



Metropolitan Transportation Commission

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

Meeting Agenda

Programming and Allocations Committee

Victoria Fleming, Chair Myrna Melgar, Vice Chair

Wednesday, January 14, 2026

9:45 AM

Board Room - 1st Floor

The Programming and Allocations Committee is scheduled to meet at 9:45 a.m. or immediately following the preceding meeting, whichever occurs later.

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

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/87569853471>

iPhone One-Tap: US:

+14086380968,,87569853471# US (San Jose)

+16694449171,,87569853471# US

Join by Telephone (for higher quality, dial a number based on your current location) US:

888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 875 6985 3471

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

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/u/kdR1hznEgA>

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

Members of the public may participate by phone or Zoom 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: Carsie Bonner

Roster

**Victoria Fleming (Chair), Myrna Melgar (Vice Chair),
Margaret Abe-Koga, Barbara Lee, Amber Manfree,
Nate Miley, Gina Papan, Belia Ramos
Non-Voting Member: David Ambuehl and Libby Schaaf**

1. Call to Order / Roll Call / Confirm Quorum

A quorum of the Programming & Allocations Committee shall be a majority of its voting members (5).

2. Consent Calendar

- 2a.** [26-0079](#) Approval of the Programming & Allocations Committee December 10, 2025 Meeting Minutes
- Action:** Committee Approval
- Attachments:** [2a 26-0079 12-10-2025 Prog&Allocations Draft Minutes.pdf](#)
-
- 2b.** [26-0011](#) 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
- Attachments:** [2b 26-0011 1 Summary Sheet TDA FAST Operating Allocations.pdf](#)
 [2b 26-0011 2 MTC Resolution No 4709 Revised.pdf](#)
-
- 2c.** [26-0053](#) 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
- Attachments:** [2c 26-0053 1 Summary Sheet RM3 Allocation City of Newark.pdf](#)
 [2c 26-0053 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
 [2c 26-0053 3 Attachment B RM3 Project Summary Recommendation.pdf](#)
 [2c 26-0053 4 MTC Resolution No 4660 Revised.pdf](#)
-
- 2d.** [26-0012](#) Second Quarterly Report of the Executive Director's Delegated Authority Actions.
- Action:** Information
- Presenter:** Jack McDowell
- Attachments:** [2d 26-0012 1 Summary Sheet FY25-26 Delegated Authority Quarterly Re](#)
 [2d 26-0012 2 Attachment A FY25-26 Delegated Authority Quarterly Repor](#)
-
- 2e.** [26-0052](#) Transit Performance Initiative - Investment Program Semi-Annual Update.

Action: Informational

Presenter: Anne Meeple

Attachments: [2e 26-0052 1 Summary Sheet TPI Investment Update.pdf](#)
[2e 26-0052 2 Attachment A TPI Investment Semi-Annual Update.pdf](#)
[2e 26-0052 3 Attachment B Project List TPI Investment Semi-Annual Upd:](#)

3. Regional

- 3a** [26-0055](#) 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

Attachments: [3a 26-0055 1 Summary Sheet CARE Round 2.pdf](#)
[3a 26-0055 2 Attachment A Evaluation Process.pdf](#)
[3a 26-0055 3 Attachment B Round 2 CARE Program Projects .pdf](#)
[3a 26-0055 4 Attachment C CARE Award Recommendations Summary.pdf](#)
[3a 26-0055 5 MTC Resolution No 3989 Revised.pdf](#)
[3a 26-0055 6 MTC Resolution No 4604 Revised.pdf](#)
[3a 26-0055 7 Presentation CARE Round 2.pdf](#)

- 3b.** [26-0096](#) Regional Measure 3 Express Lanes Category Update.

Update on the Bay Area Corridor Express Lanes Category within the Regional Measure 3 Program.

Action: Information

Presenter: David Man

Attachments: [3b 26-0096 1 Summary Sheet Regional Measure 3 Express Lanes Updat](#)
[3b 26-0096 2 Presentation RM3 Express Lane Update.pdf](#)

4. Information

- 4a. [26-0078](#) California Transportation Commission (CTC) and State Funding Programs Update. Update on CTC and State Funding Programs Update.

Action: Information

Presenter: Kenneth Kao

Attachments: [4a_26-0078 CTC Update December 2025.pdf](#)

5. 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.*

6. Adjournment / Next Meetings:

The next regular meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on Wednesday, February 11, 2026 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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

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



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0079, **Version:** 1

Subject:

Approval of the Programming & Allocations Committee December 10, 2025 Meeting Minutes

Recommended Action:

Committee Approval

Attachments: List any attachments.



Metropolitan Transportation Commission Meeting Minutes

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

Programming and Allocations Committee

Victoria Fleming, Chair Myrna Melgar, Vice Chair

Wednesday, December 10, 2025

9:45 AM

Board Room - 1st Floor

Roster

**Victoria Fleming (Chair), Myrna Melgar (Vice Chair),
Margaret Abe-Koga, Barbara Lee, Amber Manfree,
Nate Miley, Gina Papan, Belia Ramos
Non-Voting Member: David Ambuehl and Libby Schaaf**

Chair Fleming called the meeting to order at 10:29 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 8 - Commissioner Abe-Koga, Commissioner Fleming, Commissioner Lee, Commissioner Manfree, Vice Chair Melgar, Commissioner Miley, Commissioner Papan, and Commissioner Ramos

Non-voting members present: Commissioner Ambuehl and Commissioner Schaaf

Ex-Officio Voting Members Present: Commission Chair Noack, Commission Vice Chair

Moulton-Peters, Commissioner Anderson (remote)

Ad-Hoc Non-voting members present: Commissioner Giacomini (remote)

2. Consent Calendar

Upon the motion by Commissioner Ramos and seconded by Commissioner Manfree, the Consent Calendar, was unanimously approved by the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Fleming, Commissioner Lee, Commissioner Manfree, Vice Chair Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

- 2a.** [25-1521](#) Approval of the Programming & Allocations Committee November 12, 2025, Meeting Minutes.

Action: Committee Approval

- 2b.** [25-1489](#) MTC Resolution No. 4710, Revised. Allocation of \$3.1 million FY2025-26 Transit Assistance (STA) funds to Sonoma Marin Area Rail Transit to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia

- 2c. [25-1485](#) MTC Resolution Nos. 4510, Revised and 4674, Revised. Transit Capital Priorities Program Revisions FYs 2023-24 and 2025-26.
Action: Commission Approval
Presenter: Margaret Doyle
- 2d. [25-1484](#) MTC Resolutions 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
- 2e. [25-1476](#) MTC Resolution No. 4737. FY 2025-26 State Transit Assistance (STA) State of Good Repair (SGR) Allocations.
Action: Commission Approval
Presenter: Jack McDowell
- 2f. [25-1449](#) MTC Resolution No. 4695, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plans (CAPs).
Action: Commission Approval
Presenter: Kenji Anzai
- 2g. [26-0054](#) MTC Resolution No. 4537, Revised. Major Project Advancement Policy: Update of the contingency on the approved Stage Gate Recommendation for Transbay Joint Powers Authority - the Portal Project.
Action: Commission Approval
Presenter: Kenneth Folan

3. Regional

- 3a. [25-1486](#) Regional Measure 3 (RM3) Capital Program Semi-Annual Update.

Report on the status of the RM3 capital program and the progress of projects receiving RM3 funding.
Action: Information
Presenter: Anne Meeple

Roland Lebrun was called to speak.

At the request of Commissioner Abe-Koga, staff were requested to provide an update on the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes Projects.

- 3b.** [25-1487](#) MTC Resolution Nos. 4614, Revised; 4615, Revised; 4660, Revised; 4733; and 4734. Allocation of \$95.58 million in Regional Measure 3 (RM3) Capital Funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), the City of Union City and the City of Richmond.

Recommended allocation of a total of \$95.58 million in RM3 capital funds to six projects:

- RM3 Project 5, Ferry Enhancement Program - 1) \$10.27 million to WETA for the Downtown San Francisco Gate G Universal Charging Float Project (RM3 Project #5.7); and 2) \$16.19 million to WETA for the Seaplane Ferry Terminal Universal Charging Float Project (RM3 Project #5.8).
- RM3 Project 10, MUNI Fleet Expansion and Facilities - \$42.39 million to SFMTA for the Potrero Yard Modernization Project (RM3 Project #10.1).
- RM3 Project 17, Dumbarton Corridor Improvements - \$16.73 million to the City of Union City for the Quarry Lakes Parkway Project (RM3 Project #17.5).
- RM3 Project 25, Richmond-San Rafael Bridge Access Improvements Program: 1) \$2.5 million to the City of Richmond for the Richmond Wellness Trail Phase II Project (RM3 Project #25.6); and 2) \$7.5 million to the City of Richmond for the Neighborhood Complete Streets Project (RM3 Project #25.7).

Action: Commission Approval

Presenter: Julieth Ortiz

Upon a motion by Vice Chair Melgar and seconded by Commissioner Abe-Koga, the Committee approved referral MTC Resolution Nos. 4614, Revised; 4615, Revised; 4660, Revised; 4733; and 4734. Allocation of \$95.58 million in Regional Measure 3 (RM3) Capital Funds to Water Emergency Transportation Authority (WETA), San Francisco Municipal Transportation Agency (SFMTA), the City of Union City and the City of Richmond for approval to the Commission. The motion carried the following vote:

Aye: 8 - Commissioner Abe-Koga, Commissioner Fleming, Commissioner Lee, Commissioner Manfree, Vice Chair Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

4. State

- 4a. [25-1474](#) MTC Resolution No. 4728, Revised. 2026 Regional Transportation Improvement Program (RTIP) Program of Projects.

Adoption of the Program of Projects for the 2026 Regional Transportation Improvement Program (RTIP), totaling approximately \$142 million in programming for the Bay Area.

Action: Commission Approval

Presenter: Karl Anderson

Upon the motion by Vice Chair Melgar and seconded by Commissioner Lee, the Committee approved referral MTC Resolution No. 4728, Revised. 2026 Regional Transportation Improvement Program (RTIP) Program of Projects for approval to the Commission.

Aye: 8 - Commissioner Abe-Koga, Commissioner Fleming, Commissioner Lee, Commissioner Manfree, Vice Chair Melgar, Commissioner Miley, Commissioner Papan and Commissioner Ramos

5. Public Comment / Other Business

Roland Lebrun, was called to speak.

6. Adjournment / Next Meetings:

The next regular meeting of the Programming and Allocations Committee is scheduled to be held at the Bay Area Metro Center, 375 Beale Street, San Francisco on Wednesday, January 14, 2026 at 9:45 a.m. Any changes to the schedule will be duly noticed to the public.

Chair Fleming adjourned the meeting at 11:05 a.m.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0011, **Version:** 1

Subject:

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.

Presenter:

Jack McDowell

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 2b-26-0011

MTC Resolution No. 4709, Revised

Subject:

The proposed action allocates \$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.

Background:

This month's proposed actions continue the annual allocation process of these funds for FY2025-26. FAST is requesting TDA allocations this month that exceed the \$1 million Delegated Authority limit. Allocation requests that are less than \$1 million are approved separately through the Executive Director's Delegated Authority process. These funds comprise a significant share of the revenue for agencies' operating budgets.

The proposed allocation amounts are based on the programming levels identified in the FY2025-26 Fund Estimate (MTC Resolution 4688, Revised). The proposed allocations are summarized in the following table:

Allocation Amounts by Entity¹

Entity	TDA (Res. 4709)	Grand Total
FAST	\$7.1	\$7.1
Total	\$7.1	\$7.1

Note that amounts may not sum due to rounding

Information regarding the FY2025-26 operating budgets and current and future operations for FAST is provided in Attachment A.

Issues

None.

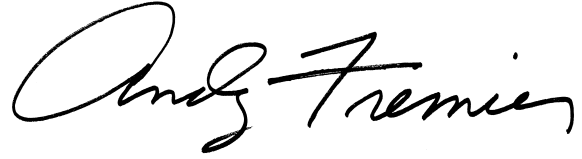
Recommendations:

Refer MTC Resolution No. 4709, Revised to the Commission for approval.

¹Includes allocations to be approved in the resolution listed above, the details of which are provided in Attachment A, including allocations for transit capital or planning and administration. Not inclusive of allocations approved by Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised.

Attachments:

- Attachment A - Transit Operator Budget Summary
- MTC Resolution No. 4709, Revised
 - Attachment A

A handwritten signature in black ink, reading "Andrew B. Fremier". The signature is fluid and cursive, with the first name "Andrew" written in a large, looping script, and "B. Fremier" following in a similar but slightly more compact style.

Andrew B. Fremier

Attachment A – Transit Operator Budget Summary

City of Fairfield / FAST

FY 2025-26 Operating Budget	\$11.7 million
FY 2024-25 Operating Budget	\$10.8 million
Increase in Budget compared to FY2024-25	7%
Projected Ridership (Estimated FY 2025-26 as a percentage of FY 2018-19 actual) ¹	38.6%
Total Proposed FY 2025-26 Operating Allocation ²	\$7.3 million
Proportion of Operating Budget Funded with Allocations	62%

Budget and Operating Highlights

FAST operates fixed-route, paratransit, and microtransit services in the City of Fairfield in Solano County. FAST's fixed route service is comprised of five local routes that connect residents to the local college, retail stores, medical facilities, grocery stores, and more. FAST also began operating microtransit within Northeast Fairfield and Cordelia/Green Valley in September 2023.

FAST has undergone some recent changes that have caused an increase in operating costs. In February 2024, the City of Fairfield approved a contract amendment with MV Transportation, FAST's fleet operator for fixed-route, paratransit, and microtransit operations. This amendment increased compensation to MV Transportation to an estimated annual cost of \$6.6 million in Fiscal Year (FY) 2025-2026, an approximate 5% increase over 2024-2025. In addition, FAST anticipates increased contract costs for contractual and consultant services. In December 2025, the City also approved the development and implementation of a comprehensive operational analysis of FAST's local and paratransit services. Lastly, a large portion of their transit vehicles are beyond their useful lives, necessitating additional maintenance to keep these buses in good order for transit services.

¹ Projected ridership is not inclusive of Solano Express service which is now operated by Solano County Transit (SolTrans).

² Includes allocations made through Executive Director's Delegated Authority as allowed by MTC Resolution No. 3620, Revised. Any allocations made by Delegated Authority will be reported as part of the quarterly Delegated Authority update to the Commission. Excludes allocations made for transit capital or planning and administration purposes.

Date: June 25, 2025
W.I.: 1514
Referred by: PAC
Revised: 07/23/25-C
09/24/25-C
10/22/25-C
11/19/25-C
01/28/26-C

ABSTRACT

Resolution No. 4709, Revised

This resolution approves the allocation of fiscal year 2025-2026 Transportation Development Act Article 4, Article 4.5 and Article 8 funds to claimants in the MTC region.

This resolution includes the following attachments:

Attachment A—Allocation Summary

Attachment B—Findings

This resolution allocates funds to Alameda-Contra Costa Transit District (AC Transit), Central Contra Costa Transit Authority (CCCTA), Eastern Contra Costa Authority (ECCTA), Napa Valley Transportation Authority (NVTA), City of Santa Rosa, and Santa Clara Valley Transportation Authority (VTA).

Attachment A was revised on July 23, 2025 to allocate funds to the Livermore Amador Valley Transit Authority (LAVTA), Solano County Transit (SolTrans), and Sonoma County Transit (SCT).

Attachment A was revised on September 24, 2025 to allocate funds to the Golden Gate Bridge Highway and Transit District (GGBHTD), Marin Transit, and Solano Transportation Authority.

Attachment A was revised on October 22, 2025 to allocate funds to the San Francisco Municipal Transportation Agency (SFMTA) and Vacaville City Coach.

Attachment A was revised on November 19, 2025 to allocate funds to the San Mateo County Transit District (SamTrans).

Attachment A was revised on January 28, 2026 to allocate funds to the City of Fairfield (FAST).

Discussion of the allocations made under this resolution is contained in the MTC Programming and Allocations Committee Summary Sheets dated June 11, 2025; July 9, 2025; September 10, 2025; October 8, 2025; November 12, 2025; and January 14, 2026.

Date: June 25 2025
W.I.: 1514
Referred by: PAC

Re: Allocation of Fiscal Year 2025-26 Transportation Development Act Article 4, Article 4.5 and Article 8 Funds to Claimants in the MTC Region

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4709

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

WHEREAS, the Mills-Alquist-Deddeh Act (“Transportation Development Act” or “TDA”), Public Utilities Code Section 99200 et seq., makes certain retail sales tax revenues available to eligible claimants for public transportation projects and purposes; and

WHEREAS, MTC is responsible for the allocation of TDA funds to eligible claimants within the MTC region; and

WHEREAS, claimants in the MTC region have submitted claims for the allocation of fiscal year 2025-26 TDA funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the amounts of and purposes for the fiscal year 2025-26 allocations requested by claimants, and is from time-to-time revised; and

WHEREAS, this resolution, including the revisions to Attachment A and the sum of all allocations made under this resolution, are recorded and maintained electronically by MTC; and

WHEREAS, Attachment B to this resolution, attached hereto and incorporated herein as though set forth at length, lists the required findings MTC must make, as the case may be, pertaining to the various claimants to which funds are allocated; and

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

Section 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 the findings set forth in Attachment B to this resolution; and, be it further

RESOLVED, that MTC approves the allocation of fiscal year 2025-26 TDA funds to the claimants, in the amounts, for the purposes, and subject to the conditions, as listed and recorded on Attachment A to this resolution; and, be it further

RESOLVED, that pursuant to 21 California Code of Regulations Sections 6621 and 6659, a certified copy of this resolution, along with written allocation instructions for the disbursement of TDA funds as allocated herein, shall be forwarded to the county auditor of the county in which each claimant is located; and, be it further

RESOLVED, that all TDA allocations are subject to continued compliance with MTC Resolution No. 3866, Revised, the Transit Coordination Implementation Plan.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was approved by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, and at other remote locations, on June 25, 2025.

Date: June 25, 2025
Referred by: PAC
Revised: 07/23/25-C 09/24/25-C
10/22/25-C 11/19/25-C
01/28/26-C

Attachment A
ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT ARTICLE 4, 4.5 and 8 FUNDS
DURING FISCAL YEAR 2025-26

All TDA allocations are subject to continued compliance with MTC Resolution 3866,
the Transit Coordination Implementation Plan.

Claimant	Project Description	Allocation Amount	Alloc. Code	Approval Date	Apportionment Area	Note
5801 - PUC 99233.7, 99275 Community Transit Service - Operations						
VTA	Community Transit	6,759,836	01	06/25/25	Santa Clara County	
AC Transit	Transit Operations	3,905,776	02	06/25/25	AC Transit - Alameda	
CCCTA	Community Transit	1,047,055	03	06/25/25	CCCTA	
SamTrans	Transit Operations	2,725,933	30	11/19/25	San Mateo County	
	Subtotal	14,438,600				
5802 - PUC 99260A Transit - Operations						
NVTA	Transit Operations	7,095,411	04	06/25/25	NVTA	
VTA	Transit Operations	128,436,887	05	06/25/25	VTA	
					AC Transit - Alameda	
AC Transit	Transit Operations	52,436,116	06	06/25/25	D1	
					AC Transit - Alameda	
AC Transit	Transit Operations	13,768,141	07	06/25/25	D2	
					AC Transit - Contra	
AC Transit	Transit Operations	8,787,985	08	06/25/25	Costa D1	
ECCTA	Transit Operations	14,880,670	09	06/25/25	ECCTA	
Santa Rosa	Transit Operations	10,282,223	10	06/25/25	Santa Rosa	
CCCTA	Transit Operations	27,877,901	11	06/25/25	CCCTA	
Sonoma County						
Transit	Transit Operations	9,300,727	15	07/23/25	Sonoma County	
LAVTA	Transit Operations	15,211,305	16	07/23/25	LAVTA	
SolTrans	Transit Operations	7,080,496	17	07/23/25	Vallejo/Benicia	
Marin Transit	Transit Operations	9,427,686	21	09/24/25	Marin Transit	
GGBHTD	Transit Operations	7,550,008	22	09/24/25	GGBHTD - Marin	
GGBHTD	Transit Operations	3,698,654	23	09/24/25	GGBHTD - Sonoma	
SFMTA	Transit Operations	43,208,827	28	10/22/25	SFMTA	
SFMTA	Transit Operations	2,274,149	29	10/22/25	San Francisco County	
SamTrans	Transit Operations	51,792,728	31	11/19/25	SamTrans	
Fairfield	Transit Operations	4,427,540	32	01/28/26	Fairfield	
	Subtotal	417,537,454				

5803 - PUC 99260A Transit - Capital

CCCTA	Transit Capital	11,442,098	12	06/25/25	CCCTA
Sonoma County					
Transit	Transit Capital	3,132,851	18	07/23/25	Sonoma County
SolTrans	Transit Capital	2,075,077	19	07/23/25	Vallejo/Benicia
					Solano County
Solano TA	Transit Capital	2,000,000	24	09/24/25	(Claimable by STA)
Subtotal		18,650,026			

5807 - PUC 99400C Transit - Operations

NVTA	Transit Operations	1,716,000	13	06/25/25	NVTA
Sonoma County					
Transit	Community Transit	2,597,152	20	07/23/25	Sonoma County
					Suisun City (Claimable
Solano TA	Transit Operations	1,223,500	25	09/24/25	by STA)
Vacaville	Transit Operations	2,827,442	26	10/22/25	Vacaville
Fairfield	Transit Operations	2,674,839	33	01/28/26	Fairfield
Subtotal		11,038,933			

5808 - PUC 99400C Transit - Capital

Vacaville	Transit Capital	1,800,000	27	10/22/25	Vacaville
Subtotal		1,800,000			

5812 - PUC 99400D Planning and Administration - Operations

NVTA	Planning & Admin	3,500,000	14	06/25/25	NVTA
Subtotal		3,500,000			

Total 466,965,013

Date: June 25 2025
Referred by: PAC

Attachment B
Resolution No. 4709
Page 1 of 3

ALLOCATION OF FISCAL YEAR 2025-26
TRANSPORTATION DEVELOPMENT ACT
ARTICLE 4, ARTICLE 4.5 AND ARTICLE 8
FUNDS TO CLAIMANTS IN THE MTC REGION

FINDINGS

The following findings pertain, as the case may be, to claimants to which Transportation Development Act funds are allocated under this resolution.

