

The logo for the Metropolitan Transportation Commission (MTC) is a large, stylized 'MMA' in a light blue color, positioned behind the main text. The 'M' is composed of two trapezoidal shapes, and the 'A' is a single trapezoidal shape. The 'T' is a simple horizontal bar with a vertical stem. The background is a dark blue gradient with a large, light blue circular arc on the left side.

Metropolitan Transportation Commission **Orientation**

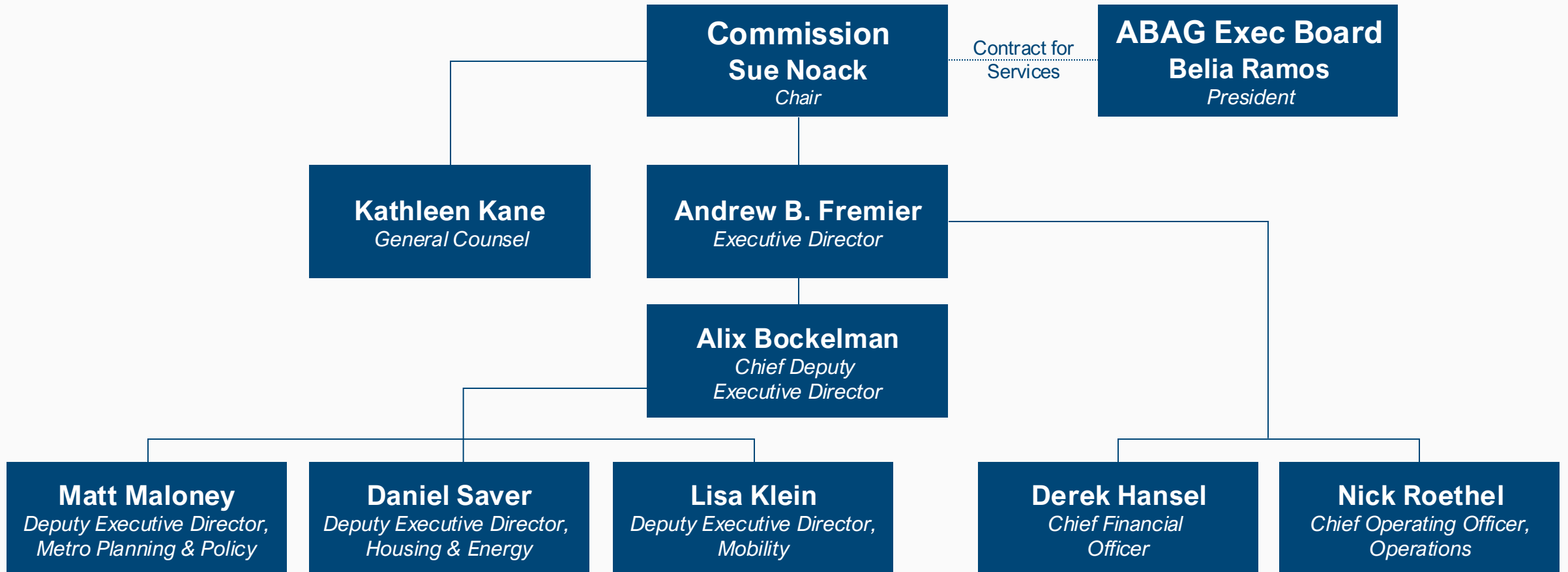
MARCH 2025

Staff Organization

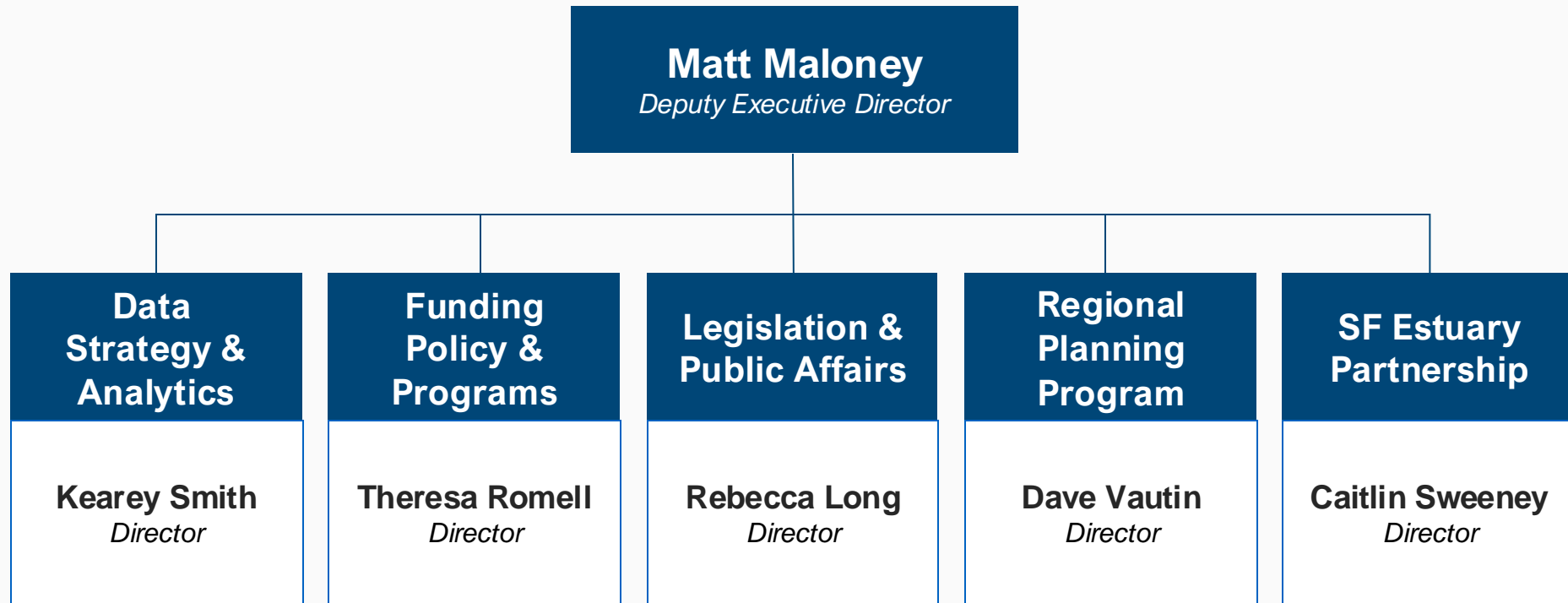


PHOTO: PETER BEELER

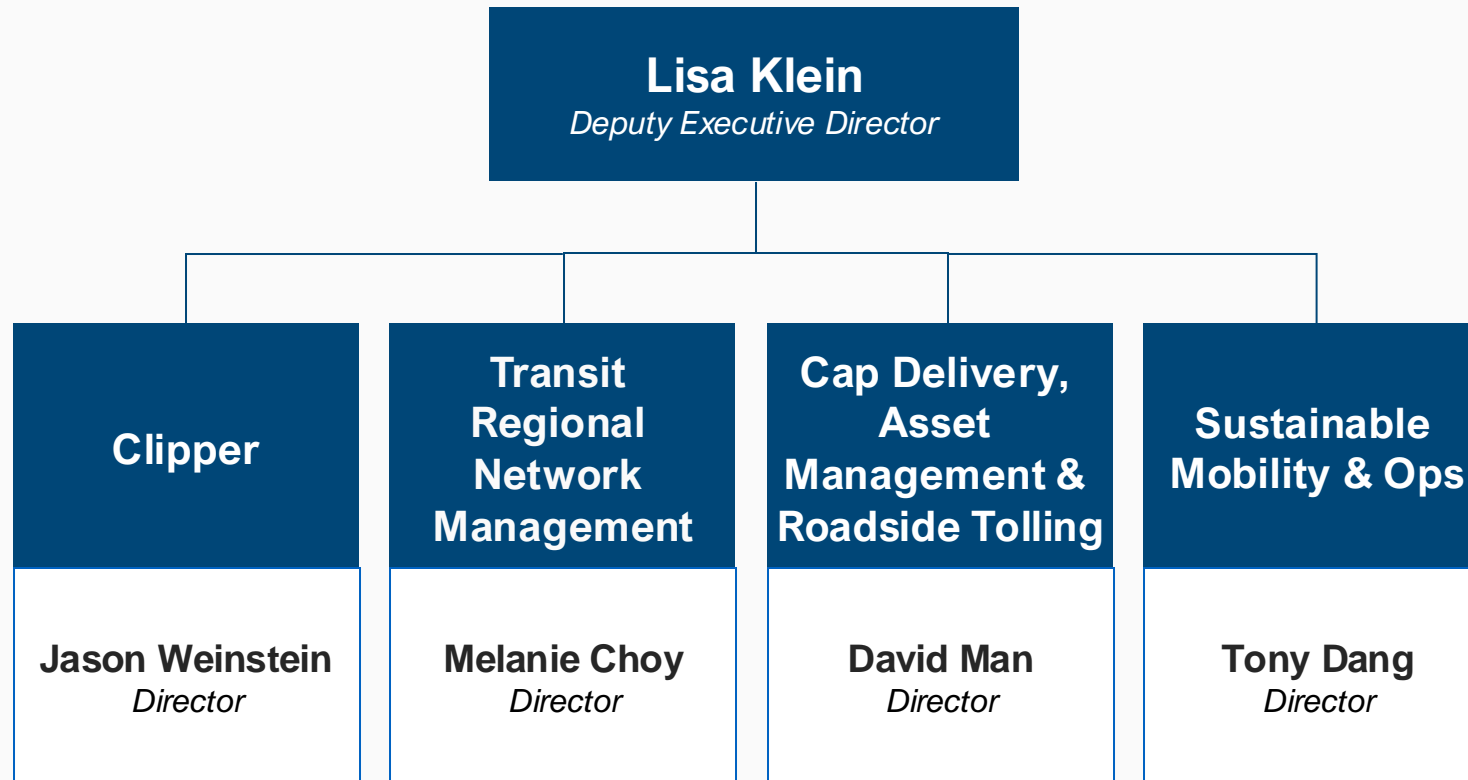
Agency Organization



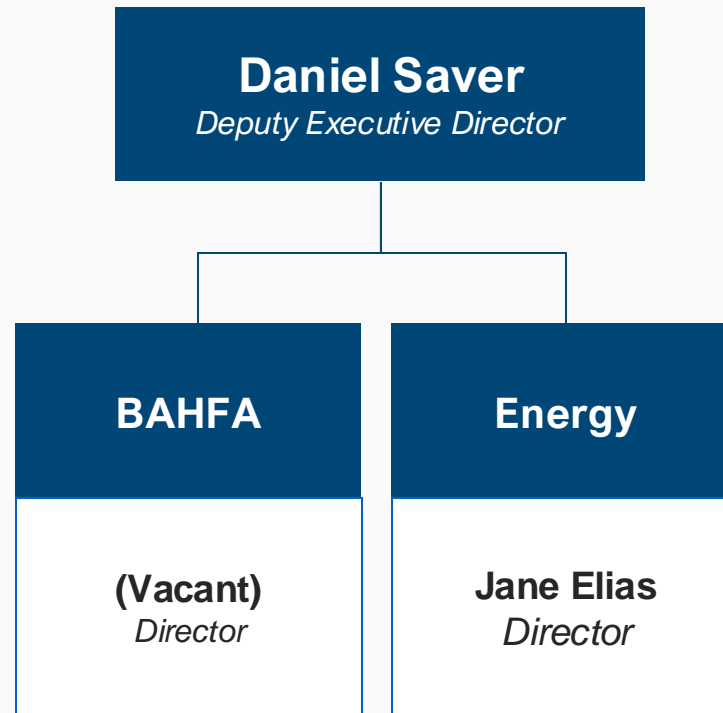
Metro Planning / Policy



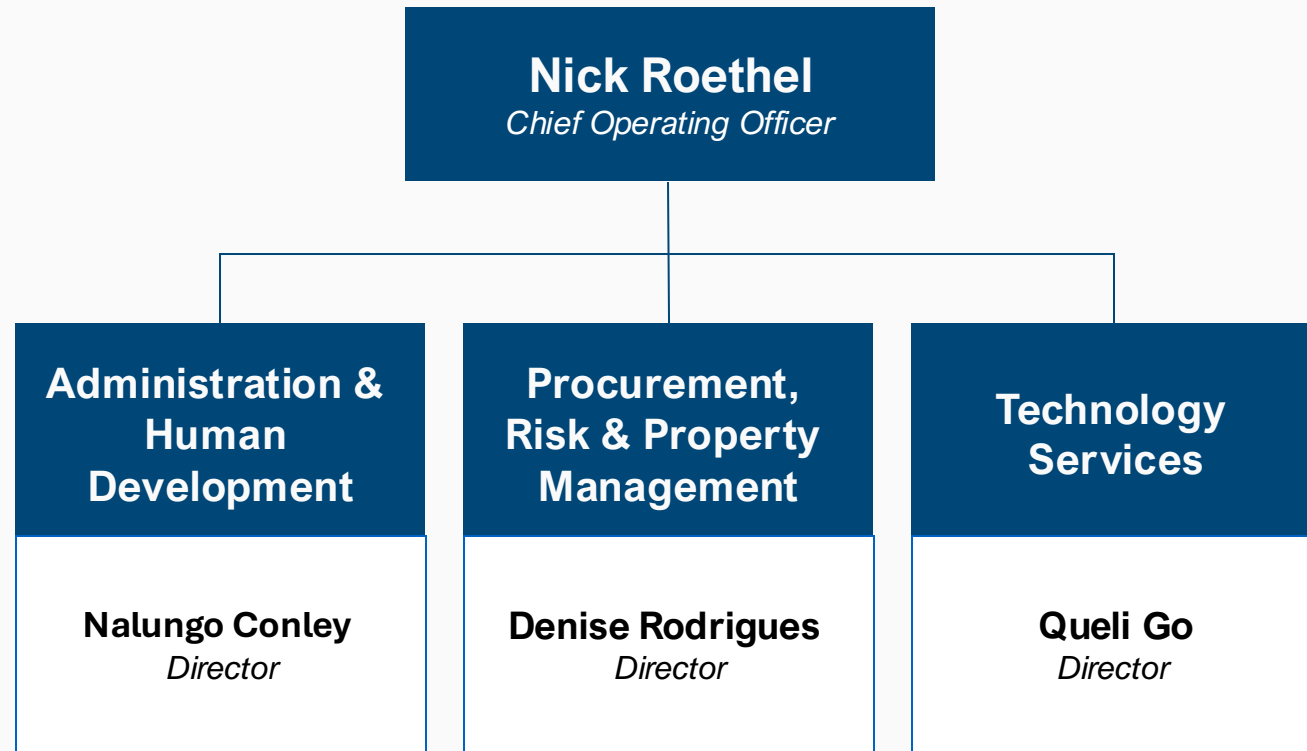
Mobility



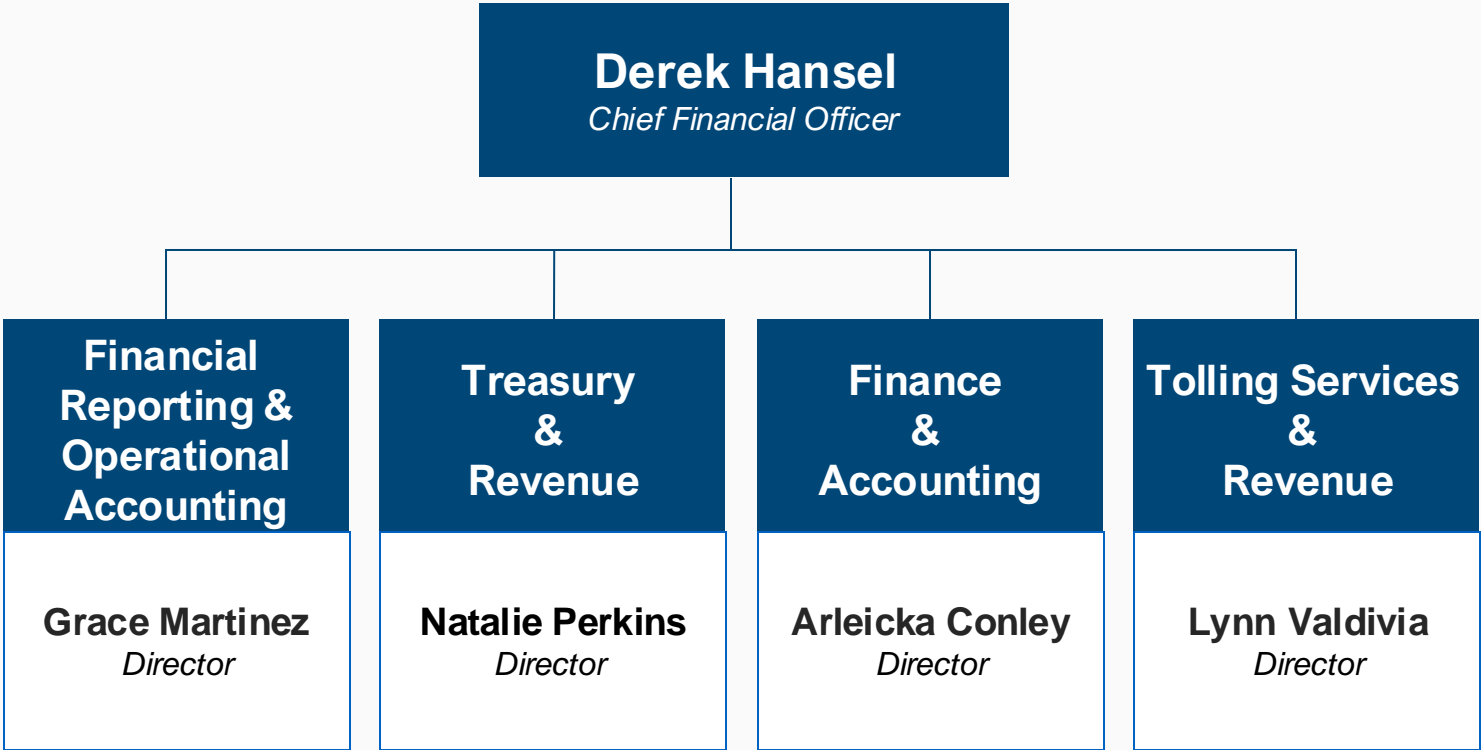
Housing and Energy



Operations



Finance



Legal Department

Kathleen Kane
General Counsel

Legal

John Myers
*Associate
General Counsel*

Legal

Theresa Chiong
*Associate
General Counsel*

Legal

Cindi Segal
*Senior Deputy
General Counsel*

Legal

Matt Lavrinets
*Deputy
General Counsel*

Legal

Crystal Matson
*Senior
Counsel*

Legal

Scott Spansail
*Senior
Counsel*

Legal

Ron Ceguera
