

**Metropolitan Transportation Commission
Programming and Allocations Committee**

July 9, 2025

Agenda Item 2e-25-0979

MTC Resolution No. 4650, Revised

Subject:

Revisions to the Regional Early Action Planning Grant (REAP 2) program including allocating \$11 million to various transit operators for the Regional No-Cost & Reduced Cost Transit Transfers Pilot program and \$1 million to MTC for the Community Action Resource and Empowerment (CARE) Program.

Background:

The Regional Early Action Planning Grant (REAP 2) program is a state investment to advance implementation of adopted regional plans by funding transformative planning and implementation activities that accelerate infill housing development, reduce per capita vehicle miles traveled (VMT), and affirmatively further fair housing.

This month, staff recommend the following program revisions:

- 1) No-Cost & Reduced Cost Transfers Pilot:** Allocate \$11 million to 21 transit operators for the No-Cost & Reduced Cost Transfers Pilot, an 18-24 month pilot of free or discounted interagency transfers. The REAP 2 expenditure plan dedicates a total of \$22 million for implementation of the pilot, a priority project from the Transit Transformation Action Plan.

The pilot will launch concurrently with the deployment of the next generation Clipper system. Users will be able to benefit from a discount of up to \$2.85 every time they transfer between transit operators within 120 minutes of the start of their journey. The pilot is expected to generate over 25,000 new transit trips per day.

Per Memorandum of Understanding (MOU) between MTC and the transit operators, MTC will offset foregone fare revenue with \$22 million in REAP 2 funds allocated among the operators. The initial \$11 million in REAP 2 funds is distributed based on the operator's share of FY 2018-19 Transit Fare Revenues as reported to State Controller's Office (SCO). The remaining \$11 million dedicated to the pilot will be distributed at the conclusion of the pilot program or 24 months after program launch, whichever is sooner, and will be based on an estimate of adjusted foregone fare revenue for fixed-route services based on the number of actual inter-agency transfer trips in Clipper transaction data. Allocations by operator for the first \$11 million are shown in Table 1 on the following page.

Table 1: No-Cost & Reduced Cost Transfers Pilot, Allocation by Operator

Transit Operator	FY 2018-19 Total Operating Revenue		REAP 2 Allocation	
	\$	%	(1 of 2)	(2 of 2)
AC Transit	\$72,125,892	7.24%	\$796,137	<i>Distribution TBD</i>
Bay Area Rapid Transit (BART)	\$482,643,999	48.43%	\$5,327,503	
Caltrain	\$102,668,115	10.30%	\$1,133,267	
Central Contra Costa Transit Authority (CCCTA)	\$3,383,188	0.34%	\$37,344	
East Contra Costa Transit Authority (ECCTA)	\$1,963,065	0.20%	\$21,669	
City of Fairfield (FAST)	\$2,215,567	0.22%	\$24,456	
Golden Gate Bridge Highway and Transportation District (GGBHTD)	\$35,862,614	3.60%	\$395,857	
Livermore/Amador Valley Transit Authority (LAVTA)	\$2,535,311	0.25%	\$27,985	
Marin County Transit District	\$3,565,832	0.36%	\$39,360	
Napa Valley Transit Authority (NVTa)	\$1,196,183	0.12%	\$13,204	
San Mateo County Transit District (SamTrans)	\$15,566,591	1.56%	\$171,827	
Santa Rosa City Bus	\$1,550,159	0.16%	\$17,111	
Santa Clara County Valley Transportation Authority (SCVTA)	\$39,360,892	3.95%	\$434,472	
San Francisco Municipal Transportation Agency (SFMTA)	\$197,101,463	19.78%	\$2,175,638	
Sonoma-Marín Area Rail Transit (SMART)	\$4,094,540	0.41%	\$45,196	
Solano Transportation Authority (Soltrans)	\$3,359,095	0.34%	\$37,078	
Sonoma County Transit	\$1,804,581	0.18%	\$19,919	
Union City Transit	\$320,476	0.03%	\$3,537	
Vacaville City Coach	\$402,817	0.04%	\$4,446	
Western Contra Costa Transit Authority (WestCAT)	\$2,387,420	0.24%	\$26,353	
SF Bay Area Water Emergency Transportation Authority (WETA)	\$22,434,943	2.25%	\$247,641	
Total	\$996,542,743	100.00%	\$11,000,000	\$11,000,000

- 2) Power-building and Engagement (Pb+E):** Program an additional \$1 million to MTC for Power-building and Engagement (Pb+E), bringing the total REAP 2 funding available to \$2 million. As part of MTC's broader Community Action Resource and Empowerment (CARE) program, Pb+E provides transportation-based capacity building for residents of Equity Priority Communities (EPCs) and similar designations in the nine-county Bay Area region.

This spring, a Community Advisory Working Group (CAWG) was established to inform the criteria and metrics, program design, and outreach strategies for the first round of funding for Power-building and Engagement (Pb+E). The first call for projects will be issued this Summer and staff will return to this Committee in the Fall to recommend a program of projects.

Issues:

None.

Recommendations:

Refer to MTC Resolution No. 4650, Revised to the Commission for approval.

Attachments:

- MTC Resolution 4650, Revised
 - Attachment A



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