Transportation Development Act Article 4 Funds

Public Utilities Code § 99268 et seq.

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California. Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 4 funds a budget indicating compliance with the 50% expenditure limitation of Public Utilities Code § 99268, or with the applicable fare or fares-plus-local-support recovery ratio requirement (Public Utilities Code §§ 99268.2, 99268.3, 99268.4, 99268.12, or 99270.5) as attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to

receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6633.1, or § 6634; and

Transportation Development Act Article 4.5 Funds

Public Utilities Code § 99275

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That in accordance with Public Utilities Code § 99275.5(c), MTC finds that the projects and purposes for which each claimant has submitted an application for TDA Article 4.5 funds to MTC, responds to a transportation need not otherwise met in the community of the claimant; that the services of the claimant are integrated with existing transit services, as warranted; that the claimant has prepared and submitted to MTC an estimate of revenues, operating costs and patronage for the fiscal year in which TDA Article 4.5 funds are allocated; and that the claimant is exempt from applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code § 99268.5 or MTC Resolution No. 1209, Revised) as provided by PUC § 99268.9; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634; and
5. That each claimant is in compliance with Public Utilities Code §§ 99155 and 99155.5, regarding user identification cards; and

6. That pursuant to Public Utilities Code § 99233.7 certain funds identified in Attachment A and available for purposes state in TDA Article 4.5 can be used to better advantage by a claimant for purposes state in Article 4 in the development of a balanced transportation system.

Transportation Development Act Article 8 Transit Funds

Public Utilities Code §§ 99400(c), 99400(d) and 99400(e)

1. That each claimant has submitted, or shall have submitted prior to the disbursement of funds, copies, to MTC and to appropriate agencies, of all required State Controller's reports and fiscal audit reports prepared in accordance with Public Utilities Code §§ 99243 and 99245; and
2. That the projects and purposes for which each claimant has submitted an application for TDA Article 8 funds to MTC are in conformance with MTC's Regional Transportation Plan (21 California Code of Regulations § 6651), and with the applicable state regulations (21 California Code of Regulations § 6600 et seq.), and with the applicable MTC rules and regulations, including MTC Resolution No. 1209, Revised; and
3. That each claimant has submitted to MTC as part of its application for TDA Article 8 funds a budget indicating compliance with the applicable fare or fares-plus-local-match recovery ratio requirement (as set forth, respectively, in Public Utilities Code §§ 99268.5, 99268.12, or MTC Resolution No. 1209, Revised) as so attested to by the claimant's chief financial officer; and
4. That the sum of each claimant's total allocation of Transportation Development Act and State Transit Assistance funds does not exceed the amount that the claimant is eligible to receive, in accordance with the calculations prescribed by 21 California Code of Regulations § 6634.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0053, **Version:** 1

Subject:

MTC Resolution No. 4660, Revised. Allocation of \$15 million in Regional Measure 3 (RM3) Capital Funds to the City of Newark.

Presenter:

Julieth Ortiz

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 2c-26-0053

**MTC Resolution No. 4660, Revised Allocation of \$15 million in Regional Measure 3 (RM3)
Capital Funds to the City of Newark.**

Subject:

Recommended allocation of RM3 capital funds for RM3 Project 17, Dumbarton Corridor Improvements – \$15 million to the City of Newark for the Thornton Avenue Multimodal Complete Streets Project (RM3 Project #17.6).

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 December 2025, a total of nearly \$1.91 billion in RM3 Capital Program allocations have been approved by the Commission and via Delegated Authority.

January RM3 Recommendations:

Staff recommend approval of \$15 million in RM3 allocations to one project. The table below shows the recommended project for this month's actions; a summary of this request is included in Attachment B, and further detail is found in the allocation resolution.

Project Sponsor	RM3 Project No.	MTC Resolution No.	Project Title	Requested Project Phase	Amount (\$millions)
ACTC/Newark	17.6	4660, Revised	Thornton Avenue Multimodal Complete Streets	CON	\$15
Allocation Total					\$15

Regional Compliance:

The Thornton Avenue Multimodal Complete Streets Project is subject to the requirements of the Complete Streets Policy contained in MTC Resolution 4493. Complete Streets Policy requires that projects with a total project cost of \$250,000 or more in the public right of way receiving MTC funds submit a Complete Streets Checklist, which Newark has done.

Issues:

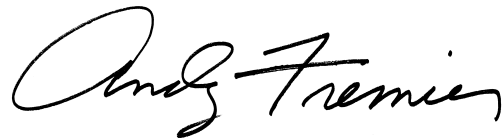
None.

Recommendations:

Refer MTC Resolution No. 4660, Revised to the Commission for approval.

Attachments:

- Attachment A – RM3 Capital Expenditure Plan Tracker
- Attachment B – RM3 Allocation Project Summaries
- MTC Resolution No. 4660, Revised
 - Attachments A6-D6



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 Amount³ (\$M)	Estimated Total Cost⁴ (\$M)	Allocating Resolution	Most Recent Allocation Date	Reimbursements to Date⁵
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		\$ -				\$ -
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						
5.1	<i>Mission Bay Ferry Landing</i>	\$ 26.00	WETA	\$ 25.00	\$ 26.00	\$ 74.40	4614	5/28/2025-C	\$ 0.10
5.2	<i>Shoreline Electrical Program</i>	\$ 0.84	WETA		\$ 0.84	\$ 29.90	4614	3/27/2024-C	\$ 0.61
5.3	<i>Berkeley Marina Ferry Facility</i>	\$ 3.00	WETA		\$ 3.00	\$ 11.00	4614	7/24/2024-C	\$ 0.05
5.4	<i>Three 149-Passenger Electric Ferry Vessels</i>	\$ 32.14	WETA		\$ 32.14	\$ 58.40	4614	2/26/2025-C	\$ 3.18
5.5	<i>One 400-Passenger Vessel</i>	\$ 5.46	WETA		\$ 5.46	\$ 36.33	4614	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
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
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

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
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						
17.X	Decoto Road Complete Streets and I-880/Decoto Road Interchange Modernization	\$ 18.20	Fremont						
17.X	BATA Programming/ Dumbarton Forward Operational Improvements	\$ 4.00	BATA						

18	Highway 101/ State Route 92 Interchange	\$ 50.00	C/CAG/ SMCTA						
18.1	101/92 Area Improvements Project	\$ 21.96	SMCTA	\$ 0.03	\$ 21.96	\$ 51.60	4635	6/26/2024-C	\$ -
18.2	101/92 Direct Connector Project	\$ 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-680/SR-4 Interchange Improvement Phase 1 and 2A	\$ 210.00	CCTA	\$ 8.00	\$ 24.00	\$ 431.10	4586	4/23/2025-C	\$ 9.34
19.2	I-680/SR-4 Interchange Improvement - Trail Connection Feasibility Study	\$ 1.00	CCTA		\$ 0.50	\$ 0.50	4586	3/27/2024-C	\$ 0.08
20	Highway 101-Marin/Sonoma Narrows	\$ 120.00	TAM/SCTA						
20.1	Marin Segment	\$ 88.00	TAM	\$ 87.98	\$ 87.98	\$ 135.60	4593	6/28/2023-C	\$ 56.60
20.2	Marin Sonoma Narrows - Sonoma Segment	\$ 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	Solano County I-80/I-680/SR-12 Interchange Project (Package 2)	\$ 50.00	STA		\$ 3.68	\$ 100.20	4594	06/26/24-DA	\$ 2.50
21.2	Solano County I-80/I-680/SR-12 Interchange Project (Package 5)	\$ 83.30	STA		\$ 11.00	\$ 84.30	4594	9/25/2024-C	\$ 1.99
22	Interstate 80 Westbound Truck Scales	\$ 105.00	STA	\$ 5.27	\$ 99.11	\$ 248.20	4595	6/25/2025-C	\$ 15.99

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
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						
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	\$ -
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	\$ -

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
26.14	Santa Rosa US 101 Bicycle Pedestrian Overcrossing	\$ 10.60	SCTA/City of Santa Rosa		\$ 10.60	\$ 43.75	4584	11/19/2025-C	\$ -
26.X	Replacement Electric Buses Purchase - 4 Buses	\$ 3.60	SCTA						
26.X	ECCTA Bus replacement	\$ 2.00	CCTA/ECCTA						
26.X	Transit Hub Improvements	\$ 1.00	SCTA/Santa Rosa CityBus						
26.X	Transit Bus Replacements	\$ 1.50	TAM/Marin Transit						
26.X	TBD remaining funds for CCTA, STA, TAM	\$ 18.00	CCTA/STA/TAM						
27	State Route 29	\$ 20.00	NVTA	\$ 20.00	\$ 20.00	\$ 54.00	4583	6/28/2023-C	\$ 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	State Route 262 (Mission Boulevard) Cross Connector Project	\$ 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	San Pablo Multimodal Corridor	\$ 7.50	CCTA		\$ 1.00	\$ 124.00	4670	12/18/2024-C	\$ -
31.2	Express Bus Service in I-80 Corridor (Bus Acquisition)	\$ 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	Mokelumne Trail Bicycle/Pedestrian Overcrossing of SR-4	\$ 14.00	CCTA	\$ 13.00	\$ 14.00	\$ 16.30	4585	1/24/2024-DA	\$ 13.31
35	I-680 Transit Improvements	\$ 10.00	CCTA						
35.1	Martinez Amtrak Station Shared Mobility Hub	\$ 0.69	CCTA		\$ 0.48	\$ 3.70	4641	5/22/2024-C	\$ 0.04
35.2	Bollinger Canyon Road Shared Mobility Hub	\$ 2.07	CCTA		\$ 0.50	\$ 18.90	4641	1/22/2025-C	\$ -
35.3	Walnut Creek Shared Mobility Hub	\$ 1.94	CCTA		\$ 0.44	\$ 16.30	4641	1/22/2025-C	\$ 0.08
Total		\$ 4,450.00		\$ 602.15	\$ 1,928.06				\$ 822.40

Notes

- 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.
- 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.
- Inclusive of current month requests, which are indicated in **bold font**.
- Estimated project costs as approved in the allocating resolution
- RM3 reimbursements paid to project sponsors as of FY2026 Q2.

January 2026 Recommended RM3 Allocations – Project Summaries

RM3 Project 17 - Dumbarton Corridor Improvements Project

RM3 provides \$130 million in toll funds for the Dumbarton Corridor Improvements Project. This RM3 programmatic category funds planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority. In June 2024, MTC approved initial programming of this category through MTC Resolution No. 4411, Revised. Two allocations under this category are proposed this month, both to the Thornton Avenue Multimodal Complete Streets Project in Newark, which received \$15 million in programming under the competitive category of Res. 4411:

RM3 #17.6 City of Newark –Thornton Avenue Multimodal Complete Streets Project (\$15 million)

The Thornton Avenue Multimodal Complete Streets Project improves multimodal access on Thornton Avenue between State Route 84 and Interstate 880 in Newark, a critical connection in the Dumbarton Corridor. This project will include bicycle and pedestrian accessibility improvements on Thornton Avenue between I-880 and Ash St., incorporating design principles based on the All Ages and Abilities guidance as required under MTC's Complete Streets Policy, and safety improvements for rail crossings.

This project involves multiple phases. A total of \$15 million in RM3 allocations support the City of Newark's approach to advance ready-to-go components (see Figure 1 below).

RM3 Allocation 1 for \$13.8 million for construction work to be completed in early 2028:

- Old Town Streetscape and Complete Streets Improvements (Olive St. to Ash St.): The project will reduce the number of travel lanes on Thornton Avenue from three to two, widen sidewalks and add new bicycle facilities where only an unmarked bicycle route currently exists. Additional safety and connectivity improvements include new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping.
- Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 1 (I-880 to Olive St.): Pavement overlay that will include improved multimodal access with pedestrian facility improvements and separated bicycle lanes where vehicle parking is prohibited.
- Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 2 (Ash St. to Spruce St.): pavement overlay, effectively closing a gap between the proposed Old Town Streetscape and Complete Streets project and existing improvements that start at Spruce Street and Willow Street. Project will enhance multimodal access with buffered bike lanes and pedestrian facility improvements.



Figure 1. Old Town Streetscape and Complete Streets Project, Olive Street to Ash Street

RM3 Allocation 2 for \$1.2 million includes the following construction work to be completed in early 2028:

- Thornton Avenue Area Quiet Zones and Pedestrian Improvements: Federal Railroad Administration Quiet Zone improvements at various at-grade crossings along with pedestrian improvements.

The full extent of the segments of the Thornton Avenue Multimodal Complete Streets Project is illustrated in Figure 2 below. **RM3 Allocations 1 and 2 are shown in red and purple**; the segment of the project already completed (Hickory St. to Spruce St.) is shown in green; and the last segment of the project to be completed in the future, the Thornton Ave two-way Cycle Track (Gateway Blvd. to Hickory St.), is shown in orange for your reference.

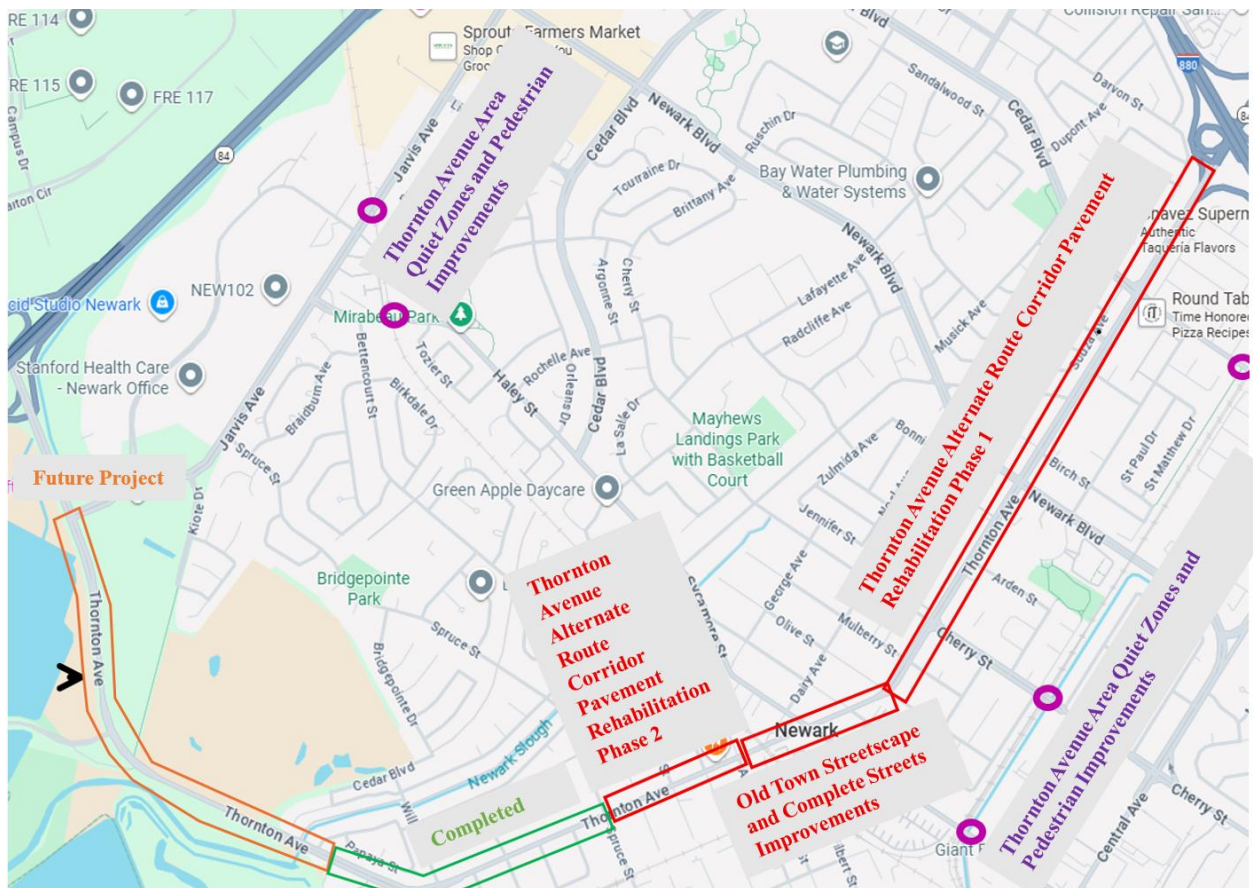


Figure 2. Thornton Avenue Multimodal Complete Streets Project Segments

Date: July 24, 2024
W.I.: 1255
Referred by: PAC
Revised: 11/20/2024-C
01/22/2025-C
12/17/2025-C
01/28/2026-C

ABSTRACT

Resolution No. 4660, Revised

This resolution approves the allocation of Regional Measure 3 funds for Dumbarton Corridor Improvements project (RM3 Project #17), sponsored by the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority.

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 \$3 million in RM3 funds to the San Mateo County Transit District (SamTrans) for the Project Approval & Environmental Document stage (PA&ED) phase of the San Mateo Dumbarton Busway project (RM3 Project #17.1).

This resolution was revised on November 20, 2024 to allocate \$3 million in RM3 funds to the City of Union City for the construction phase of the Union City BART At-grade Pedestrian Crossing Project (RM3 Project #17.2) and to allocate \$1.08 million to the City of Fremont for the design phase of the Quarry Lakes Trail Project Phase A Segment (RM3 Project # 17.3).

This resolution was revised on January 22, 2025, to allocate \$1 million in RM3 funds to BATA for the planning phase of the Marshland Road Bay Trail Project (RM3 Project #17.4).

This resolution was revised on December 17, 2025, to allocate \$16.73 million in RM3 funds to the City of Union City for the construction of the Quarry Lakes Parkway Project (RM3 Project #17.5).

This resolution was revised on January 28, 2026, to allocate \$15 million in RM3 funds to the City of Newark for the construction of the Thornton Avenue Multimodal Complete Streets Project (RM3 Project #17.6).

Further discussion of these actions are contained in the Programming and Allocations Summary Sheets dated July 10, 2024, November 13, 2024, January 8, 2025, December 10, 2025 and January 14, 2026.

Date: July 24, 2024
W.I.: 1255
Referred by: PAC

RE: Approval of Allocation of Regional Measure 3 Funds for Dumbarton Corridor Improvements Project.

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4660

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 Dumbarton Corridor Improvements Project is identified as capital project number 17 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 programmed the list of projects, sponsors, and implementing agencies eligible to seek allocation under this category through MTC Resolution Number 4411, Revised; and

WHEREAS, the Bay Area Toll Authority (BATA), Alameda County Transportation Commission (ACTC), the San Mateo County Transit District, and the San Mateo County Transportation Authority are the project sponsors for the Dumbarton Corridor Improvements Project; and

WHEREAS, the Project Sponsor and/or designated implementing agency has submitted a request for the allocation of RM3 funds under the Dumbarton Corridor Improvements Project; and

WHEREAS, the Project Sponsor or designated implementing agency 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 Project Sponsor and/or designated 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 Project Sponsor or designated 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, this allocation is conditioned on satisfaction of the requirement that appropriate determinations under CEQA/NEPA have been made by the lead agency for 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.) prior to disbursement of RM3 funds for the projects and purposes listed and recorded in Attachment A; now, therefore, be it

RESOLVED, that MTC approves MTC staff's review of the Project Sponsor or designated 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 Project Sponsor and/or designated implementing agency's 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

Nick Josefowitz, Vice 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 July 24, 2024.

Regional Measure 3

Allocation of Funds

Allocation Summary

RM3 Project Number	17.6
Project Title	Thornton Avenue Multimodal Complete Streets
Project Sponsor	City of Newark

Activities to be funded with Allocation #1:					
\$13.8M for construction of the Old Town Streetscape and Complete Streets Improvements (Olive Street to Ash Street), the Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 1 (Interstate 880 to Olive Street) and the Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 2 (Ash Street to Spruce Street). Improvements include a road diet, separated and/or buffered bike lanes, wider sidewalks, new high visibility crosswalks, curb extensions, bus stop amenities, and landscaping.					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26466009	28-Jan-26	CON	FY 2025-26	30-Jun-29	\$ 13,800,000
Cumulative Total - Allocation 1					\$ 13,800,000

Activities to be funded with Allocation #2:					
\$1.2M for construction of Thornton Avenue Area Quiet Zones and Pedestrian Improvements--rail crossing improvements at 7 crossings (Mayhews Landing Road, Carter Avenue, Sycamore Street, Cherry Street, Cedar Boulevard, Haley Street, and Jarvis Street).					
Funding Information:					
Allocation Instruction No.	Approval Date	Phase	Reimbursement Year	Expiration Date	Allocation Amount
26466010	28-Jan-26	CON	FY 2025-26	30-Jun-29	\$ 1,200,000
Cumulative Total - Allocation 2					\$ 1,200,000
Cumulative Total - Project 17.6					\$ 15,000,000

Regional Measure 3

Allocation of Funds

Conditions of Allocation

RM3 Project Number	17.6
Project Title	Thornton Avenue Multimodal Complete Streets
Project Sponsor	City of Newark

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

Conditions of Allocation #1	
This allocation is contingent upon completion of the following:	
1	None

Conditions of Allocation #2	
This allocation is contingent upon completion of the following:	
1	None

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	17.6	
Project Title	Thornton Avenue Multimodal Complete Streets	
Lead Sponsor(s)	Other Sponsor(s)	Implementing Agency
ACTC		City of Newark
Legislated Project Description		RM3 Legislated Funding (in \$1,000s)
Fund planning, environmental review, design, and construction of capital improvements within Dumbarton Bridge and rail corridor in the Counties of Alameda and San Mateo to relieve congestion, increase person throughput, and offer reliable travel times. Eligible projects include, but are not limited to, the projects recommended in the Dumbarton Corridor Transportation Study and improvements to facilitate rail and transit connectivity among the Altamont Corridor Express, Capitol Corridor, and Bay Area Rapid Transit District, including a rail connection at Shinn Station. The project sponsors are the Bay Area Toll Authority, Alameda County Transportation Commission, the San Mateo County Transit District, and the San Mateo County Transportation Authority.		\$130,000
Sponsor Programming and Allocation Request Action		
On December 11, the ACTC Commission approved the Initial Project Report and Allocation Request, and designated Newark as the Implementing Agency (Resolution No. 25-008). Newark City Council adopted the Initial Project Report and Allocation Request at its meeting on October 23, 2025 (Resolution No. 11782).		
Detailed Project/Subproject Description		
The Thornton Avenue Multimodal Complete Streets Project improves multimodal access on Thornton Avenue between State Route 84 and Interstate 880 in Newark, a critical connection in the Dumbarton Corridor. These projects will include bicycle and pedestrian accessibility improvements on Thornton Avenue between I-880 and Ash St., and safety improvements for rail crossings. This project is broken into multiple components: - Old Town Streetscape and Complete Streets Improvements. - The Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 1 (Interstate 880 to Olive Street). - Thornton Avenue Alternate Route Corridor Pavement Rehabilitation Phase 2 (Ash Street to Spruce Street). - Thornton Avenue Project (already finished) – Hickory St. to Spruce St. - Thornton Avenue 2-way Cycle Track FLAP (future project) – Gateway Blvd. to Hickory St.		