*Legal
Assistant III*

Spotlight on Metro Planning & Policy

MTC & ABAG: Distinct Roles, Shared Responsibilities

Metropolitan Transportation Commission (MTC)

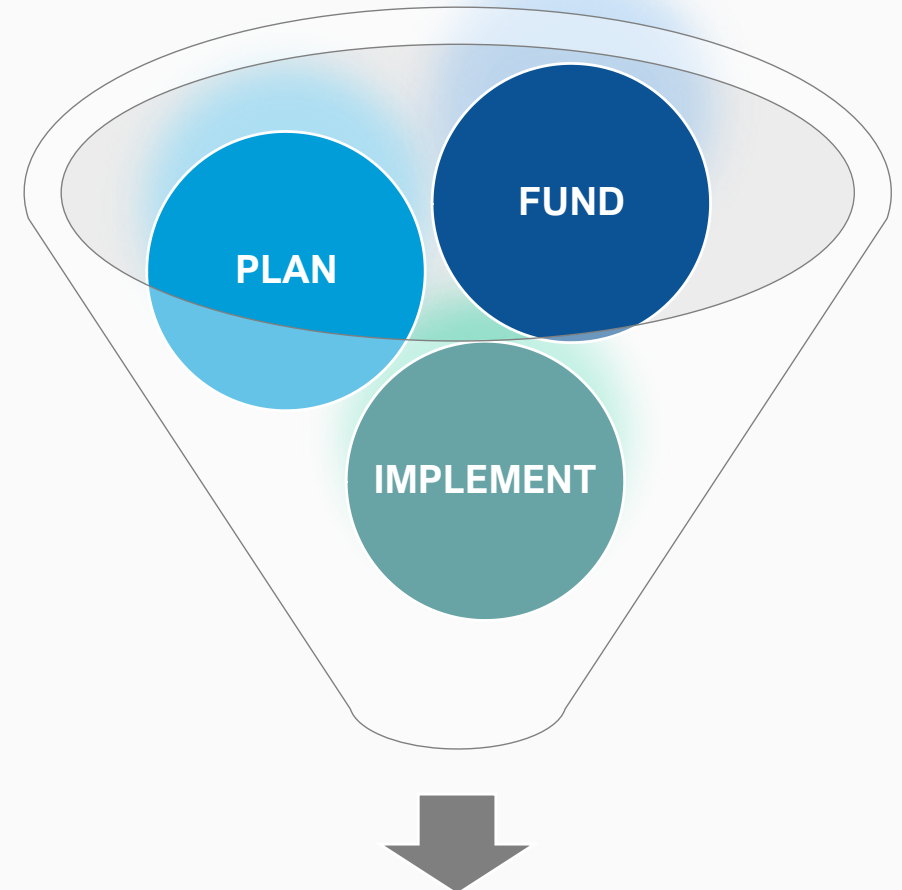
Federally-designated metropolitan planning organization (MPO) & State-designated regional transportation planning agency (RTPA) for the 9-county San Francisco Bay Area

- **Chair:** Sue Noack, Contra Costa County
- **Vice Chair:** Stephanie Moulton-Peters, Marin County
- **Related Entities:** BAHFA, BAIFA, BATA, SAFE

Association of Bay Area Governments (ABAG)

Member-supported council of governments (COG) with statutory responsibilities related to housing & land use, as well as additional environmental programs

- **President:** Belia Ramos, Napa County
- **Vice President:** Carlos Romero, San Mateo County
- **Related Entities:** BAHFA, SFEP



Plan Bay Area Vision:

A more affordable, connected, diverse, healthy, and vibrant Bay Area *for all*



Plan Bay Area

WHAT

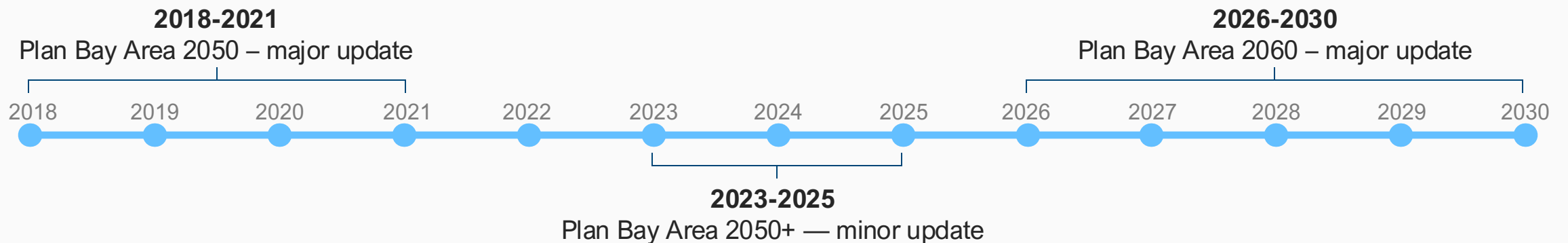
The regional vision for transportation, housing, the economy, and the environment, comprised of 35 core strategies

WHO

Jointly reviewed and approved by MTC and ABAG every 4 years

WHY

Satisfies federal transportation requirements, as well as state land use & climate requirements via SB 375



Key Action Milestones: January 2024, January 2025, May 2025, January 2026

Plan Bay Area 2050+: Vision, Elements & Themes

Vision

Ensure by the year 2050 that the Bay Area is affordable, connected, diverse, healthy & vibrant *for all*

Elements



35 strategies organized into 11 themes

-  **Maintain and Optimize the Existing System**
-  **Protect & Preserve Affordable Housing**
-  **Create Healthy & Safe Streets**
-  **Spur Housing Production at All Income Levels**
-  **Build a Next-Generation Transit Network**
-  **Create Inclusive Communities**
-  **Improve Economic Mobility**
-  **Reduce Risks from Hazards**
-  **Shift the Location of Jobs**
-  **Expand Access to Parks & Open Space**
-  **Reduce Climate Emissions**

Plan Bay Area 2050+: Growth Geographies



Growth Geographies

Infill locations identified for new homes, jobs, services & amenities, allowing for the protection of agricultural & natural lands from greenfield development

Priority Development Areas

Locally-nominated growth areas for a mix of housing & jobs with basic or high-quality transit service

