based platform and transitioning current Clipper users.

Presenter:

Jason Weinstein, MTC and Richard Bruce, Cubic Transportation Systems

Recommended Action:

Commission Information

Next-Generation Clipper Update

Subject:

Update on the Next-Generation Clipper system, highlighting the program's background and development history, as well as implementation progress of the new account-based platform and transitioning current Clipper users.

Background:

The Bay Area's move to the Next-Generation Clipper (C2) system marks the latest step in a 25-year regional effort to modernize and unify fare payment across 22 transit operators, one of the most complex multi-operator environments in the country. From the region's first TransLink pilot in 1999 through the launch of the Clipper card in 2010, the goal is consistent: provide a seamless, reliable, customer-centered fare payment experience for millions of riders. The transition to C2 is the most significant update to this system since Clipper's original debut.

Implementation Progress

The C2 system launched on December 10, 2025, offering both account-based Clipper cards and credit and debit card payments for all Bay Area Operators while supporting operations of the legacy card-based system until all cards are transitioned to the new system. Significant operational challenges have affected C2 customers and transit operators, and MTC has been working daily and making progress with the System Integrator Contractor, Cubic, and transit operator staff to deploy fixes. At the same time, adoption continues to grow with more than 900,000 customer accounts (~6%) migrated to the new system, and in January riders completed over 2.7 million account-based trips in January (~20%) using either account-based cards (~13%) or contactless credit or debit cards (~8%). Clipper usage is on pace, with higher usage levels compared with this same time last year.

Since launch Cubic has made significant progress to fix and resolve problems, however, issues are still affecting customers and transit operators. Priority concerns include customer account access, migration errors requiring manual correction, financial settlement discrepancies, and reliability issues with some fare inspection devices, vending machines, and customer service

tools. Daily coordination with Cubic continues, supported by weekly executive-level reviews and structured tracking of these priority issues.

In particular, customer account access, migration errors and issues with the customer service tools have led to larger than expected call volume, long waiting times and unanswered calls, which is frustrating for customers. WSP, which operates the Next Generation Clipper customer service center, has and will be taking the following actions to improve the customer experience:

- Increased the hours of operation from 7:00 a.m. to 6:00 p.m. (Two additional hours a day, Monday through Friday; Saturday hours will remain 9:00 a.m. to 1:00 p.m)
- Hiring additional full-time and part-time customer service agents
- Expanded email capabilities and enhanced case management
- Working on system updates to implement call back options

Over the coming weeks, MTC staff, working with transit operator partners, will continue to actively monitor system performance and hold Cubic accountable for issue resolution through weekly executive status reporting and daily commitment tracking. The recommended path forward is to ensure accountability to fix the critical issues while maintaining service continuity and focus on the customer experience for Bay Area transit riders. Staff's current focus is on delivering a functional C2 system in the shortest time possible, while tracking lost revenue and other direct costs that may be recoverable under our contract. Staff will continue to prioritize system fixes to improve the customer experience, monitor Cubic's delivery against commitments, and prepare updated customer migration plans aligned with the goal of decommissioning the legacy system (C1) as soon as possible. Clipper staff will provide a comprehensive update at the upcoming February 25 Commission meeting.

Attachments:

- Attachment A: Next-Generation Clipper Background
- Attachment B: Presentation



Andrew B. Fremier

Attachment A: Next-Generation Clipper Background

Overall Background:

The original regional fare payment system, TransLink, began in 1999 under a contract with Motorola. In 2008, Cubic Transportation Systems assumed the contract and successfully launched the Clipper brand in 2010, processing 22.4 million monthly transactions by 2016.

The current Clipper system (C1) launched in 2010 and serves 22 transit operators with 94% customer satisfaction. However, after 15 years of operation, the underlying technology infrastructure was reaching end-of-life, with critical components becoming unsupportable by manufacturers. Planning for a next-generation system began in 2013 to modernize the technology while maintaining service for over 900,000 daily riders.

Planning and Preparation (2013-2015):

In 2013, MTC and Bay Area transit agencies began planning for the next-generation Clipper (C2). The Commission in 2014 issued a Request for Proposals for consultant support to design, procure and oversee implementation of the C2 system. After a competitive process that drew interest from 17 firms, a \$5 million contract with IBI Group was executed in 2015.

System Integrator Procurement (2016-2018):

MTC in 2016 launched a methodical procurement process for the system integrator:

- April 2016: Request for Expressions of Interest (RFEI) released – 18 firms responded.
- January 2017: Draft Scope of work released for industry review– 18 firms provided feedback
- September 2017: Final RFP released
- March 2018: Single proposal received from Cubic Transportation Systems
- August 2018: Multiple Best and Final Offer (BAFO) rounds to optimize terms

Despite extensive industry outreach and a properly structured competitive process, the market delivered a single bidder. This reflects the limited global vendor pool for complex, multi-operator regional transit payment systems. Cubic's incumbency provided unique advantages:

intimate knowledge of the existing C1 system, established relationships with all 22 transit operators, and understanding of the region's complex fare policies and integration requirements.

The Clipper Executive Board in September 2018 voted 9-0 to recommend award of the system integrator contract to Cubic for \$461 million. MTC unanimously approved the selection on September 26, 2018, and executed the contract that same day.