Regional Measure 3

Allocation of Funds

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

RM3 Project Number	17.6
Project Title	Thornton Avenue Multimodal Complete Streets
Project Sponsor	City of Newark

Project Funding Plan				Project Schedule	
Phase	Funding Source	Committed? (Yes/No)	Total Amount (\$1,000s)	Start	End
ENV	Local Gas Tax funds (Old Town Streetscape)	Yes	\$ 25	1-Mar-24	30-Nov-25
	Local Gas Tax funds (Pavement Rehab Phase 1)	Yes	\$ 35		
	Local Gas Tax funds (Pavement Rehab Phase 2)	Yes	\$ 20		
	<i>ENV Subtotal</i>		\$ 80		
PSE	Local Gas Tax funds (Old Town Streetscape)	Yes	\$ 965	1-Jun-24	30-Dec-25
	Local Gas Tax funds (Pavement Rehab Phase 1)	Yes	\$ 385		
	Local Gas Tax funds (Pavement Rehab Phase 2)	Yes	\$ 180		
	State Earmark (Rail Crossing Imp.)	Yes	\$ 200		
	<i>PSE Subtotal</i>		\$ 1,730		
ROW			N/A	1-Sep-25	30-Dec-25
			\$ -		
CON	RM3 - Allocation 2 (Rail Crossing Imp.)	Yes	\$ 1,200	1-Jun-26	30-Jan-28
	RM3 - Allocation 1 (Old Town Streetscape)	Yes	\$ 10,430	1-Jul-26	30-Jan-28
	RM3 - Allocation 1 (Pavement Rehab Phase 1)	Yes	\$ 2,070		
	RM3 - Allocation 1 (Pavement Rehab Phase 2)	Yes	\$ 1,300		
	OBAG - Phase 1 (Old Town Streetscape)	Yes	\$ 5,141		
	State Earmark (Old Town Streetscape)	Yes	\$ 1,437		
	TFCA (Old Town Streetscape)	Yes	\$ 68		
	Fed Earmark (Pavement Rehab Phase 1)	Yes	\$ 2,000		
	Fed Earmark (Pavement Rehab Phase 2)	Yes	\$ 1,000		
	<i>CON Subtotal</i>		\$ 24,646		
Capital Funding Total			\$ 26,456		

Regional Measure 3

Allocation of Funds

Cash Flow Plan

RM3 Project Number	17.6
Project Title	Thornton Avenue Multimodal Complete Streets
Project Sponsor	City of Newark

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

Funding Source	Phase	Prior	2025-26	2026-27	2027-28	2028-29	Future committed	Total Amount (\$ thousands)
RM 3	ENV							\$ -
Local Gas Tax funds (Old Town Streetscape)	ENV	\$ 25						\$ 25
Local Gas Tax funds (Pavement Rehab Phase 1)	ENV	\$ 35						\$ 35
Local Gas Tax funds (Pavement Rehab Phase 2)	ENV	\$ 20						\$ 20
ENV/PA/ED Subtotal		\$ 80	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 80
RM 3	PSE							\$ -
Local Gas Tax funds (Old Town Streetscape)	PSE	\$ 700	\$ 265					\$ 965
Local Gas Tax funds (Pavement Rehab Phase 1)	PSE		\$ 385					\$ 385
Local Gas Tax funds (Pavement Rehab Phase 2)	PSE		\$ 180					\$ 180
State Earmark (Rail Crossing Imp.)	PSE	\$ 100	\$ 100					\$ 200
PSE Subtotal		\$ 800	\$ 930	\$ -	\$ -	\$ -	\$ -	\$ 1,730
								\$ -
								\$ -
ROW Subtotal		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
RM-3 - Allocation 1 (Old Town Streetscape)	CON			\$ 6,049	\$ 4,381			\$ 10,430
RM3 - Allocation 1 (Pavement Rehab 1)	CON			\$ 1,201	\$ 869			\$ 2,070
RM3 - Allocation 1 (Pavement Rehab 2)	CON			\$ 754	\$ 546			\$ 1,300
RM3 - Allocation 2 (Rail Crossing Imp.)	CON			\$ 600	\$ 600			\$ 1,200
OBAG - Old Town Streetscape	CON			\$ 2,982	\$ 2,159			\$ 5,141
State Earmark (Old Town Streetscape)	CON			\$ 834	\$ 603			\$ 1,437
TFCA (Old Town Streetscape)	CON			\$ 39	\$ 29			\$ 68
Fed Earmark (Pavement Rehab 1)	CON			\$ 1,160	\$ 840			\$ 2,000
Fed Earmark (Pavement Rehab 2)	CON			\$ 580	\$ 420			\$ 1,000
CON Subtotal		\$ -	\$ -	\$ 14,199	\$ 10,447	\$ -	\$ -	\$ 24,646
RM 3 Funding Subtotal		\$ -	\$ -	\$ 7,850	\$ 5,850	\$ -	\$ -	\$ 13,700
Capital Funding Total		\$ 880	\$ 930	\$ 14,199	\$ 10,447	\$ -	\$ -	\$ 26,456



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0012, **Version:** 1

Subject:

Second Quarterly Report of the Executive Director's Delegated Authority Actions.

Presenter:

Jack McDowell

Recommended Action:

Information

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 2d-26-0012

Second Quarterly Report of the Executive Director's Delegated Authority Actions

Subject:

Second Quarterly Report of the Executive Director's Delegated Authority Actions.

Background:

MTC Resolution No. 3620, Revised, adopted by the Commission in March 2004, allows the Executive Director to make administrative allocations of local funds up to \$1 million, with authority to take any rescission actions requested by claimants. To keep the Commission informed on actions approved by the Executive Director, staff reports quarterly on all 'delegated authority' allocations or rescissions. Fund sources included within delegated authority include Transportation Development Act (TDA), State Transit Assistance (STA), Regional Measure 2, Regional Measure 3 (RM3), Senate Bill 125, and other formula bridge toll funds.

The second quarter report for FY 2025-26 covers the period of October 2025 through December 2025. The Executive Director approved the following allocation actions summarized in the tables below and detailed in Attachment A:

FY 2025-26 Delegated Authority Actions	1st Quarter	2nd Quarter	Year-to-Date
Allocations			
Transportation Development Act	\$14,635,370	\$9,481,031	\$24,116,401
State Transit Assistance	\$11,251,597	\$5,888,784	\$17,140,381
Regional Measure 2	\$5,877,384	\$967,876	\$6,845,260
Regional Measure 3	\$3,296,322	\$330,000	\$3,626,322
2% Bridge Tolls	\$450,000	\$0	\$450,000
5% Bridge Tolls	\$1,264,036	\$0	\$1,264,036
Senate Bill 125	\$506,045	\$0	\$506,045
Total Allocations	\$37,280,754	\$16,667,691	\$53,948,445

FY 2025-26 Delegated Authority Actions	1st Quarter	2nd Quarter	Year-to-Date
Rescissions			
Transportation Development Act	\$0	\$0	\$0
State Transit Assistance	\$ (633,644)	\$ (7,737,193)	\$ (8,370,837)
Regional Measure 2	\$0	\$ (450,000)	\$ (450,000)
Regional Measure 3	\$0	\$ (330,000)	\$ (330,000)
2% Bridge Tolls	\$0	\$0	\$0
5% Bridge Tolls	\$0	\$0	\$0
Senate Bill 125	\$0	\$0	\$0
Total Rescissions	\$ (633,644)	\$ (8,517,193)	\$ (9,150,837)

Issues:

None.

Recommendations:

Information

Attachments:

- Attachment A – FY 2025-26 Delegated Authority Action for Second Quarter



Andrew B. Fremier

FY 2025-26 Delegated Authority

Allocation and Rescission of Transportation Development Act, State Transit Assistance, Regional Measure 2,
Regional Measure 3, Bridge Toll and Feeder Bus Funds pursuant to MTC Resolution 3620

Second Quarter 2025

Transportation Development Act - Allocation (001)			Approval		Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5800 - PUC 99233.3 Pedestrian & Bicycle Facilities - Capital					
Campbell	Citywide Bicycle and Pedestrian Projects	52,056	049	10/22/25	Santa Clara County
Los Gatos	Bicycle and Pedestrian Overcrossings Highway 17	1,000,000	050	10/22/25	Santa Clara County
Milpitas	ADA Curb Ramp Transition Program	281,351	051	10/22/25	Santa Clara County
Morgan Hill	Monterey Rd. HAWK	317,675	052	10/22/25	Santa Clara County
Mountain View	Grant Road/Sleeper Ave Intersection Improvements	104,530	053	10/22/25	Santa Clara County
San Jose	Citywide Bikeway Implementation, Parking, and Education	971,101	054	10/22/25	Santa Clara County
Santa Clara County	Capitol Expressway Feasibility Study and Sidewalk Gap Completion	1,000,000	055	10/22/25	Santa Clara County
Saratoga	Saratoga Ave Pathway/Sidewalk Gap Closure	37,227	056	10/22/25	Santa Clara County
Sunnyvale	Evelyn Avenue Multi-Use Trail	811,845	057	10/22/25	Santa Clara County
Los Gatos	Bicycle and Pedestrian Overcrossings Highway 17	1,000,000	050	11/19/25	Santa Clara County
San Jose	Citywide Bikeway Implementation, Parking, and Education	200,000	054	11/19/25	Santa Clara County
Fairfield, City of	East Tabor Tolenas SR2S	132,820	061	11/19/25	Solano County
SFMTA	13th Street Safety Project	258,588	062	11/19/25	SF County
Solano Transportation Authority	SR 37/ Fairgrounds Drive Interchange Project	400,000	063	11/19/25	Solano County
Los Gatos	Bicycle and Pedestrian OverCrossings Highway 17	468,786	050	12/17/25	Santa Clara County
Subtotal		7,035,979			
5801 - PUC 99233.7, 99275 Community Transit Service - Operations					
CCCTA	Community Transit	40,301	064	11/19/25	CCCTA
Subtotal		40,301			
5802 - PUC 99260A Transit - Operations					
WestCAT	Transit Operations	656,075	033	10/22/25	WCCTA
SolTrans	Transit Operations	37,913	058	10/22/25	Dixon (Claimable by SolTrans)
SolTrans	Transit Operations	537,074	058	10/22/25	Fairfield (Claimable by SolTrans)
SolTrans	Transit Operations	126,648	058	10/22/25	Suisun City (Claimable by SolTrans)
SolTrans	Transit Operations	336,036	058	10/22/25	Vacaville (Claimable by SolTrans)
SolTrans	Transit Operations	199,895	058	10/22/25	Solano County (Claimable by SolTrans)
Subtotal		1,893,641			
5807 - PUC 99400C Transit - Operations					
Vacaville	Transit Operations	266,110	059	10/22/25	Fairfield (Claimable by Vacaville)
Subtotal		266,110			
5812 - PUC 99400D Planning and Administration - Operations					
Vacaville	Planning & Admin	245,000	060	10/22/25	Vacaville
Subtotal		245,000			
Total		9,481,031			

State Transit Assistance - Allocation (002)			Approval		Apportionment/
Claimant	Description	Amount	Code	Date	Notes
5820 - CCR 6730A Operations - Population-based County Block Grant					
SMART	Transit Operations	222,095	049	12/17/25	SMART - Marin
SMART	Transit Operations	800,000	050	12/17/25	Golden Gate - Sonoma
	Subtotal	1,022,095			
5820 - CCR 6730A Operations - Population-based MTC Coordination					
VTA	eTIDS Repair and Replacement	245,000	033	10/22/25	MTC
AC Transit	Clipper Means-Based Program	539,641	034	11/19/25	Means-Based Transit Fare Program
Caltrain	Clipper Means-Based Program	209,290	035	11/19/25	Means-Based Transit Fare Program
CCCTA	Clipper Means-Based Program	29,229	036	11/19/25	Means-Based Transit Fare Program
ECCTA	Clipper Means-Based Program	14,457	037	11/19/25	Means-Based Transit Fare Program
GGBHTD	Clipper Means-Based Program	80,776	038	11/19/25	Means-Based Transit Fare Program
LAVTA	Clipper Means-Based Program	10,484	039	11/19/25	Means-Based Transit Fare Program
Marin Transit	Clipper Means-Based Program	4,388	040	11/19/25	Means-Based Transit Fare Program
SamTrans	Clipper Means-Based Program	124,209	041	11/19/25	Means-Based Transit Fare Program
Santa Rosa	Clipper Means-Based Program	4,485	042	11/19/25	Means-Based Transit Fare Program
SMART	Clipper Means-Based Program	15,352	043	11/19/25	Means-Based Transit Fare Program
Sonoma County Transit	Clipper Means-Based Program	2,863	044	11/19/25	Means-Based Transit Fare Program
Union City	Clipper Means-Based Program	4,346	045	11/19/25	Means-Based Transit Fare Program
VTA	Clipper Means-Based Program	100,523	046	11/19/25	Means-Based Transit Fare Program
WestCAT	Clipper Means-Based Program	12,844	047	11/19/25	Means-Based Transit Fare Program
WETA	Clipper Means-Based Program	68,062	048	11/19/25	Means-Based Transit Fare Program
FAST	Clipper Means-Based Program	3,458	051	12/17/25	Means-Based Transit Fare Program
NVTA	Clipper Means-Based Program	719	052	12/17/25	Means-Based Transit Fare Program
SolTrans	Clipper Means-Based Program	16,509	053	12/17/25	Means-Based Transit Fare Program
Vacaville	Clipper Means-Based Program	770	054	12/17/25	Means-Based Transit Fare Program
	Subtotal	1,487,405			
5820 - CCR 6730A Operations - Population-based TAP					
NVTA	One-Seat Ride Paratransit Pilot	17,000	055	12/17/25	TAP - Project 22: Paratransit Pilots
	Subtotal	17,000			
5821 - CCR 6730B Capital - Population-based MTC Coordination					
MTC	TAP Implementation	142,120.39	056	12/17/25	MTC
VTA	eTIDS Repair and Replacement	245,000	057	12/17/25	MTC
	Subtotal	387,120			

5821 - CCR 6730B Capital - Population-based TAP

MTC	Mapping and Wayfinding Standards	64,705.10	058	12/17/25	TAP - Project 4: Mapping and Wayfinding Project
MTC	Mapping and Wayfinding Project	923,153.41	059	12/17/25	TAP - Project 4: Mapping and Wayfinding Project
Subtotal		987,859			

5830 - PUC 99312.1C - State of Good Repair

WETA	Replacement Vehicle for the M/V Bay Breeze	26,071		12/17/25	21444016
AC Transit	AC Transit Fleet and Facilities State of Good Repair Project	256,397		12/17/25	25467302
SJRRRC	ACE Facilities Capital Improvements	2,946		12/17/25	25467303
BART	Repair & Rehabilitation of Various BART Districtwide Systems	401,775		12/17/25	25467304
Caltrain	Electric Multiple Unit (EMU) Procurement	95,611		12/17/25	25467305
Fairfield	Corporation Yard Transit Fleet Electrification Project	1,486		12/17/25	25467307
Fairfield	Corporation Yard Transit Fleet Electrification Project	267		12/17/25	25467307
Fairfield	Corporation Yard Transit Fleet Electrification Project	81		12/17/25	25467307
Fairfield	Corporation Yard Transit Fleet Electrification Project	27		12/17/25	25467307
GGBHTD	San Francisco Ferry Terminal (SFFT) Berth Rehabilitation	91,742		12/17/25	25467308
LAVTA	Rutan Facility Rehabilitation and Enhancement	4,022		12/17/25	25467309
Marin Transit	Purchase 4 30ft Hybrid Vehicles (LF)	15,679		12/17/25	25467310
NVTA	Vine Zero Emission Bus Project	1,137		12/17/25	25467311
Petaluma	Bus Repair and Rehabilitation	489		12/17/25	25467312
SamTrans	North Base Zero Emission Infrastructure	95,890		12/17/25	25467313
SFMTA	SFMTA Facilities SGR Project	342,479		12/17/25	25467315
SFMTA	SFMTA Fixed Guideway SGR Project	342,479		12/17/25	25467316
SolTrans	Security Camera Upgrades at Various Facilities	3,496		12/17/25	25467318
Sonoma County					
Transit	Fixed-Route Vehicle Replacements	2,286		12/17/25	25467319
ECCTA	ECCTA Roof Resealing	4,052		12/17/25	25467320
Union City	Bus Stop Replacement	1,242		12/17/25	25467321
VTa	Cerone Operations Control Center (OCC)	290,638		12/17/25	25467322
VTa	Cerone Operations Control Center (OCC)	1,699		12/17/25	25467322
WestCAT	Local Match for Purchase of Replacement Revenue Vehicles	5,314		12/17/25	25467323
Subtotal		1,987,305			
Total		5,888,784			

Regional Measure 2 Funds - Allocation (006)				Approval		Apportionment/
Claimant	Description	Amount	Code	Date	Notes	
5360 - Operations						
SFMTA	Owl Service	158,808	017	10/22/25	Owl Service - MUNI	
SamTrans	Owl Service	259,068	020	11/19/25	Owl Service - SamTrans	
	Subtotal	417,876				
5360 - Marketing						
MTC	Regional Network Management Communications	300,000	018	10/22/25	MTC	
WestCAT	COA Implementation	100,000	019	10/22/25	WestCAT COA Service	
	Subtotal	400,000			Promotion	
Capital Allocations						
MTC	Bay Bridge Forward PS&E	150,000		10/22/25	24425020	
	Subtotal	150,000				
	Total	967,876				

Regional Measure 3 Funds - Allocation (012)				Approval	Apportionment/
Claimant	Description	Amount	Code	Date	Notes
Capital Allocations					
SFMTA	Light Rail Vehicle (LRV) Procurement	330,000		10/22/25	24461502
	Total	330,000			

Allocations Grand Total 16,667,691

Rescission - State Transit Assistance				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
MTC	Clipper START	(5,487,214)		11/19/25	26471010
GGBHTD	Transit Operations	(800,000)		12/17/25	26002028
CCCTA	Transit Operations	(75,000)		12/17/25	26002001
VTa	eTIDS Repair and Replacement	(245,000)		12/17/25	26002033
MTC	TAP Implementation	(142,120.39)		12/17/25	24002029
MTC	Mapping and Wayfinding Standards	(64,705.10)		12/17/25	24002024
MTC	Mapping and Wayfinding Project	(923,153.41)		12/17/25	24457123
	Total	(7,737,193)			

Rescission - Regional Measure 2 Funds				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
MTC	Bay Bridge Forward CON	(150,000)		10/22/25	24425019
MTC	Regional Network Management	(300,000)		10/22/25	26006008
	Total	(450,000)			

Rescission - Regional Measure 3 Funds				Approval	Allocation
Claimant	Description	Amount	Code	Date	Instruction
SFMTA	Battery Electric Bus Procurement	(330,000)		10/22/25	24461505
	Total	(330,000)			

Rescissions Grand Total (8,517,193)



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0052, **Version:** 1

Subject:

Transit Performance Initiative - Investment Program Semi-Annual Update.

Presenter:

Anne Meeple

Recommended Action:

Informational

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 2e-26-0052

Transit Performance Initiative – Investment Program Semi-Annual Update

Subject:

Semi-annual update on the progress of projects awarded under the Transit Performance Initiative (TPI) Investment Program.

Background:

The TPI Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems.

The TPI program has been funded through a combination of One Bay Area Grant (OBAG) federal funds from the OBAG 1 and OBAG 2 programs and from state Low Carbon Transit Operations Program (LCTOP) funds. Overall, since 2012, \$132.2 million has been programmed to 49 capital and planning projects, and 27 of these have been completed or are substantially completed.

Project Status Updates:

Most projects funded through the early rounds of TPI through 2020 are completed or in construction and nearing completion. Projects funded in recent years are either in design or under construction. Projects awarded under the TPI 2022-23 program are primarily in planning or design phases, though some have moved into implementation and construction, and others are still awaiting final award of federal funding.

Staff collected reports from sponsors on all ongoing projects in November 2025 covering recent project progress and milestones, budget and schedule updates, and other changes to the project or status. Please refer to Attachment A for further detail and status updates on individual projects.

TPI Program Look Ahead:

A TPI call for projects utilizing FY 2025-26 LCTOP funds was released by MTC in November, and applications are due on January 16, 2025. The sponsor and recipient of the state LCTOP funds must be a transit operator-eligible to receive State Transit Assistance (STA) funds. Staff intend to present recommended funding awards along with the FY 2025-26 LCTOP population-based funding program to the Commission for approval in mid-2026.

Staff will continue to monitor project progress and work with project sponsors to apply project savings to additional improvements consistent with the TPI Savings Policy.