Priority Production Areas

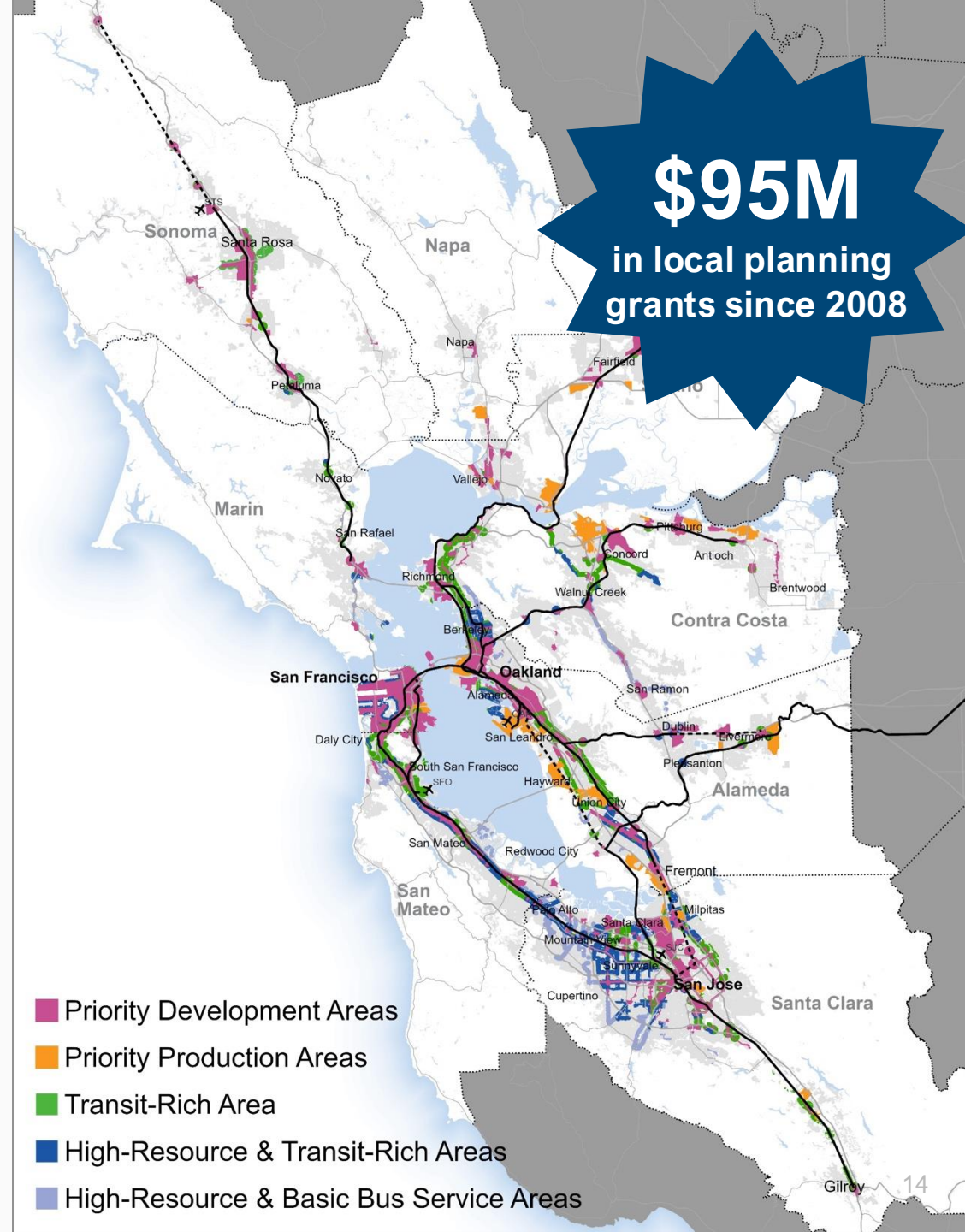
Locally-nominated growth areas for industrial jobs

Transit-Rich Areas

Regionally-identified growth areas for a mix of housing & jobs with high-quality transit service

High-Resource Areas

Regionally-identified growth areas, often historically exclusionary, identified for housing with basic or high-quality transit service

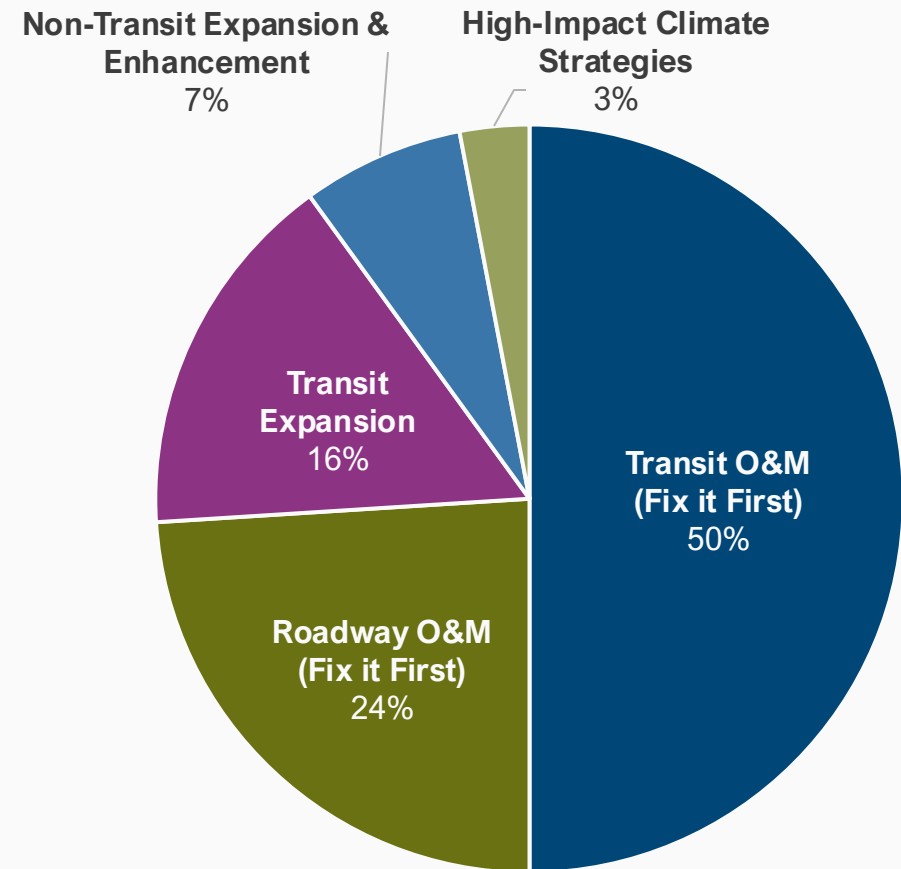




Plan Bay Area 2050+: Transportation Element

- Long-range transportation plans must be “fiscally constrained” under federal law, reflecting current & reasonably-anticipated new revenues.
- The Plan’s long-time emphasis is on “Fix It First,” fully funding operating & maintenance needs.
- Major transit and highway projects are analyzed via a Project Performance Assessment to better understand how they cost-effectively advance regional goals.
- Not all projects can be included in Plan Bay Area due to fiscal constraint. Only projects included are eligible for federal & state funds to proceed toward construction.

Transportation Investments (2025-2050)
\$512 Billion





Transportation Improvement Program (TIP)

- **Federal requirement for MPOs**
- **Updated every two years**
- **Four-year list of transportation projects that:**
 - Have federal funding
 - Require a federal action
 - Are regionally significant for air quality purposes
- **Projects in the TIP must be consistent with the Region's long-range plan**
- **Projects are required to be in the TIP to be eligible for state or federal funding**
- **2025 TIP went into effect December 2024 and will be amended as needed**

MTC's 2025 TIP
As of December 2024

305

total projects

\$11.7 B

in committed funds
from FY 2025–2028

\$53.6 B

total project costs



One Bay Area Grant (OBAG) Program

WHAT

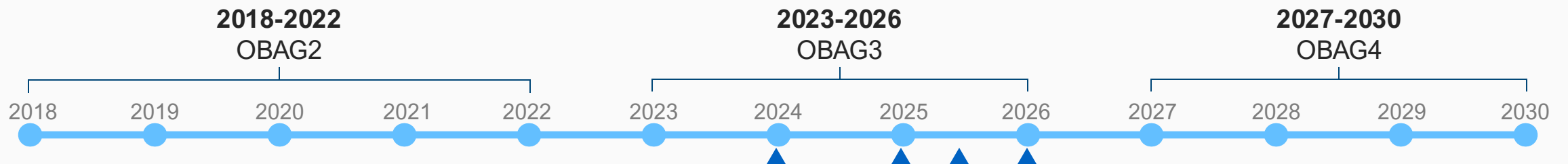
4-year funding program composed of federal surface transportation formula funds. OBAG 3 provides ~\$190M annually.

WHO

Funds are programmed by MTC via a Regional and County program.

WHY

Leverages federal discretionary funds to advance integrated transportation and land use goals of Plan Bay Area



▲ **Key Milestones for OBAG 4:**
January 2024, January 2025,
May 2025, January 2026



OBAG 3 Regional & County Program

Regional Program

- Support for integrated transportation & land use planning
- Expanded investments in mobility, safety & resilience
- State of Good Repair & Asset Management
- Transit Transformation Action Plan implementation

County Program

Competitive call for projects conducted in partnership with County Transportation Agencies

- Broad eligibilities support various local-priority project types which support regional objectives

Program Category	4-Year Funding \$ millions
Regional Program	\$383
Planning & Program Implementation	\$50
Growth Framework Implementation	\$25
Climate, Conservation & Resilience	\$98
Complete Streets & Community Choice	\$54
Multimodal Systems Operations & Performance	\$156
County & Local Program	\$383
TOTAL	\$766



Annual Fund Estimate

Each year by March 1st, MTC is required by California law to produce an annual fund estimate containing a forecast of specific state and regional funding — totaling over **\$1Billion annually** — used primarily for public transit operations.