Why Clipper Is Uniquely Complex:

- **Operators:** Clipper serves 22 transit operators, compared to systems operated by single regional authorities even when those systems serve multiple counties or transit modes (New York's MTA, Washington, D.C.'s WMATA, Boston's MBTA)
- **Payment Modalities:** Clipper delivers card-based, account-based, and open payments simultaneously with full feature parity, while systems like NYC's OMNY and DC's enhanced SmarTrip focused primarily on adding open payments to existing card infrastructure
- **Governance:** Clipper operates through a nine-member Clipper Executive Board representing all 22 transit operators, requiring consensus decision-making across independent agencies.
- **Regional Integration:** Complex fare policies, transfers across 22 operators, and regional fare products require significantly more integration work than unified single-operator fare structures

This complexity helps explain implementation challenges but does not excuse execution failures.

What C2 Was Designed to Deliver:

One of the main goals for the Next generation Clipper was to minimize the transition impact to the customer. With Cubic as both the current and next-generation system operator, through early negotiations, the new system was able to leverage the existing card-based functionality, while providing early deployment of new equipment and mobile wallet use. This created the potential for a seamless customer transition to the new system without having to distribute all new cards with two side-by-side operational systems, which would be confusing for customers.

The new system design purposely distributed several functions away from the System Integrator, such as the call-center, card procurement, and the credit/debit payment services. In addition, the new system provides open-payments capability, and account-based operations while also enabling regional integration features such as transfers between operators; regional day passes; discount programs; and institutional programs such as employer-provided Clipper BayPass products.

Implementation Timeline (2019-2025):

- 2019-2021: Design and early implementation of accelerated deployment capabilities, such as Mobile Wallet integration with Apple and Google and rollout of bus and platform readers.
- April 2022: Contract Amendment for Revised Delivery Approach (see below)
- 2023-2024: System testing, operator equipment deployment, and integration across all agencies. October 20, 2025: Launch Date Approved

After deferring the original December 2024 go-live date when system-readiness issues were identified, the Clipper Executive Board set December 10, 2025, as the new customer transition date, with remaining open items documented and tracked, and acknowledgment that some of the required functionality would be allowed to be phased in after launch.

- December 10, 2025: System Launch

Customer transition began on December 10, 2025, with the start of on-demand migration of C1 customers into the C2 system operational across all 22 operators.

Current Status:

The next generation Clipper system is now operational across all 22 transit operators; however, significant operational challenges remain. These include financial settlement discrepancies that prevent daily reconciliation; overwhelming customer service demand driven by system issues; fare inspection device failures affecting operator revenue collection; ongoing mobile wallet and account access issues affecting thousands of customers, and the need for longer-term fixes to address system stability issues.

Cost Evolution - Transparent Board Oversight:

All increases were reviewed and recommended for approval by the Clipper Executive Board before being approved by the MTC Operations/Regional Network Management Committee and/or Commission:

Cubic Transportation Systems Contract Additions:

- Original Contract (September 2018): \$461 million – **Includes 10 years of operations and maintenance**
- Open Payments/Tap to Ride (November 2020): \$13.6 million
- Mobile Provider Fees (October 2021): \$15 million
- Additional Operator Support (September 2023): \$8.4 million
- Current System O&M Extension (September 2024): \$20 million
- Emergency Transition Support (December 2024): \$4.5 million
- Other Cubic change orders: approximately \$10 million

Cubic Subtotal: approximately \$532 million

Other Major Clipper-related Contracts (separate procurements):

- WSP USA - Customer Service Operations: \$26 million+
- IBI Group/Arcadis - Technical Advisor: \$11.7 million+
- MIG Inc. - Public Outreach and Community Engagement: \$8 million+
- Paragon ID - Fare Media Production: \$10.3 million
- Various system integration contractors: approximately \$15 million

Total Program Cost: approximately \$603 million

The Clipper Executive Board maintained regular public oversight throughout the implementation period, with 89 meetings from 2016 through 2025. This ensured all major decisions, cost changes, and schedule adjustments were properly documented and approved.

Contract Provisions, Accountability, and Path Forward:

The contract provides for certain methods of redress for underperformance by Cubic. There are strategic considerations to be made about what is likely to be most effective in getting us to the earliest date for full functionality. Staff are currently engaged in evaluation of our options.

There are a number of protective provisions included in the contract (Lost Revenue Recovery (Article 12.4.1); Liquidated Damages (Article 3.3); Payment Offsets; Bonds (Article 14.2); and Terminations (Articles 18.2 and 18.3).

MTC staff, working with transit operator partners, are actively monitoring system performance and holding Cubic accountable for issue resolution through weekly executive status reporting and daily commitment tracking. Staff's current focus is on delivering a functional C2 system in the shortest time possible, while tracking lost revenue and other direct costs that may be recoverable under our contract. This is a dynamic situation, and we will keep the Commission apprised of major developments as they occur. The recommended path forward is to ensure accountability to fix the critical issues while maintaining service continuity and focus on the customer experience for Bay Area transit riders.



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0239, **Version:** 1

Subject:
Closed Session / Public Comment



Metropolitan Transportation
Commission
Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0240, **Version:** 1

Subject:
PUBLIC EMPLOYEE PERFORMANCE EVALUATION
Titles: Executive Director, General Counsel

CONFERENCE WITH LABOR NEGOTIATORS
Agency designated representatives: Sue Noack and Stephanie Moulton-Peters

Unrepresented Employees: Executive Director, General Counsel

The Commission will meet in Closed Session, pursuant to Government Code §54957, with respect to the Executive Director's and General Counsel's performance and compensation range of non-represented employees. Neither the Executive Director nor General Counsel shall be present for discussions on compensation.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0241, **Version:** 1

Subject:

MTC Resolution No. 4369, Revised. Approval of the Executive Director's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0242, **Version:** 1

Subject:

MTC Resolution No. 4741. Approval of General Counsel's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.

Recommended Action:

Commission Approval