For future transit priority funding, including LCTOP funding allocations, staff anticipate identifying projects through the Bus Accelerated Infrastructure Delivery (BusAID) program or other Regional Network Management transit priority efforts.

Issues:

The underlying federal funding source for the OBAG funds programmed in February 2023 as part of the TPI 2022-23 program goes through a multi-step, multi-agency review and approval process prior to the award and allocation of funds. Most OBAG funds awarded to transit operators are transferred from FHWA to FTA as part of this process. Most projects receiving these funds experienced significant delays throughout the federal award process – part of a systemic issue in which receiving federal awards can take an extraordinarily long time. This has resulted in delays of a year or more to the start of work on these projects, and may result in cost increases, effectively reducing the purchasing power of the TPI funds.

Further, funding from the LCTOP program awarded in the TPI 2022-23 and 2023-24 programs was released by the state many months later than typical; LCTOP program staff have indicated this is to be the expected schedule going forward.

Recommendation:

Information

Attachments:

- Attachment A – TPI Investment Program Semi-Annual Update
- Attachment B – Transit Performance Initiative Investment Program Projects by Round



Andrew B. Fremier

Transit Performance Initiative Investment Program Semi-Annual Update

The Transit Performance Initiative (TPI) Investment program funds low-cost capital investments that can be implemented rapidly to improve operations and customer experience on major transit corridors and systems. This report summarizes TPI-funded projects throughout the life of the program and provides progress updates for ongoing TPI projects.

Program Summary

Since 2012, \$132.2 million has been programmed to 49 capital and planning projects, and 27 of these have been completed or are substantially completed.

The TPI program utilizes a combination of federal One Bay Area Grant (OBAG) funds from the OBAG 1 and OBAG 2 programs and the state Low Carbon Transit Operations Program (LCTOP). Five rounds of the TPI program, including the majority of the TPI 2022-23 Program awarded in February 2023, were funded with OBAG funds, totaling \$97.5 million. In May 2016, the Commission committed one-third of the region's annual population-based LCTOP funds to augment the TPI program, subject to the region's Cap and Trade Framework in MTC Resolution No. 4130, Revised. Six cycles of LCTOP funds have been programmed by MTC, totaling \$34.7 million from FY 2016-17 to FY 2023-24.

Completed projects have benefited transit service and helped agencies build up tools and experience for getting transit out of traffic. Ongoing projects from STP/CMAQ rounds 1-4 are in or entering construction, and LCTOP projects are either in design or under construction. Funding awarded in FY23 and FY24 have seen challenges in access from state and federal funders, as detailed in the "Funding Delays" section.

Project Sponsor	Total TPI Awards (\$M)
AC Transit (11 projects*)	\$41.9
SFMTA (15 projects)	\$49.4
VTA (8 projects)	\$20.2
Other (13 projects)	\$20.7
Total	\$132.2

*Includes Bay Bridge Forward award to MTC implemented in coordination with AC Transit

Report Highlights

Projects completed this period include:

- SFMTA – Colored Laned on MTA Rapid Network: Implement red colored lanes at several locations throughout San Francisco. The scope was expanded multiple times as SFMTA found efficiencies through implementing many miles of colored lanes. The latest scope addition for colorization and additional red paint for Mission Boulevard was completed this period.
- SFMTA – 5 Fulton Arguello to 25th Ave Muni Forward: Transit bulb-outs and signal upgrades, including additional locations added with savings from the 27-Bryant project. Construction is completed, including the additional scope, and the project has been closed out.
- AC Transit’s San Pablo and Telegraph Rapid Bus Upgrades and Mission Boulevard Transit Signal Priority (TSP) project were completed in the prior reporting round, but closeout activities have continued into this reporting period. Additional updates are provided below.

Construction and implementation continued on most projects awarded through FY 2022. Progress on these projects is detailed in the “Individual Project Updates” section below.

Funding Delays

The underlying federal funding source for the OBAG funds programmed in February 2023 as part of the TPI 2022-23 program goes through a multi-step, multi-agency review and approval process prior to the award and allocation of funds. Most OBAG funds awarded to transit operators are transferred from FHWA to FTA as part of this process. Most projects receiving these funds experienced significant delays throughout the federal award process— part of a systemic issue in which receiving federal awards can take an extraordinarily long time. This has resulted in delays of a year or more to the start of work on these projects, and may result in cost increases, effectively reducing the purchasing power of the TPI funds.

Further, funding from the LCTOP program awarded in the TPI 2022-23 and 2023-24 programs was released by the state many months later than typical; LCTOP program staff have indicated this is to be the expected schedule going forward.

Staff will continue to monitor the status of these funds, and work with sponsors to ensure applications for future awards are handled as efficiently as possible.

Ongoing Projects

Below is a list of ongoing TPI-funded projects by operator covered in this report. The full list of TPI projects by round and by operator, including completed projects, is included in Attachment B.

AC Transit

- San Pablo and Telegraph Rapid Bus Upgrades Project (Substantially completed)

- Mission Boulevard TSP (Substantially completed)
- MacDonald Avenue TSP Project Phase 1
- Foothill Corridor Planning Study
- Cutting Boulevard Project
- Fruitvale Corridor TSP

SFMTA

- N-Judah Customer First
- Colored Lanes on MTA Rapid Network (Completed)
- Geary Rapid Project (Substantially completed)
- 5-Fulton Arguello to 25th Ave Muni Forward (Completed)
- 29-Sunset Muni Forward Phase 1
- Next Generation Transit Lane and Bus Zone Enforcement Pilot Program
- 29-Sunset Improvement Project Phase 2
- Third Street Dynamic Traffic Signal Optimization Project
- Muni Forward Five-Minute Network Corridor Planning Program
- Cloud-Based TSP

VTA

- Light Rail TSP Improvements (Substantially completed)
- Stevens Creek Ltd 323 TSP (Substantially completed)
- Eastridge to BART Regional Connector
- Transit Reliability Improvement and Performance System (TRIPS)
- Monterey Road Transit Lane Project
- Senter Road Bus Boarding Islands and Bulb Outs

Other

- **SamTrans** – Traffic Signal Priority on El Camino Real (Expanded Scope)
- **TAM/Marin Transit** – Marin County Hwy 101 Part Time Transit Lane
- **NVTA** – Napa Valley Transit Safety and Efficiency Improvements
- **SamTrans** – El Camino Real Mid-County Transit and Multimodal Corridor Plan
- **CCTA/County Connection** – Transit Corridors Study

Programming Updates

AC Transit Mission Blvd TSP: At project completion, AC Transit requested that \$752,670 in savings from the FY22 LCTOP award for this project be reprogrammed to the Fruitvale Corridor TSP project. MTC had previously approved a similar request to add the Fruitvale Corridor TSP project as a new TPI project and transfer savings from the completed Dumbarton IDEA project. MTC approved the Mission Blvd reprogramming request via the Executive Director's Administrative Authority, and AC Transit is awaiting final Caltrans approval of the new project and funding transfer.

Individual Project Updates

Staff collected reports from sponsors on all ongoing projects in November 2025 covering recent project progress and milestones, budget and schedule updates, and other changes to the project or status. Following is a summary of each report, organized by funding round.

Round 1

VTA

Light Rail TSP (substantially complete)

- All construction activity is completed
- Moved into revenue service with the vast majority of intersections, remaining will be put into service after final approvals
- VTA currently refining the system and will measure and report on benefits next year



TSP equipment - intersection (left) and in-vehicle (right) installations. VTA Photos.

Stevens Creek – Limited 323 TSP (substantially complete)

- Original scope complete
- Savings directed towards additional TSP Central Monitoring System – the server has been activated and field devices installed
- Closeout anticipated in the coming months

SFMTA

N-Judah

- TSP, lane colorization, camera elements complete
- Stop branding design is complete; installation is anticipated in the coming months

Round 2

SFMTA

Geary Rapid Project Phase 1 (Substantially Complete)

- Initial implementation resulted in 1-2 minutes of peak hour transit travel time savings
- Construction of Phase 1, including transit lane colorization, was completed in 2024
- Closeout is dependent on other project components and is expected in the next reporting period

Colored Lanes on Rapid Network

- All original colored lanes segments and segments added before 2024 are complete
- Additional savings redirected via staff approval to additional segments on Mission Street and additional red thermoplastic paint; this scope is complete and closeout is anticipated in the next reporting period



Colored lane at Second and Mission St. SFMTA Photo.

Round 3

AC Transit

AC Transit San Pablo/Telegraph Rapid Bus Upgrades Project

- Construction on both the Telegraph and San Pablo segments is complete
- Before/after study underway
- The project has cost savings on the original OBAG award; staff are working with AC Transit to redirect these funds according to TPI policies.



Photo: Telegraph Rapid Bus Stop Improvements. AC Transit Photo

SamTrans

Traffic Signal Priority on El Camino Real

- Original scope completed with cost savings
- Scope expanded in 2022 to implement TSP equipment across the full 322-bus fleet
- TSP has already been installed on 199 buses and the current procurement will add TSP equipment on the remaining 107 expansion buses currently in production as they are delivered.
- Remaining buses will be replaced in 2028, and TSP will be installed on the replacement buses

LCTOP Projects – FY18 through FY22 and FY24

AC Transit

Mission Boulevard TSP

- Scope: Implement TSP along the Mission Blvd. corridor in Hayward and Union City to close the gap in the Adaptive Traffic Control Systems
- Project completed and closed out; savings transferred to new Fruitvale Corridor TSP project

Cutting Boulevard Project

- Scope: Bus stop relocations, bus bulbs, longer bus stops, and accessibility improvements along Cutting Boulevard
- Project complements MTC's RM3-funded Richmond-San Rafael Forward Cutting Boulevard project
- Design progressed to 65%, alongside coordination with the City of Richmond and Caltrans
- Construction contract will be shared with the MacDonald Avenue TSP project for efficiency

Fruitvale Corridor TSP

- New project added in 2025 utilizing savings from completed Dumbarton IDEA and Mission Boulevard TSP projects
- Scope: Install TSP improvements along Fruitvale Avenue between MacArther Blvd and E. 9th Street and on San Leandro St.
- New project awaiting final approval by the state
- Initial coordination began, design anticipated to start in the spring

SFMTA

5-Fulton Arguello to 25th Ave Muni Forward

- Scope: Transit bulb-outs and signal upgrades, including additional locations added with savings from the 27-Bryant project
- Construction completed and project is closed out



Fulton bus bulbs. SFMTA images

29-Sunset Muni Forward Phase 1

- Scope: stop consolidation, traffic signal upgrades, and other improvements to improve reliability, travel time, and safety
- Stop-related work on Sunset Blvd is complete
- Preliminary TSP work began
- Additional work on Lincoln and the south end of the segment will progress in the coming months

Cloud-Based TSP

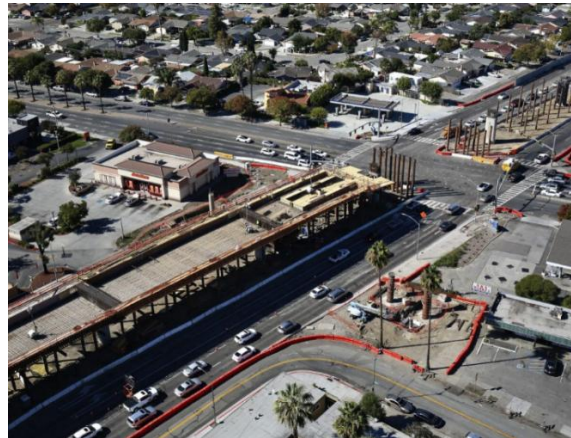
- Scope: Upgrade network equipment and software to implement next-generation TSP across the Muni system
- Signal upgrades began at intersections with existing TSP
- Pilot and testing of new TSP products will begin next year, followed by equipment procurement and installation

VTA

Eastridge to BART Regional Connector

- TPI funding for this project includes:
 - Reprogrammed FY 18 LCTOP funds
 - Replacement project for the LCTOP-funded FY 2019 ZEB project (which is not TPI eligible)
 - FY21 LCTOP funds

- Commission also allocated \$130M in RM3 bridge toll funds for construction
- Construction continued: Stage 1 road widening is complete and stage 2 aerial guideway is underway
- Revenue service anticipated to start in 2028



EBRC Construction progress – Left: completed guideway near Story Road; Right: bridge construction at Story Road. VTA images

Senter Road Bus Boarding Islands and Bulb Outs

- Scope: Construct bus boarding islands and bulb outs to reduce transit delays and maintain frequencies
- Design for Senter Road corridor (LCTOP-funded segment) is complete and construction is anticipated to start in the spring
- Phase 2 includes intersection work and proceeding on a later schedule due to federal funding timelines

TPI 2022-23 Program (LCTOP and OBAG funds)

AC Transit

Foothill Corridor Planning Study

- Scope: Study to identify service and design improvements to reduce delay and improve bus operations
- Initial coordination with the City of Oakland began
- Plan to procure consultant and kickoff study in 2026

MacDonald Ave TSP Project Phase 1

- Scope: Install TSP equipment along MacDonald Ave in Richmond
- 65% design completed
- Project will share a construction contract with the Cutting Blvd project for efficiency

SFMTA

Muni Forward Five-Minute Network Corridor Planning

- Scope: Develop next generation of Muni Forward corridor projects to support five-minute headways
- FTA grant executed
- Early planning initiated for phase 1 corridors

Next Generation Transit Lane and Bus Zone Enforcement Pilot

- Scope: Modernize a quarter of the Muni bus fleet with next generation camera technology to improve lane violation detection
- Developed an RFP to procure an external vendor

29-Sunset Improvement Project Phase 2

- Scope: Removal of some stops, relocation of stops, improved amenities, implementation of TSP on the Muni 29 Sunset Bus Route
- Awaiting FTA award
- Began preliminary engineering with local funds

Third Street Dynamic Traffic Signal Optimization Project

- Scope: Evaluate and implement traffic signal improvements including upgraded or replaced smart traffic cameras, improved vehicle detection technology, and signal retiming
- Project start delayed due to FTA grant processing delays
- Performed initial evaluation of potential improvements and refined scope to focus implementation on smart traffic cameras and signal retiming

VTA

Monterey Road Transit Lane (Planning)

- Scope: Transportation Analysis and Final Design for dedicated bus lanes on Monterey Road
- Project not yet started, awaiting FTA award

Transit Reliability Improvement and Performance System (TRIPS)

- Scope: Implement a centralized TSP system
- Continued to develop funding agreements with Cities of Cambell and Sunnyvale to integrate local intersections into the TSP system
- Work will proceed after funding agreements are executed

Other Operators

County Connection – Transit Corridors Study

- Scope: Analyze current conditions on four major bus corridors, gather feedback, and identify speed and reliability improvements
- Continued planning work and stakeholder engagement

SamTrans – El Camino Real Mid-County Transit and Multimodal Corridor Plan

- Scope: Develop preferred conceptual design for the El Camino Real mid-county corridor
- Consultant completed existing conditions and prepared design alternatives for each segment
- Phase 1 of community outreach (build awareness and learn existing conditions) was completed

Marin Transit – Marin County Highway 101 Part Time Transit Lane

- Scope: Pilot a Part Time Transit lane on the shoulder of SB US-101 in Marin County, implemented by the Transportation Authority of Marin (TAM)
- Secured a consultant and executed an agreement with Caltrans for preparation and oversight of the Project Initiation Document

Napa Valley Transportation Authority – Napa Valley Transit Safety and Efficiency Improvements

- Scope: Suite of improvements at three transit facilities and to vehicles serving the Vine transit network
- Soscot Gateway Transit Center wayfinding and signage installations are complete
- System-wide vehicle surveillance system installed and in operation
- Imola Park and Ride surveillance system completed, and electronic signage installation continued
- Redwood Park and Ride improvements, initiated procurement for construction contract



CCTV/Surveillance System and Cameras at Imola Park and Ride. NVT image

Look Ahead

A TPI call for projects utilizing FY 2025-26 LCTOP funds was released by MTC in November, and applications are due on January 16, 2025. The sponsor and recipient of the state LCTOP funds must be a transit operator-eligible to receive State Transit Assistance (STA) funds. Staff intend to present recommended funding awards along with the FY 2025-26 LCTOP population-based funding program to the Commission for approval in April 2026.

Staff will continue to monitor project progress and work with project sponsors to apply project savings to additional improvements consistent with the TPI Savings Policy.

For future transit priority funding, including annual LCTOP funding allocations, staff anticipate coordinating with the Bus Accelerated Infrastructure Delivery (BusAID) program or other Regional Network Management transit priority efforts.

Background and Context

Additional background information on TPI funds and projects can be found in the Committee and Commission items for the following actions:

Initial Programming of each TPI round:

- [STP/CMAQ Round 1 – May 17, 2012](#)
- [STP/CMAQ Round 2 – September 24, 2014](#)
- [STP/CMAQ Round 3 – January 25, 2017](#)
- [STP/CMAQ Round 4 – July 26, 2017](#)
- [LCTOP FY 17-18 – March 28, 2018](#)
- [LCTOP FY 18-19 – April 24, 2019](#)
- [LCTOP FY 19-20 – March 25, 2020](#)
- [LCTOP FY 20-21 – March 24, 2021](#)
- [LCTOP FY 21-22 – March 23, 2022](#)
- [FY2022-23 Round – February 22, 2023](#)
- [LCTOP FY 23-24 – March 27, 2024](#)

Major Reprogramming Actions:

- Round 1
 - [July 22, 2015](#)
- Round 2
 - [January 25, 2017](#)
- Round 3
 - [April 26, 2017](#)
- LCTOP FY 17-18
 - [December 16, 2020](#)

Transit Performance Initiative - Investment Program
Projects by Round (\$ in millions)

1st Round (Approved May 2012)

Agency	Project	TPI Award
AC Transit	Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
San Francisco Municipal Transportation Authority (SFMTA)	Mission Customer First <i>Complete</i>	\$5.4
	N-Judah Customer First* <i>Substantially Complete</i>	\$2.4
	Colored Lanes on MTA Rapid Network* <i>Complete</i>	\$3.0
	Bus Stop Consolidation and Roadway Modification (9-San Bruno)** <i>Complete</i>	\$4.1
	Light Rail Transit Signal Priority Improvements <i>Substantially Complete</i>	\$1.6
Santa Clara Valley Transportation Authority (SCVTA)	Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Total		\$27.7

*In July 2015, MTC approved reprogramming of \$3 million from the SFMTA Round 1 N-Judah Customer First project to the Colored Lanes on MTA Rapid Network project

**Scope determined Sept. 2014. Project is reporting with Round 2 projects

2nd Round (Approved September 2014)

Agency	Project	TPI Award
Various – Small Operators	Clipper Phase 3 Implementation <i>Complete</i>	\$8.0
Santa Clara Valley Transportation Authority (SCVTA)	Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
City of Dublin/ Livermore Amador Valley Transit Authority (LAVTA)	Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
AC Transit	South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.2
San Francisco Municipal Transportation Authority (SFMTA)*	Colored Lanes on MTA Rapid Network <i>Complete</i>	\$1.0
	Geary Rapid Project Phase 1 <i>Complete</i>	\$4.0
Total		\$27.2

*In January 2017, MTC approved reprogramming \$4 million from the SFMTA Round 2 Colored Lanes and Muni Forward projects to Geary BRT Phase 1, which was also awarded TPI Round 3 funds.

Transit Performance Initiative - Investment Program
Projects by Round - *Continued* (\$ in millions)

3rd Round (Approved January 2017)

Agency	Project	TPI Award
Various	Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP) <i>Complete</i>	\$10.0
SFMTA	Geary Rapid Project Phase 1 <i>Complete</i>	\$5.6
SamTrans	Traffic Signal Priority on El Camino Real (<i>Original scope complete, expanded scope ongoing</i>)	\$3.5
BART	Train Seat Modification Project <i>Complete</i>	\$1.5
AC Transit*	San Pablo and Telegraph Rapid Bus Upgrades Project <i>Complete</i>	\$3.9
	OBAG STP/CMAQ LCTOP	\$1.1
VTA	Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Total		\$26.1

*AC Transit received a total of \$5M in combined federal STP/CMAQ funds and state Cap and Trade LCTOP funds.

4th Round - North Bay (Approved July 2017)

County	Project	TPI Award
Marin	Novato Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Sonoma	Santa Rosa CityBus New Transit System Optimization <i>Complete</i>	\$0.4
Napa	NVTA Imola Ave and SR-29 Express Bus Improvements <i>Complete</i>	\$0.4
Solano	SolanoExpress Fairgrounds Drive/SR-37 Bus Stop and Transit Improvements*	\$1.0
Total		\$2.3

*In December 2024, MTC staff approved reprogramming of a portion of Solano's award from the I-80 West Texas Bus Stop to the SR-37 Fairgrounds Drive Interchange Improvements projects, consistent with the TPI savings policy, and determined that reporting on the project would be continued via the Regional Measure 3 Capital program semi-annual reports.

Low Carbon Transit Operations Program FY 2017-18 (Approved March 2018)

Agency	Project	TPI Award
SFMTA	Mission Bay Loop <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector*	\$0.9
AC Transit	San Leandro BART -- Transit Access Improvements <i>Complete</i>	\$0.6
AC Transit	South Alameda County Major Corridors Travel Time Improvement Project <i>Complete</i>	\$0.2
Total		\$3.1

*In December 2020, MTC approved reprogramming of VTA's North First Street Light Rail Speed and Safety Improvements Project - Phase 1 to the Eastridge to BART Regional Connector

Transit Performance Initiative - Investment Program
Projects by Round - *Continued* (\$ in millions)

Low Carbon Transit Operations Program FY 2018-19 (Approved April 2019)

Agency	Project	TPI Award
SFMTA	West Portal Optimization and Crossover Activation* <i>Complete</i>	\$1.4
VTA	Eastridge to BART Regional Connector**	\$1.3
AC Transit	Dumbarton Innovative Deployments to Enhance Arterials (IDEA)*** <i>Complete</i>	\$1.0
AC Transit	Fruitvale Corridor Transit Signal Priority (TSP)***	\$0.2
Total		\$4.0

*\$753,280 in savings from SFMTA's West Portal Optimization and Crossover Activation project was redirected to a non-TPI project to ensure they were spent within LCTOP timely use of funds requirements. As this was a non-eligible TPI project, the minimum amount set aside for SFMTA TJPI funds programmed through LCTOP will be reduced by this amount.