	Program	Description	FY 2024-25 Estimates
Sales Taxes & Tolls	Transportation Development Act (TDA) 1/4 ¢ Sales Tax	1/4 ¢ sales tax in each county	\$472M
	AB 1107 1/2 ¢ Sales Tax	MTC administers 25% of the revenue from the 1/2 ¢ sales tax in the three BART district counties	\$104M
	Bridge Tolls	MTC 2% Toll Revenues & 5% State General Fund Revenues	\$5M
STA Formula	State Transit Assistance (STA)	Sales tax on diesel fuel in CA	\$340M
	State of Good Repair (SGR) Program	Transportation Improvement Fee (vehicle registration fee)	\$47M
	Low Carbon Transit Operations Program (LCTOP)	5% of Cap-and-Trade auction revenues	\$67M



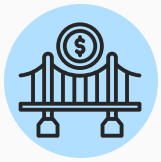
Federal Transit Formula Funding



Annual formula apportionments are programmed through the Transit Capital Priorities (TCP) Program

- Nearly \$700M Annually
 - Urbanized Area Formula Grants (Section 5307): \$331M/yr
 - Fixed Guideway State of Good Repair (Section 5337): \$337M/yr
 - Buses and Bus Facilities (Section 5339): \$16M/yr
- Regional focuses are investing in transit state of good repair, including vehicle replacements, asset replacement & rehabilitation
- Key current efforts include transition to zero-emission buses & major rail fleet replacements for BART, Muni, Caltrain, including via financing against future revenues

PHOTO: KARL NIELSEN



Regional Measure 3 & Other Bridge Toll Programs

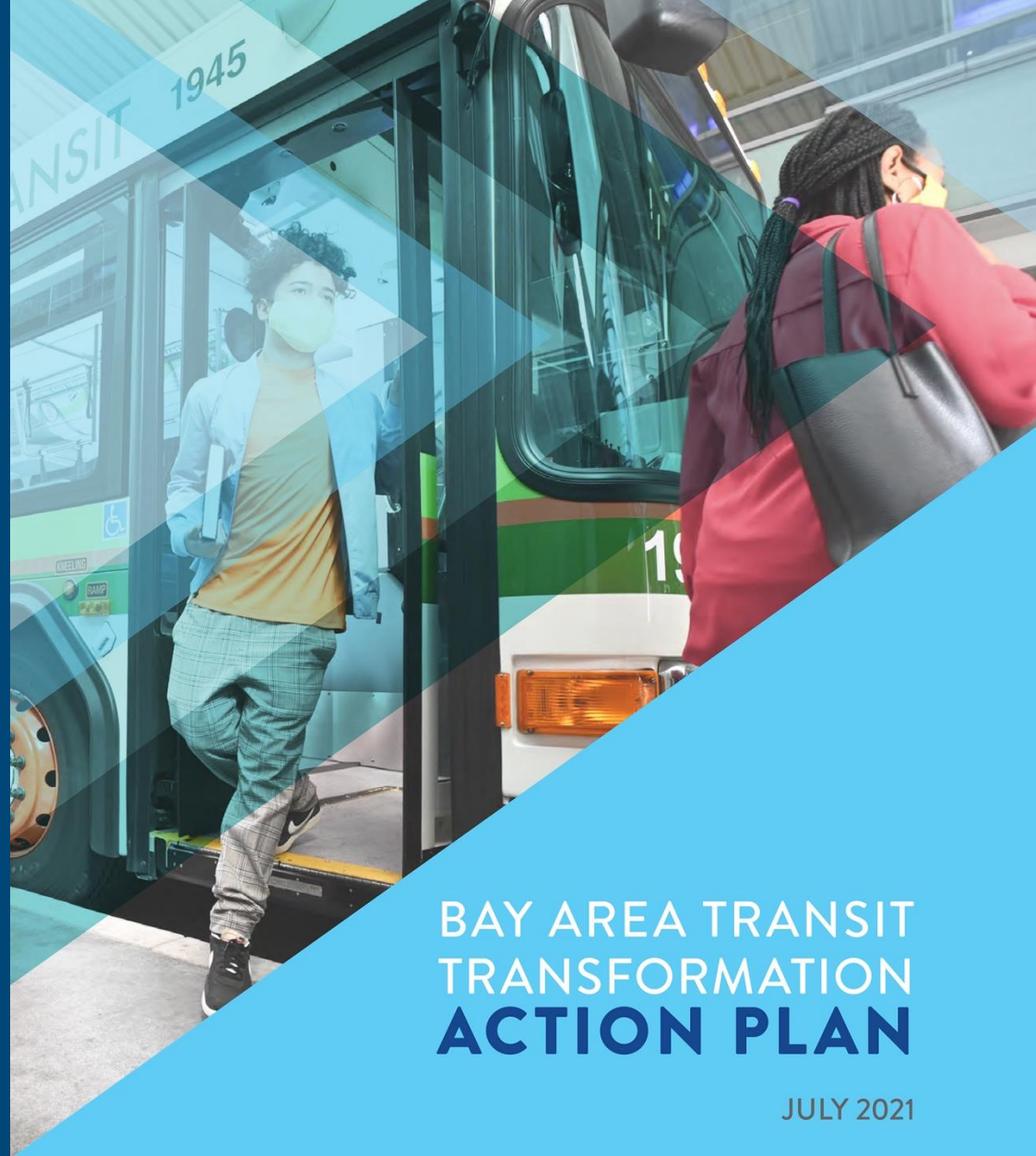
- **RM3 is a \$3 toll increase on seven state-owned toll bridges, fully phased in as of January 2025**
- **\$4.5 Billion Capital Program; \$1.6 Billion allocated by Commission to date**
- **Bridge tolls support transit operations:**
 - RM3 provides roughly \$50 million annually to support express bus & ferry service & Transbay Terminal operations
 - RM2 provides roughly \$40 million annually to support express bus, ferry, BRT & light rail service; Transbay Terminal operations; & Clipper
- **Residual bridge toll capital programs with some ongoing funding & projects include Regional Measure 2 & AB 1171**



Spotlight on Mobility

Transit Transformation Action Plan

- **Customer experience initiatives focused on shaping the region's transit system into a reliable, fast, easy to use & coordinated network**
- **Led by MTC in partnership with Transit Operators**
- **Goal is to attract more riders to transit & create a more effective transportation network**



BAY AREA TRANSIT TRANSFORMATION **ACTION PLAN**

JULY 2021

BLUE RIBBON

TRANSIT RECOVERY
TASK FORCE

Transit Transformation and Regional Network Management: Outcome Areas

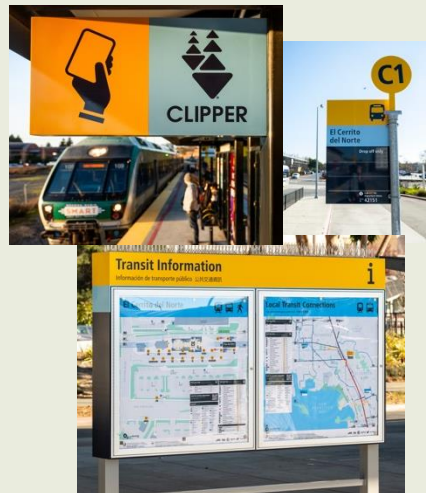
I. Fares and Payment

Simpler, consistent & equitable fare & payment options



II. Customer Information

Make transit easier to navigate & more convenient



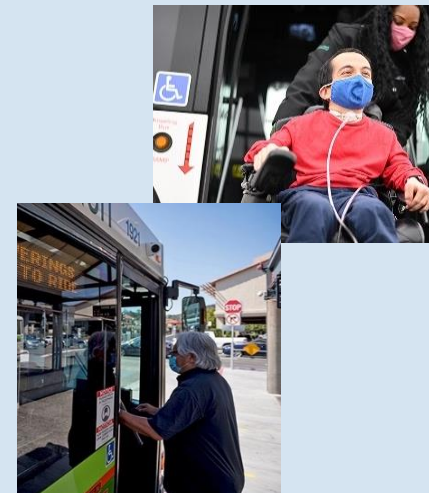
III. Transit Network

Transit services managed as a unified, efficient & reliable network



IV. Accessibility

Transit services for older adults, people with disabilities & those with lower incomes are coordinated efficiently



V. Funding

Use existing resources more efficiently & secure new, dedicated revenue to meet funding needs



Clipper



22 Transit Operators



User Experience:
94% Satisfaction

Governance:
Clipper Executive Board



Monthly Statistics
\$36M Collected for Operators
16M Taps

Mobile Phone Payment
3.8M Cards / 35% of Taps



Next Generation Clipper

- All New Equipment
- Contactless Bank Cards
- Regional Transfer Discounts
- Real-Time Value Availability
- Supports Transit Agency Promotions
- Supports Existing Equity Programs
- Launching 2025

FasTrak: Seamless Toll Payment

WHAT

FasTrak® is the technology used statewide to pay tolls electronically on every tolled bridge, express lane and road in California.