**VTA's FY 2018-19 LCTOP TPI award went to the 2021 Zero-Emission Bus Purchase program, which was ineligible under the TPI program. VTA has committed the same amount of local funds to the Eastridge to BART Regional Connector as a TPI-eligible replacement project.

***In April 2025, \$216,830 in savings from AC Transit's Dumbarton IDEA project was redirected to a new Fruitvale Corridor TSP project via the Executive Director's Administrative Authority.

Low Carbon Transit Operations Program FY 2019-20 (Approved March 2020)

Agency	Project	TPI Award
NVTA	Imola Park and Ride and Express Bus Stop Improvements <i>Complete</i>	\$1.1
ECCTA	Wi-Fi for Bus and Paratransit Rider Connectivity <i>Complete</i>	\$0.3
SFMTA	27 Bryant Tenderloin Transit Reliability Project <i>Complete</i> *	\$2.4
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward <i>Complete</i> *	\$1.0
Total		\$4.7

*In April 2025, \$952,989 in savings from SFMTA's 27-Bryant Tenderloin Transit Reliability project was redirected to the 5-Fulton: Arguello to 25th Ave Muni Forward, which was previously awarded FY21 LCTOP funds, via the Executive Director's Administrative Authority.

Low Carbon Transit Operations Program FY 2020-21 (Approved March 2021)

Agency	Project	TPI Award
SFMTA	5 Fulton: Arguello to 25th Ave Muni Forward <i>Complete</i>	\$1.2
VTA	Eastridge to BART Regional Connector	\$0.7
AC Transit	AC Transit Quick Build Transit Lanes <i>Complete</i>	\$0.7
Total		\$2.7

Transit Performance Initiative - Investment Program
Projects by Round - *Continued* (\$ in millions)

Low Carbon Transit Operations Program FY 2021-22 (Approved March 2022)

Agency	Project	TPI Award
SFMTA	29 Sunset Muni Forward Phase 1	\$2.9
VTA	Eastridge to BART Regional Connector	\$1.7
AC Transit	Mission Boulevard Corridor TSP Project <i>Complete*</i>	\$0.9
AC Transit	Fruitvale Corridor TSP*	\$0.8
Total		\$6.2

*In September 2025, \$752,670 in savings was redirected from AC Transit Mission Boulevard TSP project to the Fruitvale TSP project via the Executive Director's Administrative Authority.

FY2022-23 Program (OBAG and LCTOP funding) (Approved February 2023)

Agency	Project	TPI Award
Capital Projects		\$15.6
SFMTA	Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
SFMTA	29 Sunset Improvement Project - Phase Two	\$3.0
SFMTA	Third Street Dynamic Traffic Signal Optimization Project	\$2.0
VTA	Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
AC Transit	MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Marin County Transit District	Marin County Hwy 101 Part Time Transit Lane	\$1.1
NVTA	Napa Valley Transit Safety and Efficiency Improvements	\$1.1
Planning Projects		\$5.9
SFMTA	Muni Forward Five-Minute Network Corridor Planning Program	\$3.0
SamTrans	El Camino Real Mid-County Transit and Multimodal Corridor Plan	\$0.4
VTA	Monterey Road Transit Lane Project	\$0.6
County Connection	Transit Corridors Study	\$0.4
AC Transit	Foothill Corridor Planning Study	\$1.5
Total		\$21.5

Low Carbon Transit Operations Program FY 2023-24 (Approved March 2024)

Agency	Project	TPI Award
SFMTA	Cloud-Based TSP	\$3.0
VTA	Senter Road Bus Boarding Islands and Bulb Outs	\$1.8
AC Transit	Cutting Boulevard Project	\$1.7
Total		\$6.6

Total OBAG Funding	\$97.5
Total LCTOP Funding	\$34.7
TPI Program Grand Total	\$132.2

Transit Performance Initiative - Investment Program
Projects by Operator (\$ in millions)

SFMTA	TPI Award (\$ millions)
Mission Customer First <i>Complete</i>	\$5.4
N-Judah Customer First <i>Substantially Complete</i>	\$2.4
Bus Stop Consolidation and Roadway Modification (9-San Bruno) <i>Complete</i>	\$4.1
Colored Lanes on MTA Rapid Network <i>Complete</i>	\$4.0
Geary Rapid Project Phase 1 <i>Complete</i>	\$9.6
Mission Bay Loop <i>Complete</i>	\$1.4
West Portal Optimization and Crossover Activation <i>Complete</i>	\$1.4
27-Bryant Tenderloin Transit Reliability Project <i>Complete</i>	\$2.4
5 Fulton: Arguello to 25th Ave Muni Forward <i>Complete</i>	\$2.2
29 Sunset Muni Forward Phase 1	\$2.9
Next Generation Transit Lane and Bus Zone Enforcement Pilot Program	\$2.5
29 Sunset Improvement Project - Phase Two	\$3.0
Third Street Dynamic Traffic Signal Optimization Project	\$2.0
Muni Forward Five-Minute Network Corridor Planning Program (Planning)	\$3.0
Cloud-Based TSP	\$3.0
Total SFMTA	\$49.4

AC Transit	TPI Award (\$ millions)
Line 51 Corridor Delay Reduction & Sustainability Project <i>Complete</i>	\$10.5
South Alameda County Major Corridors Travel Time Improvement <i>Complete</i>	\$5.4
San Pablo and Telegraph Rapid Bus Upgrades Project <i>Complete</i>	\$5.0
San Leandro BART -- Transit Access Improvements <i>Complete</i>	\$0.6
Dumbarton Innovative Deployments to Enhance Arterials (IDEA) <i>Complete</i>	\$1.0
Quick Build Transit Lanes <i>Complete</i>	\$0.7
Mission Boulevard Corridor TSP Project <i>Complete</i>	\$0.9
MacDonald Avenue Transit Signal Priority Project Phase 1	\$3.5
Foothill Corridor Planning Study (Planning)	\$1.5
Cutting Boulevard Project	\$1.7
Fruitvale Corridor Transit Signal Priority (TSP)	\$1.0
Subtotal AC Transit Awards	\$31.9
Bay Bridge Forward (AC Transit Double Deckers + Bus Wash + West Grand TSP) <i>Complete</i>	\$10.0
Total AC Transit	\$41.9

VTA	TPI Award (\$ millions)
Light Rail Transit Signal Priority Improvements <i>Substantially Complete</i>	\$1.6
Stevens Creek — Limited 323 Transit Signal Priority <i>Complete</i>	\$0.7
Mountain View Double Track Improvements – Phase 1 <i>Complete</i>	\$8.0
Santa Clara Light Rail Crossovers and Switches <i>Complete</i>	\$0.5
Eastridge to BART Regional Connector*	\$4.6
Transit Reliability Improvement and Performance System (TRIPS)	\$2.4
Monterey Road Transit Lane Project (Planning)	\$0.6
Senter Road Bus Boarding Islands and Bulb Outs	\$1.8
Total VTA	\$20.2

Other Operators/Projects	TPI Award (\$ millions)
LAVTA/Dublin — Dublin Boulevard Transit Performance Initiative <i>Complete</i>	\$1.0
SamTrans — Traffic Signal Priority on El Camino Real <i>Original Scope Complete, expanded scope ongoing</i>	\$3.5
BART — Train Seat Modification Project <i>Complete</i>	\$1.5
Novato — Downtown SMART Station <i>Phase 2 Complete</i>	\$0.5
Santa Rosa CityBus — New Transit System Optimization <i>Complete</i>	\$0.4
NVTA — Imola Ave and SR-29 Express Bus Improvements <i>Complete</i>	\$1.5
SolanoExpress — Fairgrounds Drive/SR-37 Bus Stop	\$1.0
Clipper — Phase 3 Implementation <i>Complete</i>	\$8.0
Tri-Delta Transit — Wi-Fi for Bus and Paratransit Rider Connectivity <i>Complete</i>	\$0.3
Marin County Transit District — Marin County Hwy 101 Part Time Transit Lane	\$1.1
NVTA — Napa Valley Transit Safety and Efficiency Improvements	\$1.1
SamTrans — El Camino Real Mid-County Transit and Multimodal Corridor Plan (Planning)	\$0.4
County Connection — Transit Corridors Study (Planning)	\$0.4
Total Other	\$20.7

TPI Program Grand Total	\$132.2
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Metropolitan Transportation Commission

375 Beale Street, Suite 800
San Francisco, CA 94105

Legislation Text

File #: 26-0055, **Version:** 1

Subject:

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.

Presenter:

Judis Santos

Recommended Action:

Commission Approval

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 3a-26-0055

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

Subject:

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.

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 via MTC Resolution No. 4604 advancing MTC's Equity Platform. CARE supports three program categories: transportation-based community capacity power-building and engagement (Pb+E), community-based transportation technical assistance, and participatory budgeting supporting Equity Priority Communities and similar designations in the nine-county Bay Area region. The target programming amount for CARE Cycle 1 is \$22 million, which includes a mix of federal One Bay Area Grant (\$15 million in OBAG 3 and MTC exchange) and \$2 million in one-time Regional Early Action Program (REAP 2.0) funds.

In November 2025, the Commission adopted the CARE: Power-building and Engagement's (Pb+E) Program of Projects (PoP), funded by REAP 2, awarding \$1.5 million to 16 community-based organizations (CBOs) in the 9-county region. Projects implement transportation/housing/climate efforts that build community leadership and capacity, strengthen multi-sector partnerships, and pilot community initiatives that advance impact outcomes. In December 2025, the Commission set aside \$1.5 million in additional MTC exchange funds through the OBAG 3 CARE program for Pb+E.

Additional \$1 million for Power-building and Engagement Grants: This month, staff recommend programming \$1 million of these MTC exchange funds to fund additional Pb+E projects (Round 2), due to the remarkably high demand for this competitive program. MTC received 143 applications requesting \$18.9 million from the CARE Pb+E Call for Projects process in September 2025, for the \$1.5 million of grant funding available.

Evaluation and Selection Process: Round 2 projects were selected from the original pool and Call for Projects process in September 2025 (143 applications), based on the same screening and evaluation process. Attachment A describes this process in detail. The evaluation and selection process includes three assessments: 1) Threshold Requirement Assessment; 2) Quality of Application Assessment via Scoring Criteria; and 3) Balance of Factors Assessment (i.e., geographic representation, transportation/housing project mix, size of CBOs). The evaluation was conducted with a mix of internal MTC staff and external agencies who lead and/or deliver similar equity-rooted investments in regional/local programs.

Round 2 Program of Projects: Ten (10) projects totaling \$1 million are recommended for awards as described in Attachment B. Five (5) of the awards are single-county projects totaling \$350,000 and five (5) are multi-county application awards totaling \$650,000. Four (4) of the ten (10) projects focus on “Transportation,” three (3) of the ten (10) address “Transportation and Housing”, and three (3) of the ten (10) focus on “Housing”.

Snapshot of Pb+E Program of Projects (Rounds 1 and 2): Round 1 and proposed Round 2 grant awards combined will total \$2.5 million for 26 projects to CBOs (Attachment C). Grant awards comprehensively represent all nine counties. Each of the nine-counties receives at least one (1) single county award and benefits from at least one (1) multi-county award. Eighteen (18) of the projects are single-county applications while eight (8) are multi-county projects. Eight (8) of the projects address “Transportation”, nine (9) address “Housing”, and nine (9) address “Transportation and Housing.” In addition to grant funds, support will be provided to all 26 of the grant awardees including a professional coach, technical assistance, and two network convenings to expand reach, diversify learnings, and adapt from lessons learned for greater impact.

Issues:

Round 1 grant awardees will begin implementation first, followed by Round 2 recipients. Implementation includes matching coaches with grant awardees, contracting with CBOs, project charter development and work planning, in support and preparation for grant project delivery. Round 2 awards are pending on final due diligence of project sponsors and named partners.

Recommendations:

Refer MTC Resolution Nos. 4604, Revised, and 3989, Revised to the Commission for approval.

Attachments:

- Attachment A: CARE Pb+E Grant Program: Evaluation and Selection Process
- Attachment B: Round 2 - Recommended CARE Pb+E Program of Projects
- Attachment C: CARE Pb+E Round 1 and Round 2 (Proposed) Program of Projects
- MTC Resolution No. 3989, Revised
 - Attachment B
- MTC Resolution No. 4604, Revised
 - Attachment A
- Presentation



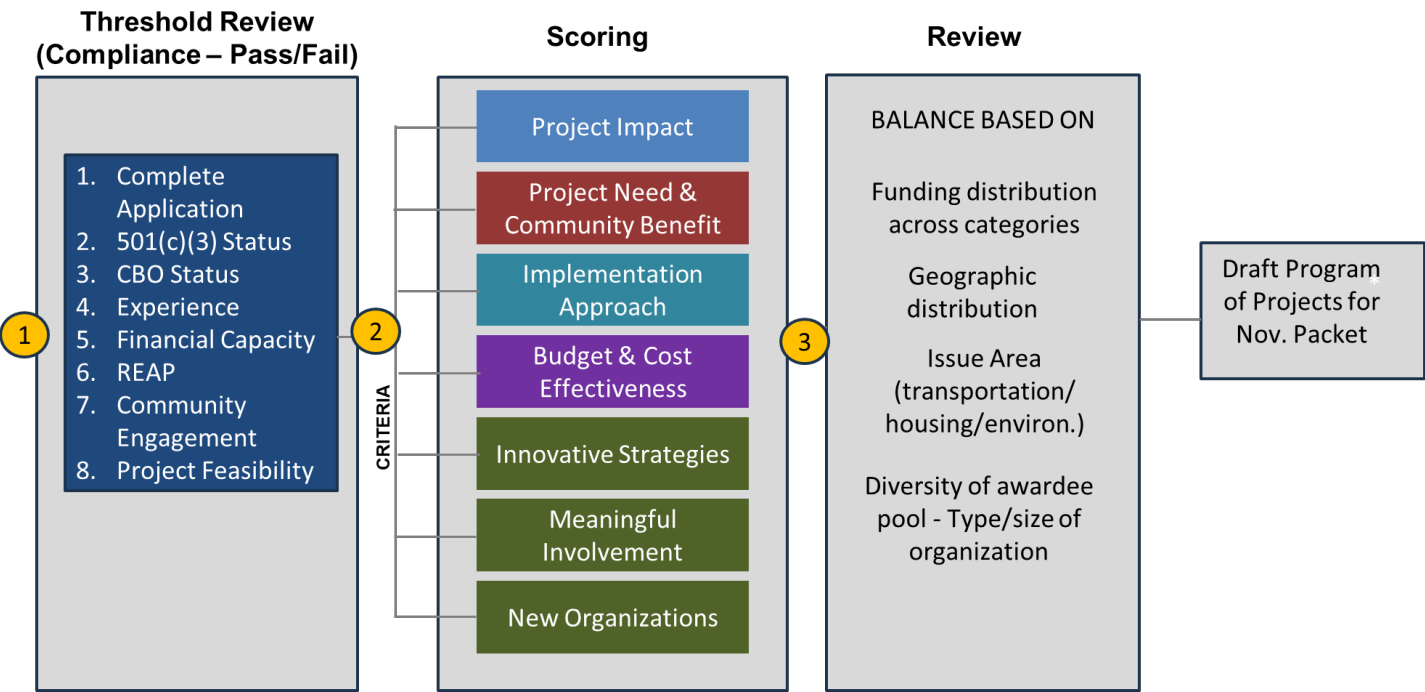
Andrew B. Fremier

CARE Power- Building and Engagement (Pb+E) Grant Program
Evaluation and Selection Process

Background:

Round 2 projects were selected from the original Call for Projects process in September 2025 (143 applications received), based on the same screening and evaluation process. The evaluation and selection process includes three assessments: 1) **Threshold Requirement** Assessment; 2) **Quality** of Application Assessment via Scoring Criteria; and 3) **Balanced Factors** Assessment (i.e., geographic representation, transportation/housing project mix, size of CBOs). The evaluation was conducted with a mix of internal MTC staff and external agencies who lead and/or deliver similar equity-rooted investments in regional/local programs.

Below is a graphic and detailed description of the “CARE Pb+E Evaluation and Selection Process.”



(Extracted from the September 2025 Call for Projects Guidelines – pages 13 – 19)

1. How Will Proposals Be Evaluated?

Eligible applications will be screened for meeting the program threshold requirements below, and then evaluated and ranked according to the scoring criteria below. Applications that do not meet all threshold requirements will be disqualified from the application review process.

Pb+E Program Threshold Requirements

All grant program applicants must meet the following threshold requirements before moving on to project scoring:

1. Application Complete by Deadline

Submit **all** required application materials, including attachments, by the application deadline.

2. Community-Based Organization that Works with Equity Priority Communities

Applicant is a community-based organization, as defined in the [Glossary of Terms](#), that is EITHER a 501(c)(3) nonprofit organization OR fiscally sponsored by a 501(c)(3) nonprofit organization. Applicant must also work with and/or serve residents in [MTC's Equity Priority Communities](#).

Applicants must:

- Attach a 501(c)(3) determination letter (either for applicant or fiscal sponsor)
- Attach a fiscal sponsor letter (if applicable)
- Confirm CBO status
- Describe the communities that the applicant works with, serves and benefits

3. Demonstrated Transportation/Housing/Climate Experience

Applicants must have demonstrated experience working on transportation, housing and/or climate issues. Applicants provide evidence of relevant experience through one or more of the following:

- **Organizational Experience:** Documentation of projects/services in transportation, housing, or climate
- **Staff Experience:** Staff bios showing relevant background/credentials
- **Partnership History:** Previous collaborations with transit, housing or climate organizations (public or nonprofit)

4. Financial Capacity

Applicants must have the financial capacity to manage grant funds OR partner with a fiscal sponsor that has such capacity. The organization and/or its fiscal sponsor, as applicable, demonstrate financial capacity by meeting the following requirements:

- Current with IRS Form 990 filings
- In good standing with the Secretary of State
- No outstanding IRS or state compliance issues
- Established systems to track and report grant expenditures
- Previous organization and/or staff experience meeting general grant requirements
- Ability to submit invoices and expense documentation on schedule
- Annual organizational budget equal to or higher than \$25,000
- The Board of Directors reviews financial statements on at least a quarterly basis
- Neither the applicant nor its fiscal sponsor, if applicable, is currently involved in any legal proceedings, investigations, or disputes that could materially affect the applicant's operations, financial stability, or ability to carry out the proposed grant activities

Applicants must attach their financial statements or, if unable, provide required financial documentation, attach a statement explaining the circumstances and describe their staff and/or organizational experience managing previous grants or contracts.

5. Ability to Advance REAP 2.0 Goals

Proposals must demonstrate that the project aligns with at least one of the REAP 2.0 goals, recognizing that MTC will work with awardees to ensure final projects demonstrate the ability to advance all three:

- **Accelerating Infill Development:** Activities that support housing supply, choice, and affordability in existing communities
- **Affirmatively Furthering Fair Housing:** Actions that support the expansion of housing access for protected classes, historically marginalized or underserved populations, and reduce segregation
- **Reducing Vehicle Miles Traveled:** Strategies that support the reduction in car dependency and increase alternative transportation, such as public transit, biking, or walkability

Eligible projects must demonstrate a new component that expands or deepens the impact/reach of existing activities and, through the new component, advances REAP 2.0 goals outlined in the Call for Projects. Applications for grant funding to support existing activities with no new or innovative component to advance REAP 2.0 goals will be deemed ineligible.

6. Community Engagement Approach

Proposals must include actions that meaningfully engage with disadvantaged and historically underserved communities in [Equity Priority Communities](#). The proposal demonstrates meaningful engagement through:

- **Underrepresented Members of Equity Priority Communities:** Plans for engaging underrepresented demographic groups within EPCs in project implementation
- **Engagement Methods:** Culturally appropriate and effective engagement strategies
- **Accessibility:** Plans for language (including ASL) interpretation, accessible meeting formats, and/or compensation where appropriate
- **Implementation:** Proposals should describe how community input will shape project implementation

7. Project Feasibility

Proposals must demonstrate organizational capacity to complete the proposed project in a timely manner by submitting:

- **Description of staffing** to complete the proposed work
- **Workplan:**
 - Overall project goal, measurable outcomes, and activities to achieve the intended outcomes
 - Timeline to meet program deadlines, including activity sequencing

- **Budget:**
 - Comprehensive project budget
 - Reasonable costs

Threshold Requirements Evaluation Checklist

✓	Threshold Requirement	Evaluation
	1. Application Complete and Submitted by Deadline	Pass / No Pass
	2. Applicant is CBO, with 501(c)(3) status or fiscal sponsor, and works with/in Equity Priority Communities	Pass / No Pass
	3. Demonstrated Transportation/Housing/Climate Experience	Pass / No Pass
	4. Financial Capacity	Pass / No Pass
	5. Ability to Advance REAP 2.0 Goals	Pass / No Pass
	6. Community Engagement Approach	Pass / No Pass
	7. Project Feasibility	Pass / No Pass

Scoring Criteria

Applications that meet all threshold requirements will be scored per the following criteria:

Scoring Category	Description	Category 1 Points	Category 2 Points	Category 3 Points
Capacity Building Impact	<ul style="list-style-type: none"> • Clear, effective, and feasible plan for enhancing community leadership, knowledge, and/or organizational capacity • Plan for partnerships and collaborations necessary to implement the project 	20	N/A	N/A
Partnership Development	<ul style="list-style-type: none"> • Clearly defined roles and responsibilities of each partner • Strategies for effective multi-sector collaboration • Plan for sustaining partnerships beyond the grant period 	N/A	20	N/A
Community Project	<ul style="list-style-type: none"> • Innovative approach that tests new models or scales proven community solutions • Evidence of community leadership in project design • Identification of potential challenges and how to address them • Potential for long-term impact beyond the grant period 	N/A	N/A	20
Project Need and Community Benefit	<ul style="list-style-type: none"> • Clear description of transportation/housing needs or gaps being addressed • Specific benefits to disadvantaged and historically underserved communities in Equity Priority Communities • Connection to previously identified community priorities (e.g., Community-Based Transportation Plans), if applicable 	10	10	10
Implementation Approach	<ul style="list-style-type: none"> • Clear, feasible workplan with a detailed and realistic timeline, measurable outcomes, and a plan for implementation • Appropriate staffing, partnerships, and collaborations necessary to complete the project activities and achieve the measurable outcomes 	20	20	20

Scoring Category	Description	Category 1 Points	Category 2 Points	Category 3 Points
Budget and Cost Effectiveness	<ul style="list-style-type: none">• Reasonable costs relative to the proposed activities and measurable outcomes• Appropriate allocation of resources across project components	10	10	10

Bonus Points (up to 30 additional points)

- Innovative Strategies: Innovative strategies or partnerships that can be replicated in other communities (+10 points)
- Meaningful Involvement: Meaningful involvement of youth, seniors, or people with disabilities in the design and implementation of the project (+10 points)
- New Organizations: New or emerging organizations (< 5 years old) or organizations that have not previously engaged with or received funding from MTC (+10 points)

Selection Process

The Evaluation Panel will be composed of multidisciplinary MTC staff and subject matter experts. Based on the comparative strength of applications in each program area, the panel maintains discretion in making final award recommendations.