WHO

BATA manages the FasTrak Regional Customer Service Center, which processes toll payments for the Bay Area toll operators

WHY

Provides seamless toll payment for customers in the Bay Area

Sept 2010

First Bay Area Express Lane



2020-2021
BATA Bridges convert to all electronic tolling

2026-2028
Conversion to open road tolling at BATA toll bridges

2021

Violation penalties reduced for BATA bridges

FasTrak Regional Customer Service Center

- 6 toll operators
- Programs such as waiver of penalties & low-income payment plan available to help customers manage toll expenses



- **Annual Statistics (2024)**
 - \$1.18 billion revenue collected for all operators
 - 170 million trips in 2024
- **New efforts to increase access to FasTrak & make it easier to manage an account, include:**
 - Promotion at DMV, retail locations, advertising & partnerships
 - Distributing at outreach events, adding more tag retailers, improving online ordering
 - Expanded payment options like CashApp, customer-managed reload amounts & cash payment network improvements

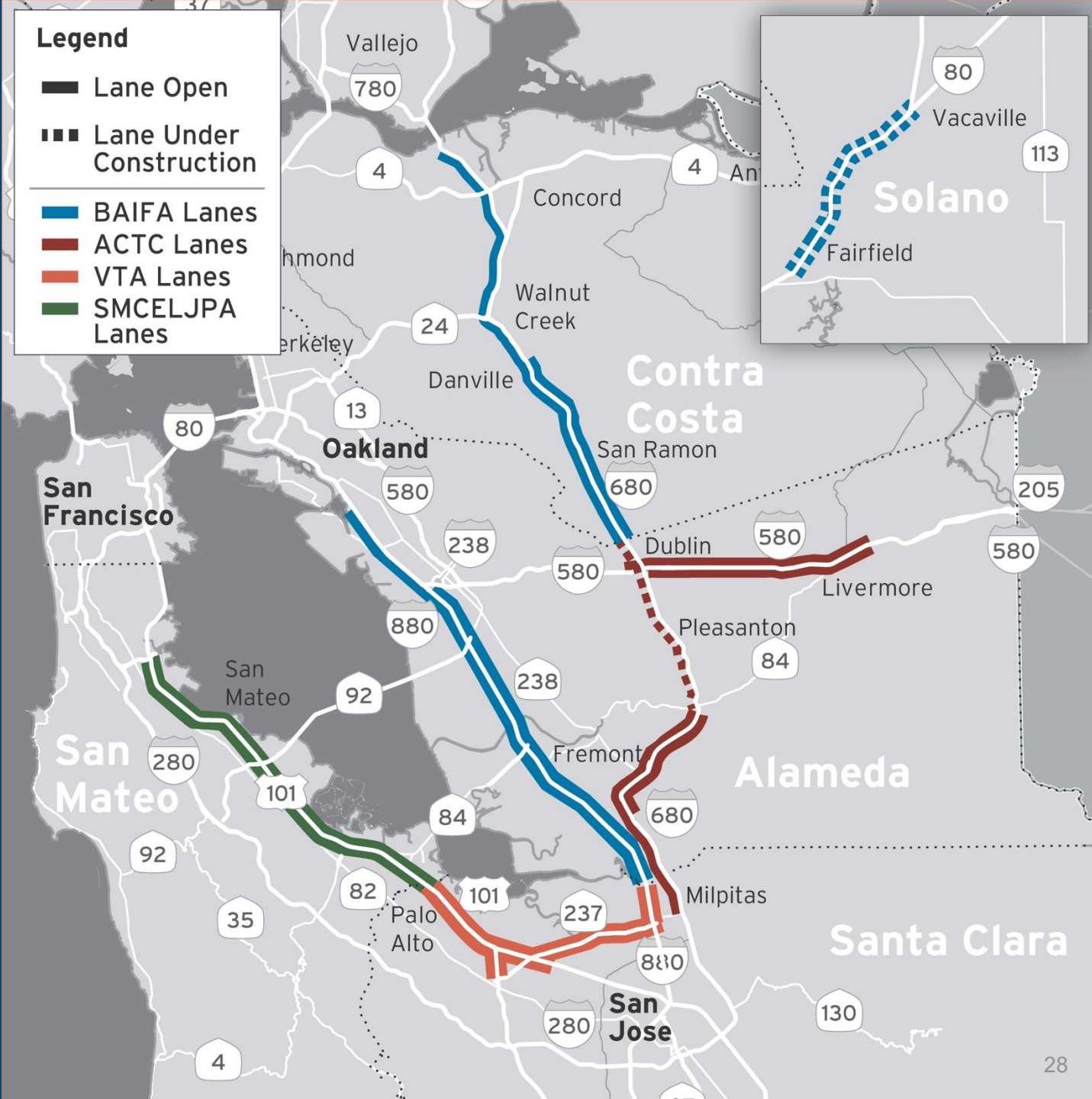
Regional Express Lanes Network

240 Lane Miles in Operation or Under Construction

- MTC/BAIFA: 120 miles
- Alameda CTC: 40 miles
- VTA: 40 miles
- San Mateo County: 40 miles

Partner Collaboration

- Consistency: hours and discounts for carpools & clean air vehicles
- Enforcement
- Equity
- Marketing & messaging
- Network vision & planning



MTC/BAIFA Express Lanes Network

WHAT

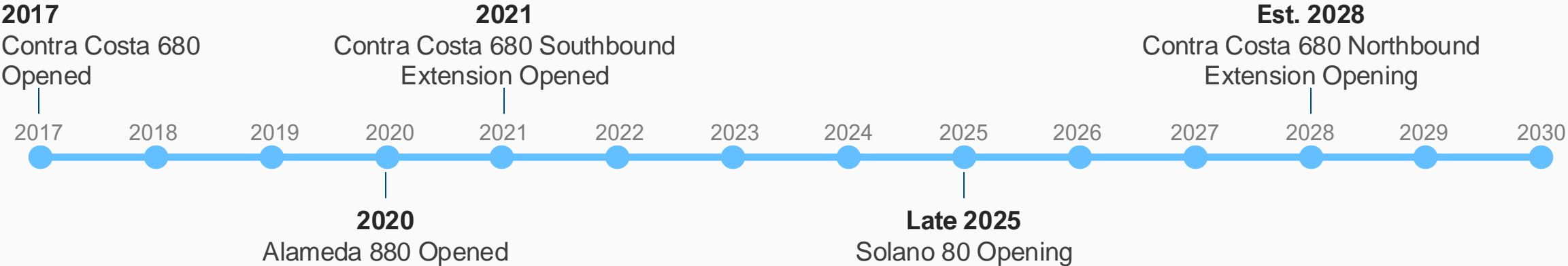
As part of the regional express lanes network, BAIFA owns 120 lane miles in Solano, Contra Costa & Alameda counties and operates each of the 40 miles in San Mateo & Alameda counties through agreement

WHO

BAIFA under policy & operational responsibility delegated by MTC

WHY

- Manage the freeway system to provide carpool and bus priority & congestion relief
- Provide a seamless customer experience
- Offer value & choice to travelers



Resilient SR37

WHAT

Planning a more resilient Hwy 37 between Solano, Napa, Sonoma & Marin counties for all by addressing traffic congestion, flooding, ecology & sea level rise

WHO

MTC in partnership with State, Regional, Local & Federal Partners

WHY

Hwy 37 is an environmentally sensitive corridor connecting housing to jobs that experiences traffic congestion & impacts from flooding & sea level rise

Active Transportation

- MTC plays a hands-on role in the planning, development & operation of pedestrian & bicyclist facilities & services
- Initiatives include MTC's Complete Streets Policy, 3,200-mile Regional Active Transportation Network, competitive technical assistance and capital grant programs, and Regional Bikeshare among others



Bay Wheels

Regional System launched in 2017 as a no cost contract with Lyft. In Berkeley, Emeryville, Oakland, San Francisco & San Jose.