2. Glossary of Terms

Affirmatively Furthering Fair Housing (AFFH): Legal requirement and practice of actively working to overcome patterns of segregation and expand housing choices for historically excluded communities.

Community-Based Organization (CBO): A nonprofit or grassroots entity that operates within, serves, and is accountable to a specific geographic or demographic community, focusing on addressing local social, economic, health, or civic needs through direct services, advocacy, community organizing, and resident/worker engagement.

Equity Priority Communities (EPCs): Geographic areas identified by MTC that have historically faced disinvestment and continue to experience barriers to opportunity. View EPC map

Fiscal Sponsor: An established organization that accepts grants on behalf of projects or smaller organizations that don't have their own 501(c)(3) status.

Infill Development: Building new housing in already developed areas rather than expanding into undeveloped land, often making use of vacant or underused properties.

REAP 2.0: Regional Early Action Planning 2.0 - California's planning program that requires regions to coordinate housing, transportation, and climate goals.

Vehicle Miles Traveled (VMT): The total number of miles driven by all vehicles in an area, used as a measure of transportation demand and environmental impact.

Transit-Oriented Development: Housing and other development located within walking distance of public transit to reduce car dependency.

This program is funded through California's Regional Early Action Planning (REAP) 2.0 program and administered by the Metropolitan Transportation Commission

Attachment B: Round 2 - Recommended CARE Power-building and Engagement (Pb+E) Program of Projects

CATEGORY 1: CAPACITY BUILDING

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA	United Seniors of Oakland Alameda County	Peer to Peer Senior Mobility Projects	\$ 50,000	United Seniors of Oakland and Alameda County will recruit and train older adult peer leaders to assess travel mobility challenges and reduce vehicle miles traveled among seniors. The project will enhance community leadership and organizational capacity by empowering older adults to become transportation advocates shifting seniors from personal vehicle dependency to sustainable transportation. Outcomes include a comprehensive report about current senior travel mobility methods and barriers to utilizing public transit, paratransit, cycling, and walking.
SM	Climate Resilient Communities	Capacity Building for Housing Equity in San Mateo County's Climate Vulnerable Neighborhoods	\$ 50,000	Silicon Valley Youth Climate Action will develop and incorporate workshops on connections between climate, transportation, and affordable housing into their Summer Leadership Academy and Youth Climate Summit. Participants will gain understanding of multi-disciplinary climate solutions and practical experience through student-led action teams.
ALA, SM, SC	Latina Coalition of Silicon Valley	Latina Leaders for Housing and Mobility Justice	\$ 50,000	The Latina Coalition will expand its flagship Engaged Latina Leadership Activist (ELLA) program from 30 to 40 participants, preparing Latina women to lead on housing, transportation, and climate issues across Bay Area equity priority communities. The program will weave REAP 2.0 priorities into its existing civic confidence and policy fluency training.
SM	Youth Leadership Institute	Justice Grows Here – Coastside Leadership Academy	\$ 50,000	Youth Leadership Institute will train young leaders of color through the Justice Grows Here - Coastside Leadership Academy in civic engagement and local issues of housing and transportation policy. The youth-centered program develops whole-person leadership while ensuring strong resident engagement from those most impacted by transportation and housing inequities.
TOTAL			\$ 200,000	

CATEGORY 2: PARTNERSHIPS AND COLLABORATIONS

County	Sponsor	Project Title	Recommended Funding	Project Description
CC	East Contra Costa Community Alliance	Leadership Academy for Community Action (LACA)	\$ 100,000	The project will build the capacity of residents and nonprofit leaders in East Contra Costa's equity priority communities (Bay Point, Pittsburg, and Antioch) to engage effectively in regional planning and policy advocacy on housing, transportation, and climate issues. Participants will gain transferable skills through participatory curriculum including affordable housing policy, transit equity, climate justice, and civic advocacy skills.
MAR, NAP, SOL, SON	Fair Housing Advocates of Northern California	North Bay Housing Access Partnership Initiative	\$ 100,000	The project will collaborate with Court Appointed Special Advocates (CASA) of Solano County and A Place-2-Live in the North Bay (Marin, Napa, Solano, and Sonoma counties) through the North Bay Housing Access Partnership Initiative. The collaborative pilot will combine fair housing enforcement, housing navigation, and education to promote housing stability and equal access to opportunity for protected classes and vulnerable populations including racial/ethnic minorities, families with children, LGBTQIA+ individuals, and people with disabilities.
ALA, CC, SM, SC, SON	East Bay Housing Organizations (EBHO)	Affirmatively Furthering Fair Housing: Local Context and Regional Application	\$ 100,000	The project will collaborate with the Housing Leadership Council of San Mateo County, Silicon Valley at Home, and Generation Housing across Alameda, Contra Costa, San Mateo, Santa Clara, and Sonoma counties to advance affirmatively furthering fair housing. The regional network will create a shared curriculum and education plan that exposes residents to the roots of exclusionary housing policy and locally developed strategies to remedy housing disparities across the Bay Area.
TOTAL			\$ 300,000	

CATEGORY 3: COMMUNITY PROJECT

County	Sponsor	Project Title	Recommended Funding	Project Description
ALA, CC, SF, SOL	Bay Area Outreach and Recreation Program (BORP)	BORP Adaptive Micromobility Program (BAMP)	\$ 200,000	BORP will pilot an Adaptive Micromobility Loan Program enabling wheelchair users to rent powered and manual wheelchair attachments that transform wheelchairs into scooters or e-bikes. This opens first-time access to low emission micromobility solutions for wheelchair users while reducing reliance on personal vehicles and paratransit.
ALA, MAR, SF	Bonafide	Transit to Belonging: Reentry Access and Mobility Project	\$ 200,000	Bonafide will expand its Welcome Home and Critical Adventures programs by partnering with reentry housing organizations across the Bay Area (Oakland, San Francisco, and Marin) to provide transportation and support to formerly incarcerated individuals. The project will pick up 100% of new residents entering transitional housing and provide ongoing mobility access and reintegration support.
SF	One Treasure Island	Treasure Island Community Mobility Pilot	\$ 100,000	One Treasure Island will pilot a Community Mobility program anchored by a resident-led Ambassador program that trains residents as leaders to coordinate shared trips and collect mobility data.
TOTAL			\$ 500,000	

ROUND 2 TOTAL CATEGORIES (1, 2, and 3): \$1,000,000*

*Awards are pending final due diligence of project sponsors and named partners.

Attachment C - CARE Power-Building and Engagement (Pb+E) Award and Recommendation Summary

Round 1 Awards

County	Sponsor	Project Title	Award	Category
SC, SM	Karat School Project	Building Housing Equity Leadership Among RV-Dwelling Families	\$50,000	Capacity Building
SF	Leah's Pantry, Inc.	Safe Streets for Bayview Seniors	\$50,000	Capacity Building
SON	North Bay Organizing Project	Movement Building for Innovative Housing Solutions	\$50,000	Capacity Building
SC	Silicon Valley Youth Climate	Lowering the Barriers of Youth Civic Engagement	\$50,000	Capacity Building
SF	South of Market Community Action Network	Raising Voices for Affordable Housing in Transit Districts	\$50,000	Capacity Building
SOL	The Time is Ya Network	8 Poderosas Mentorship	\$50,000	Capacity Building
SC	Veggielution	Our Streets, Our Future: Training Local Voices for Sustainable Housing Solutions	\$50,000	Capacity Building
ALA, SM	Foundation 4 Innovation, Inc.	Sustainable Futures: MTC Social Media and Marketing Challenge (SM2C)	\$100,000	Partnerships and Collaboration
ALA	My Eden Voice	Our Land, Our Home – Bridging Tenant Organizing and Community Land Trusts	\$100,000	Partnerships and Collaboration
NAP	On The Move	Youth Pathways Project: Youth Voices Building Climate-Smart Transportation	\$100,000	Partnerships and Collaboration
ALA, CC, SC, SOL	The Center for Independent Living	Peer Power for Disability Equity in Governance	\$100,000	Partnerships and Collaboration
SF	Filipino-American Development Foundation	Russ Street Cultural Greenway and Community Gateway	\$110,000	Community Project
MAR	Canal Alliance	Canal Community Housing Plan	\$150,000	Community Project
ALA	Healthy Black Families, Inc.	Equity 4 Black Berkeley – Adeline Redevelopment/Transit Oriented Housing	\$150,000	Community Project
SC	Acterra	Ride for Clean Air	\$170,000	Community Project
CC	Rebuilding Together East Bay Network	Big Skills: Antioch Infill Housing and Anti-Displacement Initiative	\$170,000	Community Project
TOTAL Round 1 Awards			\$1,500,000	

Round 2 Recommended Awards

County	Sponsor	Project Title	Recommended Award	Category
SM	Climate Resilient Communities	Capacity Building for Housing Equity in San Mateo County's Climate Vulnerable Neighborhoods	\$50,000	Capacity Building
ALA, SM, SC	Latina Coalition of Silicon Valley	Latina Leaders for Housing and Mobility Justice	\$50,000	Capacity Building
ALA	United Seniors of Oakland Alameda County	Peer to Peer Senior Mobility Projects	\$50,000	Capacity Building
SM	Youth Leadership Institute	Justice Grows Here – Coastside Leadership Academy	\$50,000	Capacity Building
ALA, CC, SM, SC, SON	East Bay Housing Organizations (EBHO)	Affirmatively Furthering Fair Housing: Local Context and Regional Application	\$100,000	Partnership and Collaboration
CC	East Contra Costa Community Alliance	Leadership Academy for Community Action (LACA)	\$100,000	Partnership and Collaboration
MAR, NAP, SOL, SON	Fair Housing Advocates of Northern California	North Bay Housing Access Partnership Initiative	\$100,000	Partnership and Collaboration
SF	One Treasure Island	Treasure Island Community Mobility Pilot	\$100,000	Community Project
ALA, CC, SF, SOL	Bay Area Outreach and Recreation Program (BORP)	BORP Adaptive Micromobility Program (BAMP)	\$200,000	Community Project
ALA, MAR, SF	Bonafide	Transit to Belonging: Reentry Access and Mobility Project	\$200,000	Community Project
TOTAL Round 2 Proposed Awards			\$1,000,000	

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

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

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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

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

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

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3989, Revised

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

Attachment B was revised on March 26, 2025 to program \$3,225,000 to MTC for various Transit Oriented Communities (TOC) housing policy development projects within the Regional Housing Technical Assistance program, program \$2,740,000 to MTC for various Active Transportation Technical Assistance projects, program \$750,000 to MTC for San Francisco Recreation and Parks' 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.

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,

ABSTRACT

MTC Resolution No. 3989, Revised

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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, and January 14, 2026.

Re: MTC Exchange Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3989

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Transit Oriented Affordable Housing (TOAH)	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

**MTC Exchange Program
Funding Commitments
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Regional Priority Conservation Area (PCA) Program (OBAG 3)	4505	11/15/2023	
MTC	CCRCD: Livestock Pond Restoration	4505	11/20/2024	\$280,000
MTC	EBRPD: Tidewater Expansion	4505	11/20/2024	\$1,000,000
MTC	GGNPC: Bothin Marsh Evolving Shorelines	4505	11/20/2024	\$670,000
MTC	NCRPOSD: Phinney Fee Acquisition	4505	11/20/2024	\$1,000,000
MTC	SCVHA: Richmond Ranch Acquisition	4505	11/20/2024	\$1,000,000
MTC	SCVOSA: Rancho Canada del Oro Bay Area Ridge Trail	4505	11/20/2024	\$250,000
MTC	Santa Clara County: Upper Stevens Creek Trail	4505	11/20/2024	\$500,000
MTC	SFRPD: Visitacion Ave Bike/Ped Safety Improvements	4505	3/26/2025	\$750,000
MTC	Pacific Flyway Fund: Pacific Flyway Center - Walk in the Marsh	4505	9/24/2025	\$1,000,000
MTC	PCA Grant Implementation	4505	9/24/2025	\$1,600,000
MTC	Priority Production Area (PPA) Pilot Program	4505	10/25/2023	
MTC	Benicia: Port of Benicia - Infrs. & Facility Modernization Plan	4505	10/25/2023	\$750,000
MTC	CC County: N Waterfront PPAs Technical Assistance Project	4505	10/25/2023	\$500,000
MTC	East Bay Econ Dev Alliance: Next Gen East Bay Indust Bldgs/Districts	4505	10/25/2023	\$500,000
MTC	STA: Aligning Middle Wage Jobs with Housing in Solano County	4505	10/25/2023	\$500,000
MTC	TAM/SCTA: Bike Share Capital and Outreach - SMART Corridor	3925	2/28/2018	\$826,000
Richmond	Bike Share Capital and Outreach - Richmond	3925	2/28/2018	\$1,024,000
MTC	Bay Area Preservation Pilot (BAPP)	4311	2/28/2018	\$10,000,000
MTC	IDEA - Concord: Concord Blvd, Clayton Rd & Willow Pass Rd	4202	11/28/2018	\$589,000
MTC	IDEA - Walnut Creek: Various Locations	4202	11/28/2018	\$621,000
Richmond	Richmond-San Rafael Bridge Bicycle Access	4202	11/28/2018	\$500,000
MTC	Richmond-San Rafael Bridge Forward	4202	11/28/2018	\$1,046,000
MTC	Napa Valley Transportation Demand Strategies	4202	11/28/2018	\$1,100,000
MTC	IDEA - Concord Blvd, Clayton Rd & Willow Pass Rd	4202	3/27/2019	\$144,000

MTC Exchange Program Funding Commitments Attachment B

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	Bay Wheels Bikeshare Expansion	4505	10/25/2023	
MTC	Bay Wheels Bikeshare E-bike Expansion - Berkeley, Emeryville, Oakland, San Francisco, San Jose	4505	3/22/2023	\$15,940,000
MTC	Adaptive Bikeshare Pilot - Berkeley, Emeryville, Oakland, San Jose	4505	7/24/2024	\$100,000
MTC	Adaptive Bikeshare Pilot - San Francisco	4505	7/24/2024	\$100,000
MTC	Bay Wheels Bikeshare Expansion - Daly City	4505	9/25/2024	\$1,250,000
MTC	Bikeshare Station 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

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	CARE Power-Building and Engagement (Revised)	4505	10/25/2023 12/17/2025	<u>\$2,000,000</u>
MTC	<u>United Seniors of Oakland Alameda County: Peer to Peer Senior Mobility (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$50,000</u>
MTC	<u>Climate Resilient Communities: Capacity Building for Housing Equity in San Mateo County (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$50,000</u>
MTC	<u>Latina Coalition of Silicon Valley: Latina Leaders for Housing and Mobility Justice (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$50,000</u>
MTC	<u>Youth Leadership Institute: Justice Grows Here - Coastside Leadership Academy (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$50,000</u>
MTC	<u>East Contra Costa Community Alliance: Leadership Academy for Community Action (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$100,000</u>
MTC	<u>Fair Housing Advocates Northern CA: North Bay Housing Access Partnership Initiative (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$100,000</u>
MTC	<u>EBHO: Affirmatively Further Fair Housing - Local Context and Regional Application (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$100,000</u>
MTC	<u>BORP: Adaptive Micromobility Program (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$200,000</u>
MTC	<u>Bonafide: Transit to Belonging - Reentry Access and Mobility (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$200,000</u>
MTC	<u>One Treasure Island: Community Mobility Pilot (Added)</u>	<u>4505</u>	<u>1/28/2026</u>	<u>\$100,000</u>
MTC	Pavement Management Program (PMP) Pavement Asset Data Collection Updates	4505	3/27/2024	\$2,000,000
MTC	Enhancing Support for Safety in the Bay Area (SS4A Match)	4505	3/27/2024	\$2,000,000
MTC	Bay Area Vision Zero Data System	4505	3/27/2024 3/26/2025	\$160,000
MTC	Bay Trail Planning	4505	5/22/2024	\$350,000
MTC	Oakland: Doolittle Drive Bay Trail Gap Closure	4505	9/24/2025	\$250,000
MTC	BAHFA: Mixed-Income Loan Fund	4505	9/24/2025	\$5,000,000
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
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 Exchange Program
Funding Commitments
Attachment B**

Recipient	Project/Program	Res No.	Date	Committed by MTC
MTC	TOC Policy Implementation	4505	3/26/2025	\$400,000
Total Committed:				\$96,013,381

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

Further discussion of the CARE Guidelines is provided in the Programming and Allocations Committee Summary sheet dated November 8, 2023, and November 12, 2025, January 14, 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, program OBAG 3, 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

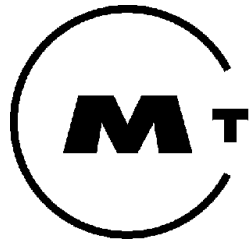


Alfredo Pedroza, Chair

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

Attachment A
MTC Resolution No. 4604
Page 1 of 17



METROPOLITAN
TRANSPORTATION
COMMISSION

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

(DRAFT Version: September 10, 2023)

November 2023

METROPOLITAN TRANSPORTATION COMMISSION

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

FY 2022-23 AND FY 2025-26

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Appendix 1. Funding Source Information

Appendix 2. Standard Evaluation Criteria

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 for a CBTP Project*	Implementation of Neighborhood-level Project/ Participatory Budgeting (PB) (capital)	Community Power-Building and Engagement (Pb+E)	Overall CARE Program Total (in millions)
O BAG 3**	\$12.0	\$6.5	\$0	\$18.5 \$12.0
Exchange***	\$0	\$0	\$1.5 \$3.0	\$ 3.0
REAP 2	\$0	\$0	\$2.0	\$ 2.0
TBD	\$0	\$5.0	\$0	\$ 5.0
Total	\$12.0	\$5.0	\$5.0	\$22.0
** 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 O BAG framework.

- 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: 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.

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* 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*

*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.