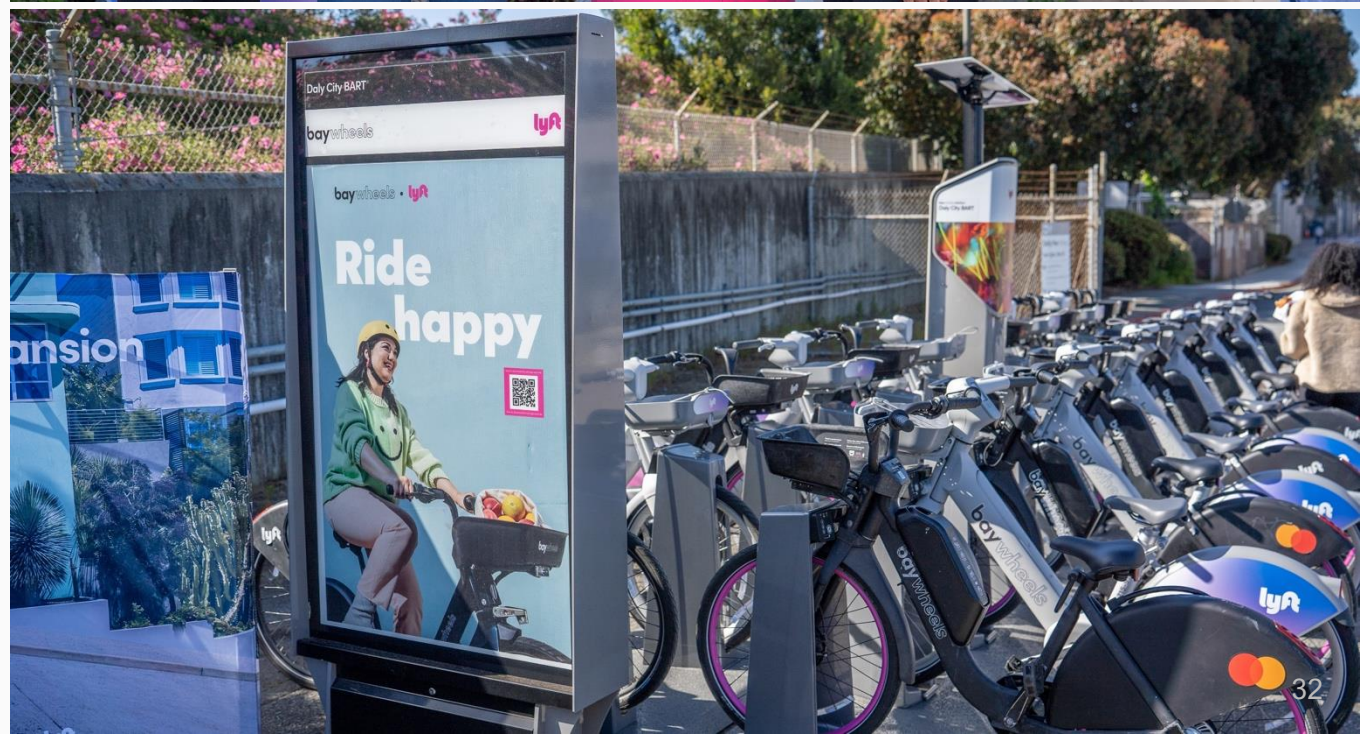
Statistics

- **2024 Trips:** 3.3M
- **System Size:** 5,000+ bikes, 570 stations

First/Last Mile to Regional Transit: Busiest stations are at BART, Ferry & Caltrain

Program Updates

- **2023:** MTC invested \$20M in 2023 to improve system, focusing on e-bikes
- **2024:** Ridership increased by 30% since MTC investment in e-bikes
- **2025 (expected):** Daly City launch, first expansion of program
- **2027:** End of contract (July)




The Bay Area's Seven State-Owned Toll Bridges




Carquinez Bridge
Opened 1927, 1958 & 2003



Benicia-Martinez Bridge
Opened 1962, Widened 1991, Second span 2007



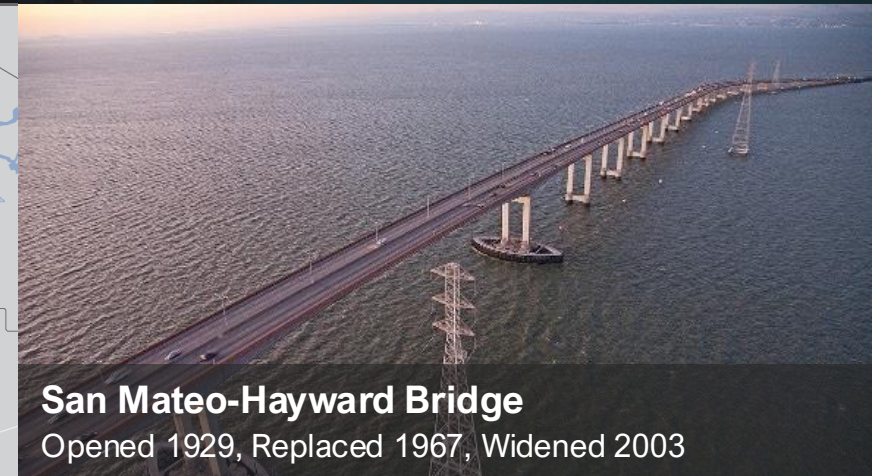
Antioch Bridge
Opened 1926, Replaced 1978



Richmond-San Rafael Bridge
Opened 1956



San Francisco-Oakland Bay Bridge



San Mateo-Hayward Bridge
Opened 1929, Replaced 1967, Widened 2003



New SF-Oakland Bay Bridge East Span
Opened September 2013



Dumbarton Bridge
Opened 1927, Replaced 1984

Toll Bridge Asset Management Program

WHAT

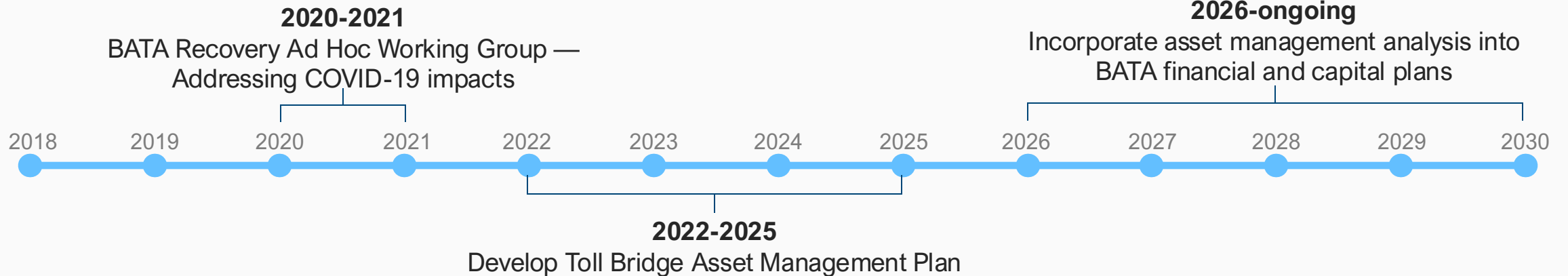
A long-term, data-driven, cost-effective strategy for managing Bay Area toll bridges to keep toll bridges in a state of good repair

WHO

Jointly undertaken by BATA & Caltrans

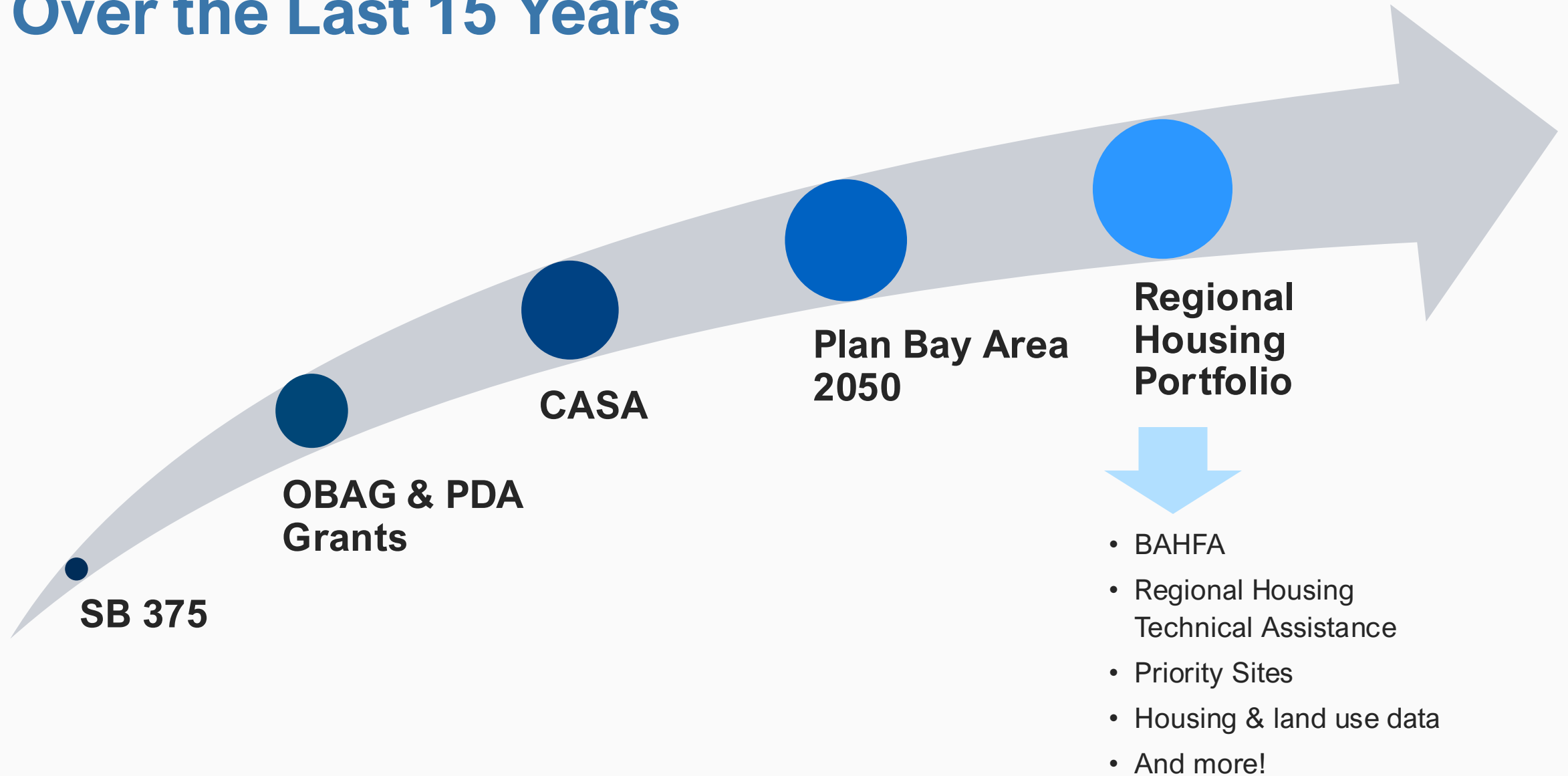
WHY

Provide sustainable stewardship, preservation and protection of the Bay Area toll bridges



Spotlight on Housing

MTC's Housing Efforts Have Expanded Over the Last 15 Years





Bay Area Housing Finance Authority (BAHFA)

Created in 2019 to help solve housing affordability challenges



BAHFA's Core Power

To raise revenue regionally across the 3Ps:

1. **Production** of new affordable housing
2. **Preservation** of existing affordable housing
3. **Protections** for low-income residents and people at risk of homelessness

BAHFA's Mission

1. **Collaborate** with cities and counties
2. **Add Value**
3. **Improve** our housing delivery system

BAHFA's Governance

For large-scale decisions there must be agreement between the BAHFA Board (same members as the Commission) and the ABAG Executive Board



The Housing Portfolio shared by MTC, BAHFA & ABAG is delivering tangible results



Planning

- **~200,000 housing units** of increased zoned capacity
- **~170,000 new homes** in the pipeline via *Priority Sites Program* across all 9 counties
- **726 staff from 100 cities/counties** registered for one+ of 30 interactive training webinars
- **Agency staff created 300+ templates,** sample ordinances, memos, and other T.A. documents for local staff
- **RHTA granted \$11 million** to all 109 jurisdictions
- **92% of jurisdictions** with compliant Housing Elements



Finance & Funding

- **1,700 affordable homes** financed in near-term
- **~12,800 new homes** in early predevelopment stages supported with technical assistance
- **800 homes preserved** as affordable to lower-income households
- **\$6.6 million to prevent homelessness** for seniors



Recently Released

- **~\$10 million in grants** to local governments for housing policy and zoning updates
- **Doorway: seamless search and application** for affordable homes

Housing Measure: Timing & Groundwork



2028 is likely the best next opportunity to pursue a regional housing measure

- Must lay the groundwork to pursue a regional housing measure at the next viable opportunity

BAHFAs activities in 2025-26 that will contribute to this groundwork include:

- Demonstrate “proof of concept”
- Undertake Strategic Planning process
- Legislation in 2026 session to authorize a citizen initiative

Spotlight on Finance, Budgets & Internal Operations

Snapshot of Agency's Financials

Treasury

- Cash management, investment management: **~\$4.8B**
- Toll bridge bond debt management: **~\$9.6B**
- Interest rate derivatives: **~\$1.4B**

Electronic Revenue (FasTrak[®], Clipper[®])

Budgets

- Ten separate legal entities (MTC, BATA, BAIFA, BAHFA, etc), budget administration, grants management & financial planning functions

Financial Reporting and Operational Accounting

- General ledger & financial reporting
- Accounts payable, accounts receivable & payroll

Annual Comprehensive Financial Report

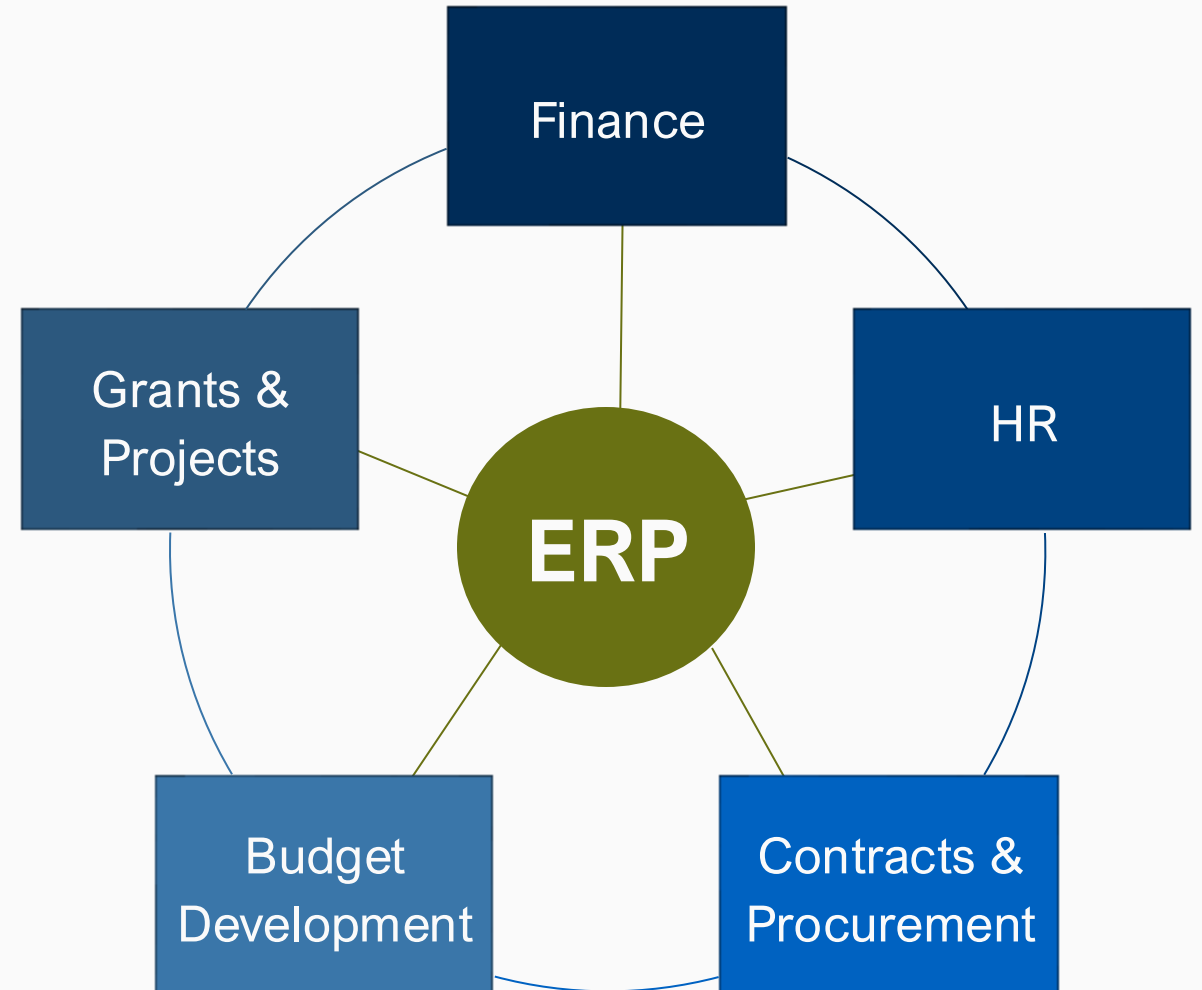
For the Fiscal Year Ended
June 30, 2024

Metropolitan Transportation Commission
San Francisco, California



Enterprise Resource Planning

- **Enterprise Resource Planning (ERP) System:** a software platform that integrates various business functions (such as finance, HR, contracts, projects, grants) into one complete system
- **Central feature is a shared database**
 - Employees in different sections can rely on the same information



2025: Brief Outlook

Key MTC Initiatives in 2025

**Finalize and Approve
Plan Bay Area 2050**

**Secure Enabling
Legislation for 2026
Transportation
Revenue Measure**

**Lay Groundwork for
2028 Regional Housing
Measure**



Thank You