Eligible Projects	<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/cmaq/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

Power-Building and Engagement (Pb+E) Program of Projects – Round 2

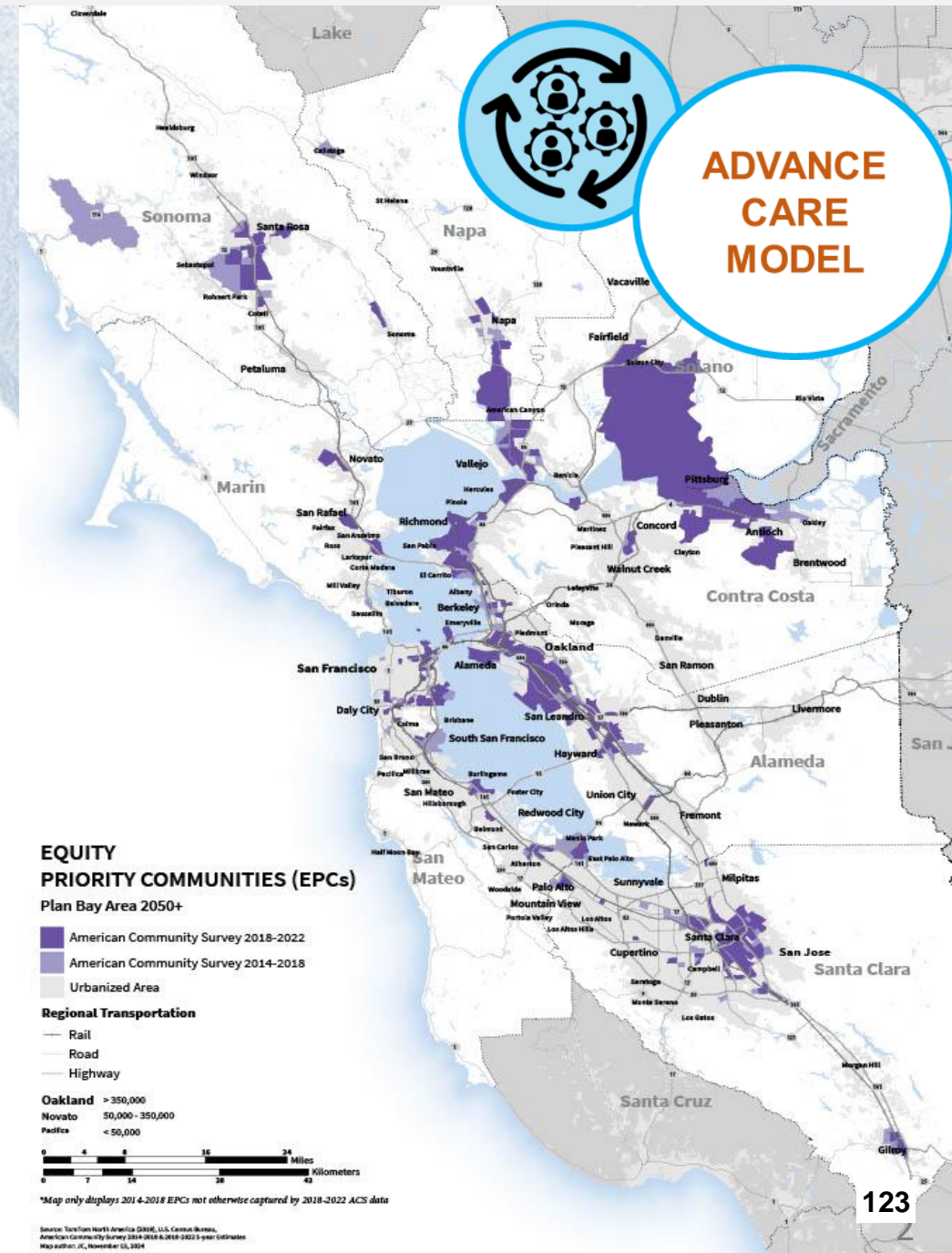
Programming & Allocations Committee
January 14, 2026



ASSOCIATION OF BAY AREA GOVERNMENTS
METROPOLITAN TRANSPORTATION COMMISSION

Pb+E Overview

- Established in 2023 from MTC's **equity-rooted** Lifeline Transportation Program (2001).
- OBAG Regional Program that funds community leadership and **capacity building**, multi-sector **partnerships/collaborations**, community-focused **pilot projects** benefitting MTC-designated **Equity Priority Communities (EPCs)**.
- Supports Community Based Organizations (CBOs) and their local jurisdictions
- Grant Program and Learning Action Lab

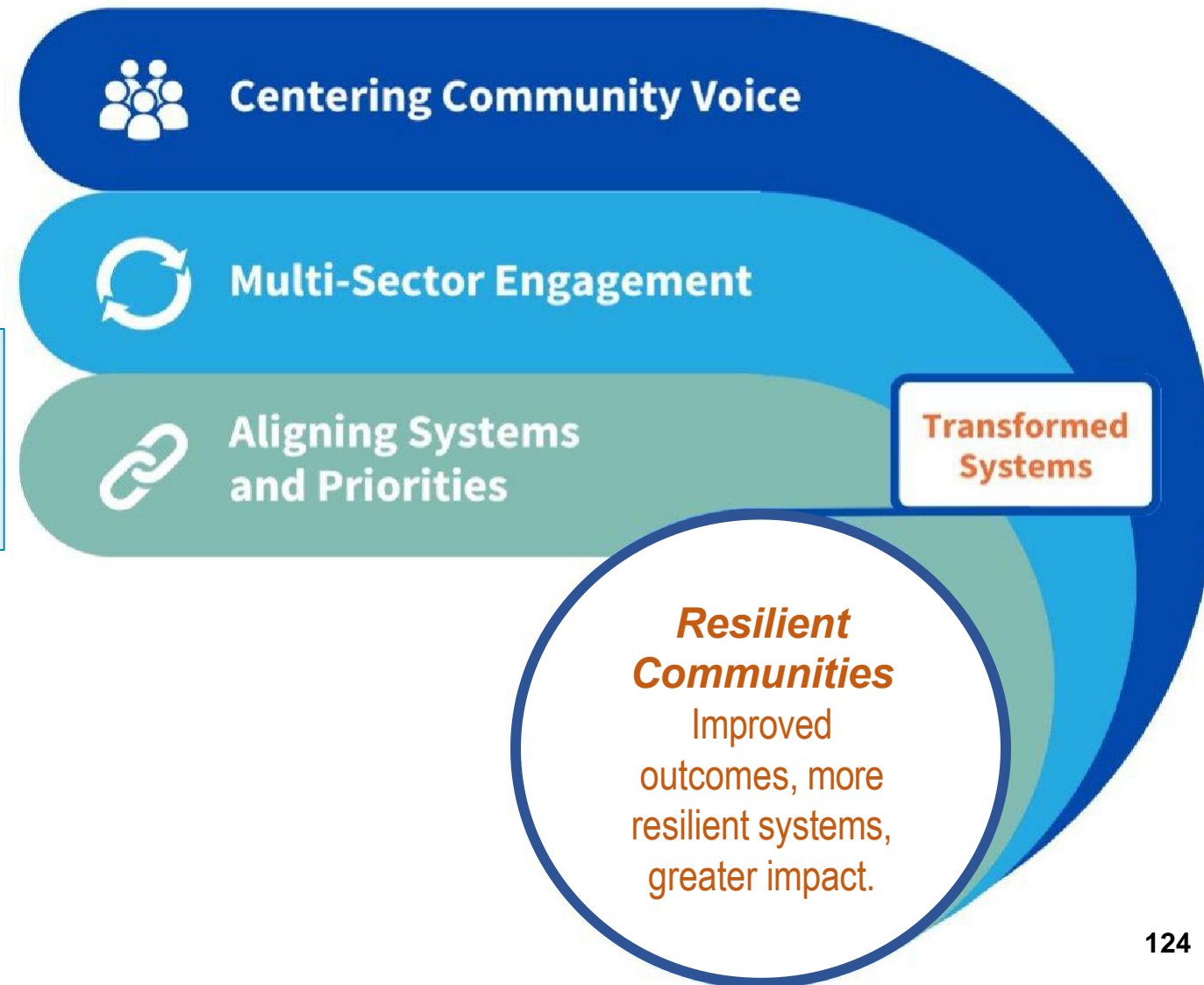


Pb+E Approach

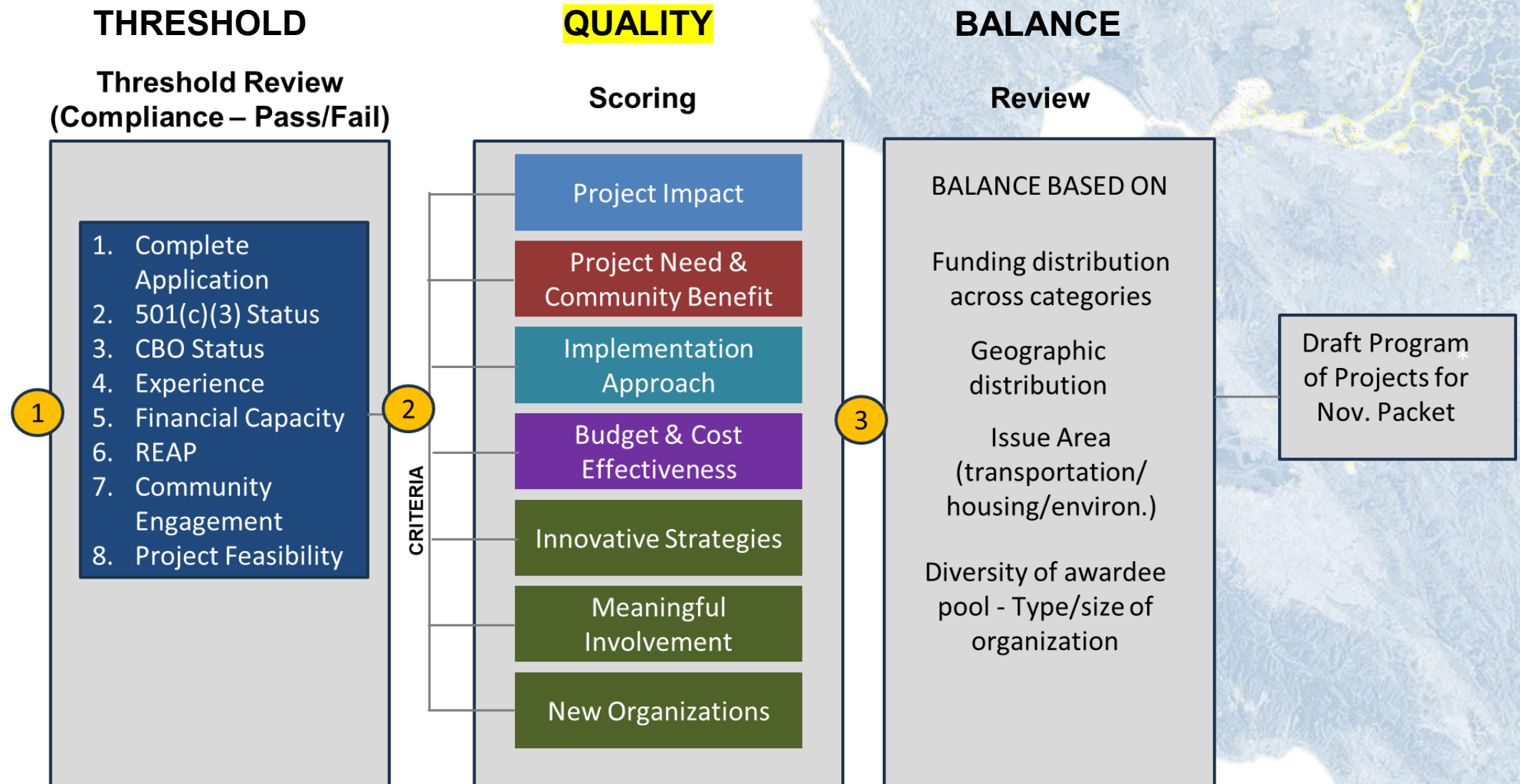
- Grant Program
- Technical Assistance, Peer Learning, Cohort Convenings, Expert Coaching

In November 2025, Commission awarded **\$1.5 million** in grants to **16 projects** led by community-based organizations.

- Remarkably high demand for competitive funds.
- Staff is recommending an **additional \$1 million** to fund more projects (Round 2).



Evaluation and Selection Process



Recommendation: Round 2 Program of Projects

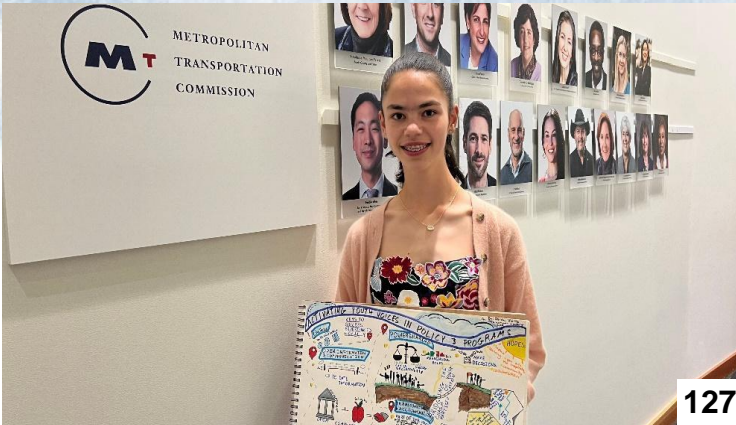
- Ten (**10**) projects totaling **\$1 million**.
- Transportation – 4 projects
- Transportation and Housing – 3 projects
- Housing – 3 projects

Single County Awards		Multi-County Awards
United Seniors of Oakland (ALA)		Latina Coalition of Silicon Valley (ALA, SM, SC)
Climate Resilient Communities (SM)		Fair Housing Advocates in N. CA (MAR, NAP, SOL, SON)
Youth Leadership Institute (SM)		East Bay Housing Orgs. (ALA, CC, SM, SC, SON)
East Contra Costa Community Alliance (CC)		Bay Area Outreach and Recreation Program (ALA, CC, SF, SOL)
One Treasure Island (SF)		Bonafide (ALA, MAR, SF)
Total:	\$350,000	\$650,000

Recommendation

- Refer MTC Resolution Nos. 4604, Revised, and 3989, Revised to Commission for approval.
- Adoption of CARE Power-building and Engagement (Pb+E) Project List: Round 2 - Programming of \$1.0 million to 10 projects.

Category (Pb+E)	Number of Projects	Amount
Capacity Building	4	\$200,000
Multi-Sector Partnerships	3	\$300,000
Community Projects	3	\$500,000
TOTAL	10	\$1,000,000





Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0096, **Version:** 1

Subject:
Regional Measure 3 Express Lanes Category Update.

Update on the Bay Area Corridor Express Lanes Category within the Regional Measure 3 Program.

Presenter:
David Man

Recommended Action:
Information

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 3b-26-0096

Regional Measure 3 Express Lanes Category Update

Subject:

Update on the Bay Area Corridor Express Lanes Category within the Regional Measure 3 Program.

Background:

At the December 10, 2025 meeting of the Programming and Allocations Committee, Commissioners requested an update on the Bay Area Corridor Express Lanes program category within Regional Measure 3 (RM3). The Express Lanes funding category builds on MTC's efforts to implement a regional Express Lanes system, a brief history of which is included in Attachment 1. A list of projects in the Plan Bay Area 2050+ Final Blueprint is included in Attachment 2.

Bay Area voters approved RM3 on June 5, 2018. RM3, as authorized by Senate Bill 595 (Beall, 2017), includes a comprehensive traffic relief program of projects funded by toll increases on the seven state-owned toll bridges in the Bay Area. Bay Area Corridor Express Lanes is one of six RM3 programmatic categories subject to further programming by MTC. RM3 provides a total of \$300 million in toll funds for the Bay Area Express Lane Network, later increased to \$316.7 million through a net-zero change with a separate RM3 project. MTC is to make the funds available based on performance criteria including benefit-cost and project readiness.

In May 2020, MTC approved initial programming for the Express Lanes category by addition of MTC Resolution No. 4411, Attachment B, directing the majority of funds to projects in three corridors and designating a \$60 million reserve with priority for a portion of the reserve as discussed in more detail below. The 2020 programming action was made in conjunction with MTC endorsements for the 2020 Senate Bill 1 (SB1) state competitive funding programs and specifically selected projects that could best leverage RM3 funding. MTC directed funds strategically to ready, high-performing projects to best position the region to secure additional funding through SB1. The Commission, at the time, had strong continuity with the development of the RM3 expenditure plan, in which there was recognition of the different corridors' generation of bridge tolls as well as each county's share of the overall RM3 program. The projects the Commissioners selected for initial programming and remaining reserve are discussed below.

Bay Area Corridor Express Lanes Program Category – Project Discussion

MTC Resolution No. 4411, Attachment B, identifies the following projects deemed to best be able to leverage outside funding while being ready-to-go and having a strong benefit-cost. Collectively, MTC programmed projects to advance express lanes in three multi-county corridors in the regional network: I-80, I-680, and US-101.

I-80 Corridor: Red Top to I-505 (Solano County)

MTC originally committed \$85 million to the I-80 Express Lanes project (which opened to traffic in December 2025). The 2020 MTC action paved the way for the project to secure \$123 million in SB1 funds. Subsequent to MTC’s 2020 programming action, the Commission made two amendments to split the project into two components in July 2021 (civil construction and toll systems integration), and to add \$16.7 million through a net-zero exchange with another RM3 project in Solano County in June 2024 – bringing the total RM3 Express Lanes funding for the project to \$101.7 million.

I-680 Corridor: Alcosta Blvd. to SR-84, Southbound (Alameda County)

MTC committed \$80 million to the I-680 project in Alameda County, which is currently under construction. The MTC commitment of RM3 fully funded the project, without requiring any competitive SB1 funding, thus improving the chances of the region’s other 2020 SB1 project candidates. With this project, I-680 has continuous southbound express lanes in Contra Costa and Alameda Counties from the Benicia Bridge to Milpitas.

US-101 Corridor: I-380 to Santa Clara County (San Mateo County)

MTC committed \$75 million to the US-101 project in San Mateo County. The 2020 action recognizes the earlier bridge toll commitment made in the 2018 SB1 funding cycle, in which the region was successful in securing \$253 million for a single SB1 express lanes project in San Mateo and Santa Clara Counties, creating continuous express lanes spanning both counties from I-380 to State Route 237. The US-101 project was specifically highlighted in the SB1 legislation (2017, Beall) as an example of a “Solutions for Congested Corridors” project.

Other Considered Projects for Initial Programming in 2020

Staff considered two other projects for initial inclusion in the RM3 Express Lanes category. First, Santa Clara requested funds for the US-101 Express Lanes, Phase 5 project; however, MTC nominated the project for SB1 Solutions for Congested Corridor (SCC) Program funds (in both 2020

for \$72 million, and in 2022 for \$75 million). Since the Santa Clara project, if selected, could be fully funded with SCC funds without additional RM3 funds at the time, staff did not recommend initial RM3 programming. Second, San Francisco requested funds for the I-280 HOV Lane project; however, this phase is not an express lane and, therefore, is ineligible for RM3 Express Lane program funds. Finally, Contra Costa requested funds for the Innovate 680 Express Lane project; however, the project had not completed its environmental review and did not yet have a preferred project alternative in 2020. Additional discussion on this project is in the Program Reserve section below.

Bay Area Corridor Express Lanes – Program Reserve

Funding the projects in Solano, Alameda, and San Mateo Counties (I-80, I-680, and US-101, respectively) leaves a remaining unprogrammed RM3 amount of \$60 million in the Express Lanes category. The reserve was aimed to provide leverage for future SB1 funding or other competitive funding opportunities and in the context of the broader RM3 program. The Commission also prioritized a portion of this reserve for the I-680 Northbound Express Lane (Livorna to Marina Vista) in Contra Costa County, pending completion of environmental phase. Additionally, the reserve may be used to develop a pipeline of high performing express lanes projects consistent with the Bay Area Express Lanes Strategic Plan. Finally, if a committed project was unsuccessful in securing SB1 funds, the RM3 funds would return to the reserve. This option was not used since all projects secured the required funding and are either open or under construction as of the end of 2025.

Given the limited funding, staff does not plan to hold a competitive Call for Projects for the remaining RM3 Express Lanes Reserve. The I-680 project in Contra Costa County has met the conditions in MTC Resolution No 4411 under which the Commission designated it to receive priority for a portion of the reserve: the project completed the environmental phase, has secured over \$166 million in federal discretionary funding, and has a viable funding plan, including up to \$20 million currently approved in BAIFA toll revenue, for construction starting in 2027. Regarding Santa Clara VTA's recent letter requesting RM3 Express Lane funds, staff is scheduled to meet with VTA Executive Director Gonot prior to this Committee meeting for an update, as a follow up to discussions during development of Plan Bay Area 2050+, on the US-101 project and the current project funding outlook.

Beyond RM3 and other grant funds, express lane operators generate toll revenues to operate, maintain, and expand their facilities. State law grants each operator discretion over the use of its toll revenues, provided certain operational and state of good repair conditions are met. For the BAIFA network, that discretion is exercised through BAIFA's annual budget adoption and biennial update of its 10-year financial plan.

Next Steps:

Staff will continue discussions with Express Lanes operators and return to this Committee in Spring 2026 to report on approaches to continue MTC's support for completing express lanes in the US-101 and I-680 corridors, in recognition of MTC Resolution No. 4411, Attachment B. Any additional programming, including of the reserve, will be subject to staff recommendation and Commission approval. Any commitments of BAIFA express lane toll revenue toward the BAIFA network will be subject to BAIFA approval.

Issues:

None identified.

Recommendations:

Information. No action required.

Attachments:

- Attachment A: Summary of Bay Area Express Lanes Program History.
- Attachment B: Express Lanes Projects in Plan Bay Area 2050+ Blueprint.



Andrew B. Fremier

January 14, 2026

Attachment A: Summary of Bay Area Express Lanes Program History

The Bay Area's long-range transportation plan included a detailed regional express lane network for the first time in 2009. It envisioned an ambitious 800-mile system at a time when no express lanes operated in the region and only a handful existed nationwide. The Plan envisioned a coordinated network that could significantly improve freeway performance by increasing passenger and vehicle throughput and reducing delays—particularly for carpools, vanpools, and transit. The plan also anticipated a rapid build-out using toll revenues to fund construction, operations, maintenance, and transit services within the corridors. MTC sponsored AB 744 that same year to authorize a nine-county network, but the bill stalled amid the Great Recession and after amendments added financial and governance constraints that would have made implementation far more complex.

In 2010, MTC and its partners shifted to building the network under more limited authority, leading to CTC approval in 2011 of the BAIFA network in Alameda, Contra Costa and Solano counties. VTA and Alameda County continued advancing their two statutorily authorized corridors with the understanding that existing operations could be integrated into the broader network through negotiated agreements among willing partners.

That same year, 2010, the region's first express lane opened on I-680 southbound through the Sunol Grade, followed by the SR-237/I-880 connector in Santa Clara County in 2012. Over the next decade, MTC, county transportation authorities, and Caltrans expanded express lanes through a series of HOV conversions and selective widenings, advancing projects where local sponsorship, funding, and readiness aligned.

The existing legislation offered more limited financing tools than AB 744, and progress has depended on a mix of state funds (SB1 and RTIP), BATA toll revenue, including RM 3, relatively modest federal support (until the recent Mega grant award) and bank loans. Given the constraints, the region has made remarkable progress, with 240 miles in operation today spanning multiple corridors. However, the network has been developed as a patchwork in which the four operators have voluntarily aligned policy and individually prioritized projects, leaving persistent corridor gaps, even as the lanes are increasingly branded and experienced by drivers as a regional network.

By 2019, Plan Bay Area 2050's Project Performance Assessment identified opportunities to improve cost effectiveness, equity outcomes, and greenhouse gas performance, prompting a shift from ad hoc delivery toward a more coordinated regional strategy. This led to development of the Bay Area Express Lanes Strategic Plan, adopted in April 2021, which defined a financially constrained regional program of 34 projects with an estimated \$4 billion build-out cost. The Strategic Plan represented a turning point in framing express lanes not just as individual congestion-pricing projects, but as a regionwide mobility platform supporting express bus service, equity programs, and corridor-level performance management, while still operating

within a federated governance structure. Plan Bay Area 2050, adopted in October 2021, elevated this strategic framing by incorporating the express lanes program as a major regional investment supporting an integrated express lanes and express bus network.

However, post-pandemic conditions leading to tighter fiscal constraints, unmet climate policy targets and increased delivery risk led to the refined vision adopted in the subsequent Plan Bay Area 2050+ Final Blueprint, which narrowed the express lanes program to a smaller set of continuous, high-performing corridors. Six projects and associated Vehicle Miles Travelled (VMT)-mitigation strategies, totaling an estimated \$2 billion, were retained in the fiscally constrained network, with remaining projects deferred to a programmatic category.

This evolution underscores both the challenges inherent in a federated governance model and the potential benefits of a more fully articulated regional network approach.

Attachment B: Express Lanes Projects in Plan Bay Area 2050+ Blueprint

PBA2050+ RTP ID	Project	County	Type	Directional Miles	Year of Expenditure Cost (Millions)	Estimated Start of Construction	Current Phase
25-T06-065	SR-85: Between SR-87 and US 101 ("Phase 4")	Santa Clara	HOV-Lane Conversion	12.5	\$68	2025	Construction
25-T07-070	Express Lanes Network Project Development*	Regional			\$100		Project Development
25-T07-071	Express Lane Network Vehicle Miles Traveled (VMT) Mitigation**	Regional			\$500		
25-T07-074	I-680 (NB): Between SR-84 and Alcosta Blvd	Alameda	New Lane	9	\$230	2028	Cleared
25-T07-075	I-680 (NB): Between Livorna Rd and Arthur Rd	Contra Costa	New Lane and HOV-Lane Conversion	13.1	\$387	2026	Cleared by 2025
25-T07-077	US-101: Between I-380 and the San Francisco County Line	San Mateo	New Lane	13.8	\$460	2027	Cleared by 2026
25-T07-078	US-101: Between SR-237 and South of I-880 ("Phase 5")	Santa Clara	Dual Lane: New Lane plus HOV-Lane Conversion	15.2	\$254	2026	Cleared
25-T07-079	US-101: Between I-880 and SR-85 ("Phase 6")	Santa Clara	Dual Lane: New Lane plus HOV-Lane Conversion	23.8	\$372	2027	Cleared
					Total: \$2,371		

* This program includes funding to support regional and local planning efforts to advance express lane expansion projects in the planning and environmental review phases.

** This program includes funding for induced VMT mitigation impacts for express lane expansion projects.

Update on the Regional Measure 3 (RM3) Bay Area Corridor Express Lanes Category



Programming and Allocations Committee
Agenda Item 3b-26-0096
January 14, 2026

**Transportation 2035
Express Lanes Network**

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- Transportation 2035
Express Lanes Network**
- 2**
- 137**

Rely on Existing Authority (since 2011)

- 550-mile express lanes network
 - Santa Clara VTA (140 miles)
 - Alameda CTC (80 miles)
 - MTC/BAIFA (290 miles)
 - San Mateo County Exp Lanes JPA (40 miles)
- \$4 billion total cost *

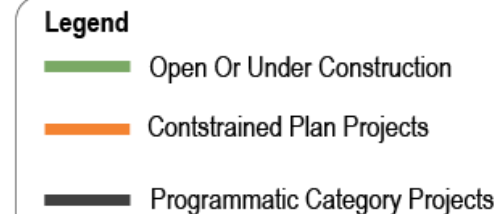


*Year of Expenditure, from 2009 MTC Transportation 2035

Current Funding Needs to Build Express Lanes Network

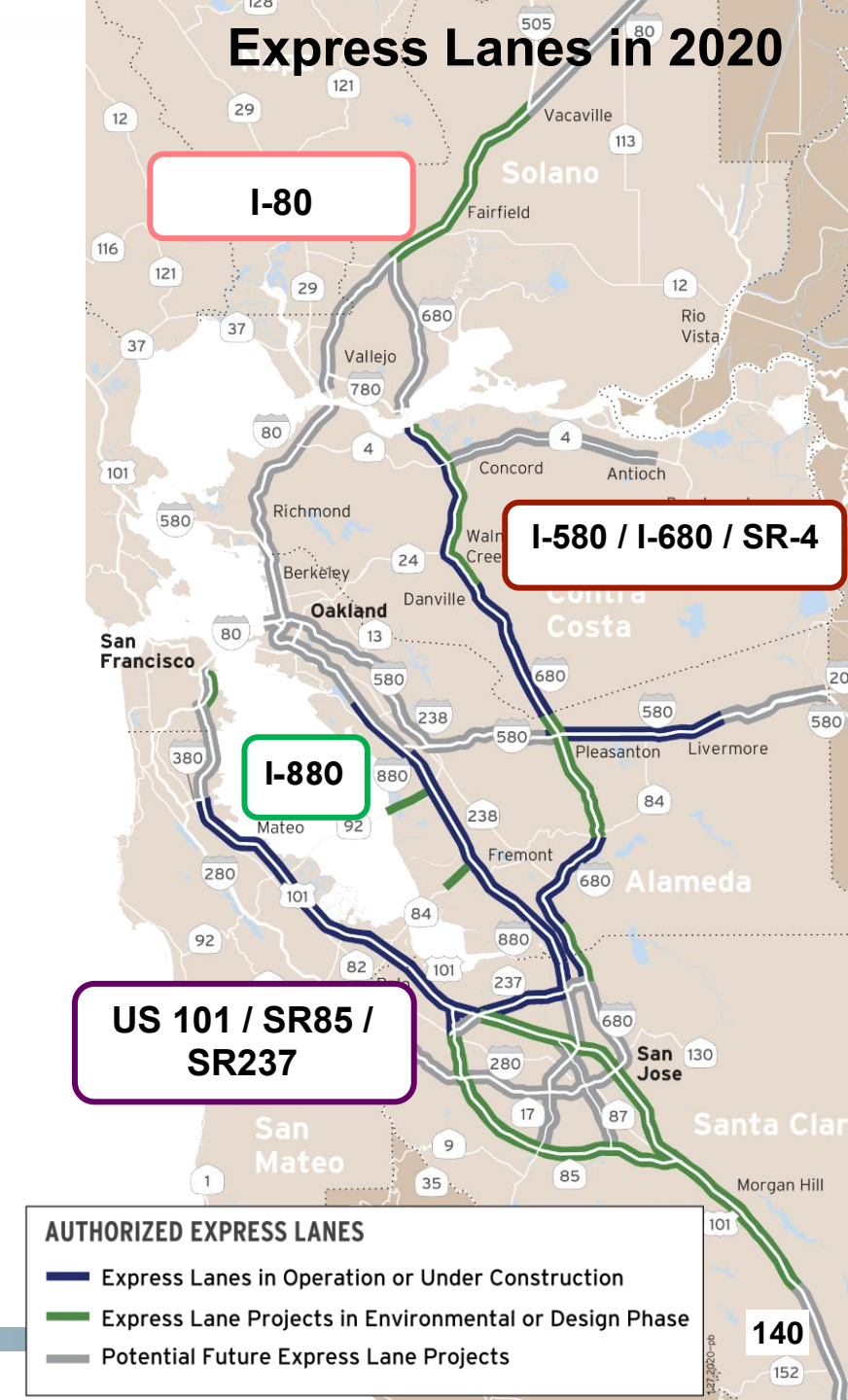
- 230 miles built or underway
- Plan Bay Area 2050+
 - Constrained Plan Projects (90 miles) - \$2 billion*
 - Programmatic Category Projects (400 miles) - \$4 billion*

* Year of Expenditure; developed for PBA50+ Final Blueprint; excludes VMT mitigation costs

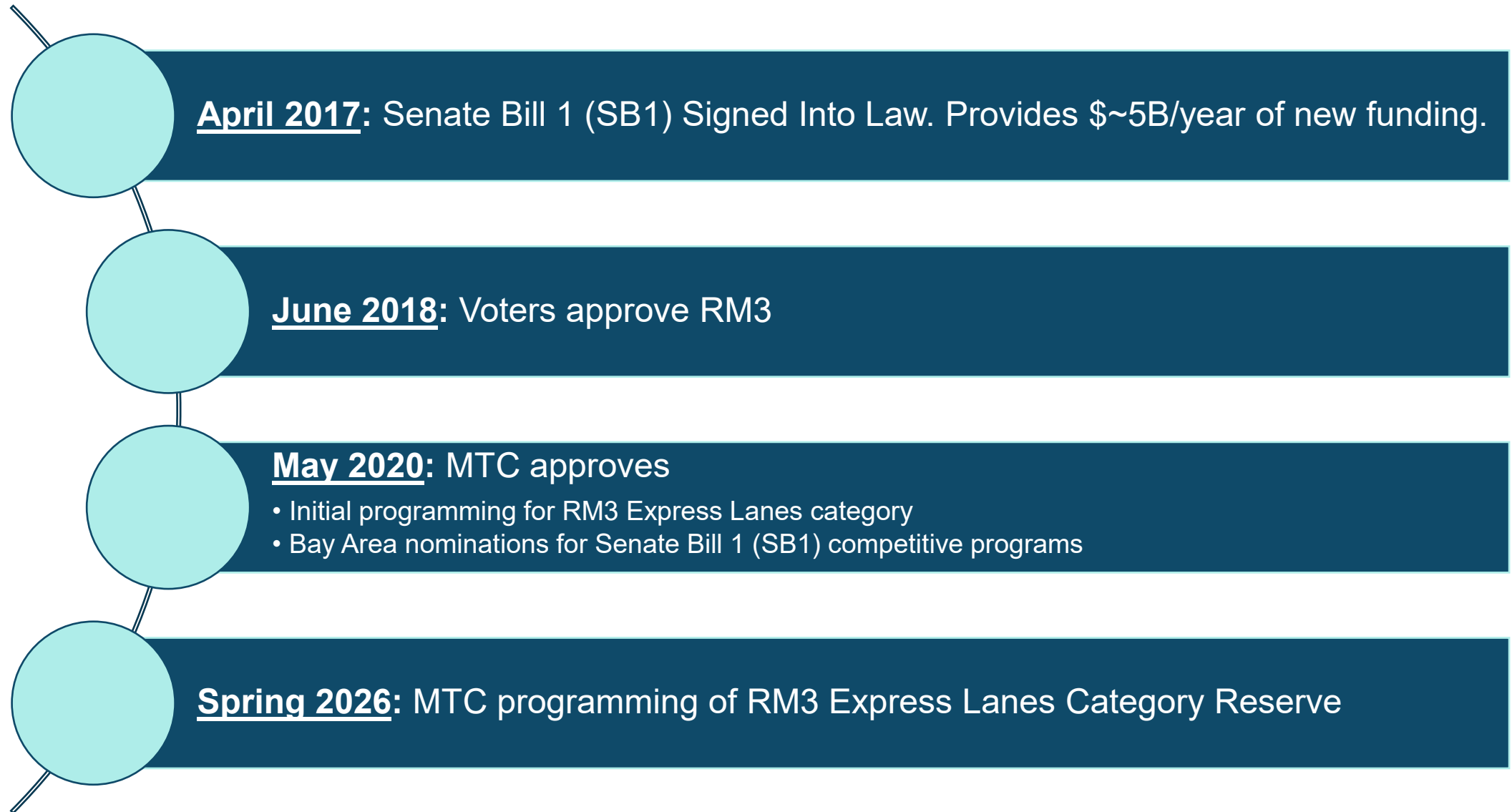


Overview of RM3 Express Lanes

- \$300 million available
- Eligible projects include express lanes and supporting operational strategies
- MTC shall make funds available based on performance criteria, including benefit-cost and project readiness

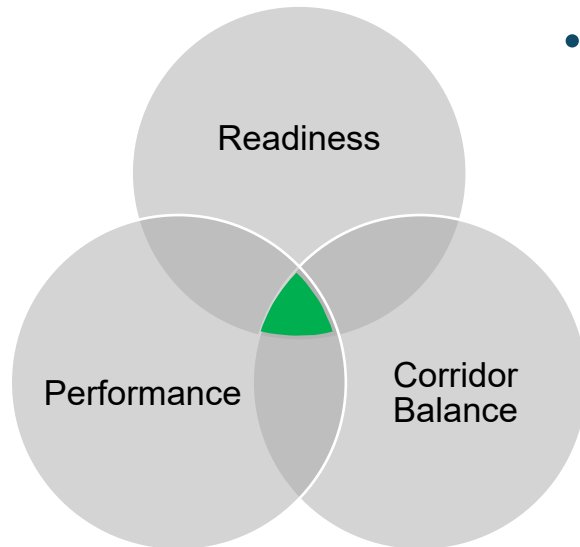


RM3 Express Lanes Programming Timeline

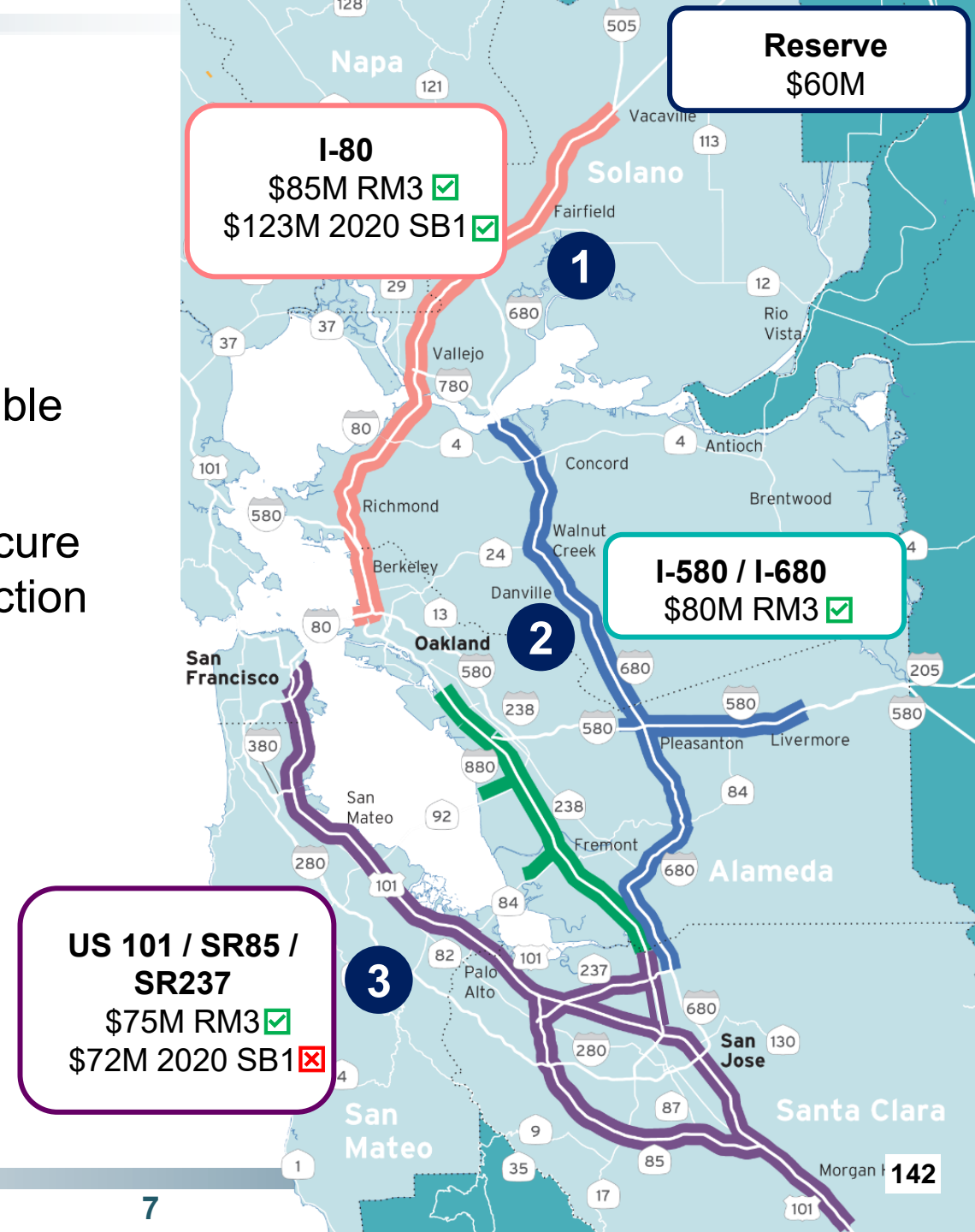


2020 RM3 Express Lanes Approach

- Deliver seamless system to Bay Area commuters
- Meet commitments by making regional funds available when needed
- RM3 funds returned to Reserve if projects fail to secure funding or meet other requirements to start construction






- RM3 to leverage SB1 funding opportunities and fund ready, high performing projects in each of 3 major express lane corridors.



Initial Programming for RM3 Express Lanes

MTC Resolution No. 4411, Attachment B – May 2020

	Corridor (County)	Project	SB1 ⁽¹⁾ Req. Amount	RM3 Amount
1	I-80 (Solano Co.)	Express Lanes from Red Top to I-505	\$123M 	\$85M
2	I-680 (Alameda Co.)	Express Lanes from Alcosta Blvd. to SR-84, Southbound		\$80M
3	US-101 (San Mateo Co.)	Express Lanes from I-380 to Santa Clara County	\$200M 	\$75M
3	US-101 (Santa Clara Co.)	Express Lanes, Phase 5 from SR-237 to I-880	\$72M 	
		<i>Reserve⁽²⁾</i>		\$60M
		Total		\$300M

(1) SB1 Solutions for Congested Corridors and Trade Corridor Enhancement Programs

(2) The Commission prioritized a portion of reserve for I-680 in Contra Costa Co.

RM3 Express Lanes – Program Reserve

- MTC left a \$60M program reserve to:
 - Leverage future SB1 funding and other competitive funding opportunities
 - Develop a pipeline of high performing express lane projects or supportive operational improvements
 - Implement projects that align with the Express Lanes Strategic Plan
- Commission in 2020 prioritized a portion of the reserve for I-680 Northbound Express Lane in Contra Costa, conditioned on:
 - Completion of environmental review
 - Updated cost-benefit ratio in subsequent project phases
 - Full funding plan

Looking Ahead: Completing the Express Lane Network

- Interest in advancing express lane projects underway across the region despite funding shortfalls in the billions
- Leverage limited remaining RM3 reserve of \$60M with other funding sources to fund construction

Express Lanes Projects on I-680 and US-101	County	Project Type	Planned Construction Start	Environmental Clearance
US-101 (NB/SB): Between SR-237 and South of I-880 ("Phase 5")	SCL	Dual Lane: New Lane plus HOV-Lane Conversion	2026	Yes
I-680 (NB): Between Livorna Rd and Arthur Rd	CC	New Lane and HOV-Lane Conversion	2026	Yes
US-101 (NB/SB): Between I-380 and San Francisco County Line	SM	New Lane	2027	By 2026
US-101 (NB/SB): Between I-880 and SR-85 ("Phase 6")	SCL	Dual Lane: New Lane plus HOV-Lane Conversion	2027	By 2026
I-680 (NB): Between SR-84 and Alcosta Blvd	ALA	New Lane	2028	Yes

Next Steps

- Continue discussions with express lane operators
- Programming and Allocations Committee (PAC) in Spring 2026:
 - Report on approaches to complete express lanes in US-101 and I-680 corridors
 - Present staff recommendation for programming the RM3 Express Lanes Reserve



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0078, **Version:** 1

Subject:

California Transportation Commission (CTC) and State Funding Programs Update. Update on CTC and State Funding Programs Update.

Presenter:

Kenneth Kao

Recommended Action:

Information

Attachments: List any attachments.

**Metropolitan Transportation Commission
Programming and Allocations Committee**

January 14, 2026

Agenda Item 4a-26-0078

California Transportation Commission (CTC) and State Funding Programs Update

Subject:

Update on California Transportation Commission (CTC) and state funding programs under the CTC's purview.

Background:

The California Transportation Commission (CTC) is responsible for programming and allocating certain state and federal transportation funds for the planning and implementation of highway, passenger rail, non-motorized facilities, and transit improvements throughout California. Among other transportation funding programs, the CTC approves programming and allocations for the State Transportation Improvement Program (STIP); State Highway Operations and Protection Program (SHOPP); State Active Transportation Program (ATP) and various Senate Bill 1 (SB1) programs including Solutions for Congested Corridors Program (SCCP); Trade Corridor Enhancement Program (TCEP) and the Local Partnership Program (LPP). The CTC allocates funds for projects in the Transit and Intercity Rail Capital Program (TIRCP), following project selection by the California State Transportation Agency (CalSTA).

The CTC consists of eleven voting members and two non-voting ex-officio members. The San Francisco Bay Area has four (4) CTC members residing in its geographic area: Jay Bradshaw (Executive Secretary-Treasurer, Northern California Carpenters Regional Council), Jason Elliott (President of Versus Solutions), Chair Darnell Grisby (Senior Vice President, Beneficial State Foundation), and Carl Guardino (Vice President of Government Affairs, Tarana Wireless).

December CTC Meeting (December 4-5, Riverside, CA)

The CTC met and discussed the following items of regional significance.

Adoption of SHOPP Allocation Plan

The CTC approved an allocation plan for the State Highway Operations and Protection Program (SHOPP) – Caltrans's funding program for the maintenance of the state highway system. This action recognizes lower-than-expected allocation capacity for the SHOPP due to cost increases and emergency restorations among other reasons, and prioritizes certain project types for the limited remaining allocation capacity. As a result, SHOPP projects may be delayed, deferred, or deleted until revenues increase. Caltrans also released the draft 2026 SHOPP in December; staff is reviewing and plans to provide comments to Caltrans by mid-January.

Allocations, Extensions, and Amendments.

The CTC approved the following:

Allocations. For construction phase allocations, CTC provides a six-month deadline to award a construction contract.

- Funding allocations for four LPP-F projects sponsored by BATA, AC Transit, and SMART (2).
- Funding allocations for three ATP projects in Alameda, San Francisco, and Solano Counties.
- Funding allocation for one Local Transportation Climate Adaptation Program (LTCAP) project in Alameda County.

Extensions.

- Project allocation extension correction for one ATP project in San Francisco County.

Amendments.

- Programming amendments for two LPP-F projects sponsored by SMART and San Francisco.

MTC staff continue to work with project sponsors of all the CTC-managed programs to ensure meeting CTC delivery deadlines and requirements.

Next Steps:

The next CTC meeting is scheduled for January 29-30, 2026, to be held in Roseville and online.

Issues:

None identified.

Recommendations:

Information. No action required.

Attachments:

None.



Andrew B. Fremier