



Metropolitan Transportation Commission

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

Meeting Agenda

Metropolitan Transportation Commission

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, January 28, 2026

9:35 AM

Board Room - 1st Floor

The Metropolitan Transportation Commission meeting is scheduled to take place at 9:35 a.m. This meeting shall consist of a simultaneous teleconference call at the following location(s):
Napa County Administrative Building at 1195 Third Street, 3rd floor, Suite 301, Napa, CA

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/82875721848>

iPhone One-Tap: US:

+14086380968,,82875721848# US (San Jose)

+16694449171,,82875721848# 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: 828 7572 1848

International numbers available: <https://bayareametro.zoom.us/u/kdTpNuCJW7>

All standing committee meeting agendas may also be accessed on

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

On Legistar here: <https://mtc.legistar.com/Calendar.aspx>

Detailed instructions on participating via Zoom are available at:

<https://bayareametro.zoom.us/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: Kimberly Ward

Roster:

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

1. Call to Order / Roll Call / Confirm Quorum

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

2. Pledge of Allegiance / Acknowledgement of the Flag

3. Compensation Announcement (Clerk)

4. Chair's Report

- 4a. [26-0094](#) Appreciation for longtime Policy Advisory Council Member and former
Chair, Randi Kinman
Action: Information
- 4b. [26-0212](#) MTC Resolution No. 4752. Resolution of Appreciation for Commissioner
David Canepa on the occasion of his departure from MTC.
Action: Commission Approval
- 4c. [26-0170](#) MTC Resolution No. 4746. Resolution of Appreciation and In Memory of
Peter Lee
Action: Commission Approval

5. Closed Session

- 5a. [26-0027](#) Closed Session / Public Comment
- 5b. [26-0172](#) CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

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

6. Open Session / Report out from Closed Session

7. Chair's Report (continued)

- 7a. [26-0210](#) Updated Committee Assignments
Action: Commission Approval
- 7b. [26-0147](#) Appointment of SB 63 Financial Efficiency Review Oversight Committee Members
Action: Commission Approval
Attachments: [7b 26-0147 Appointment to Oversight Committeex.pdf](#)

8. Executive Director's Report

- 8a. [26-0095](#) Executive Director's Report
Action: Information
Presenter: Andrew Fremier

9. Commissioner Comments

10. Consent Calendar

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

Regional Network Management (Commission Consent)

- 10b. [26-0153](#) MTC Resolution No. 4610, Revised. Regional Network Management Customer Advisory Group Charter - New Member Appointments
Action: Commission Approval
Presenter: Josie Ahrens
Attachments: [10b 26-0153 1 Summary Sheet RNM CAG Charter Appointments.pdf](#)
[10b 26-0153 2 MTC Resolution 4610.pdf](#)
- 10c. [26-0154](#) MTC Resolution No. 4622, Revised. Updates to the Regional Network Management Council Charter and Membership Roster
Action: Commission Approval
Presenter: Allison Quach
Attachments: [10c 26-0154 1 Summary Sheet RNM Council Charter and Roster.pdf](#)
[10c 26-0154 2 MTC Resolution 4622.pdf](#)

Administration Committee (Commission Consent)

- 10d. [26-0156](#) MTC Resolution No. 4563, Revised - Reauthorization of MTC Investment Policy
- Action:** Commission Approval
- Presenter:** Natalie Perkins
- Attachments:** [10d 26-0156 1 Summary Sheet Reauthorization Investment Policy.pdf](#)
[10d 26-0156 2 MTC Resolution 4563.pdf](#)

Programming and Allocations Committee (Commission Consent)

- 10e. [26-0157](#) MTC Resolution No. 4709, Revised. Allocation of \$7.1 million in FY2025-26 Transportation Development Act (TDA) operating funds to the City of Fairfield (FAST) to support transit operations in the region.
- Action:** Commission Approval
- Presenter:** Jack McDowell
- Attachments:** [10e 26-0157 1 Summary Sheet TDA FAST Operating Allocations.pdf](#)
[10e 26-0157 2 Attachment A Transit Operator Budget Summary.pdf](#)
[10e 26-0157 3 MTC Resolution 4709.pdf](#)
- 10f. [26-0158](#) MTC Resolution No. 4660, Revised. Allocation of \$15 million in Regional Measure 3 (RM3) Capital Funds to the City of Newark.
- Action:** Commission Approval
- Presenter:** Julieth Ortiz
- Attachments:** [10f 26-0158 1 Summary Sheet RM3 Allocation City of Newark.pdf](#)
[10f 26-0158 2 Attachment A RM3 Capital Expenditure Plan Tracker.pdf](#)
[10f 26-0158 3 Attachment B RM3 Project Summary Recommendation.pdf](#)
[10f 26-0158 4 MTC Resolution 4660.pdf](#)

Committee Reports

11. Legislation Committee Report

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

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

Action: Commission Approval

Presenter: Ky-Nam Miller

Attachments: [11a 26-0151 1 Summary Sheet Community Advisory Council.pdf](#)
[11a 26-0151 2 MTC Resolution 4686.pdf](#)

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

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

Action: Commission Approval

Presenter: Georgia Gann Dohrmann

Attachments: [11b 26-0152 1 Summary Sheet 2026 Advocacy Program.pdf](#)
[11b 26-0152 2 Attachment A DRAFT 2026 MTC ABAG Advocacy Program](#)

12. Regional Network Management (John-Baptiste)

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

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

Action: Commission Approval

Presenter: Britt Tanner

Attachments: [12a 26-0155 1 Summary Sheet Transit Priority Policy.pdf](#)
[12a 26-0155 2 MTC Resolution 4739.pdf](#)
[12a 26-0155 3 Attachment A Overview Bay Area Transit Priority Policy.pdf](#)
[12a 26-0155 4 Attachment B Transit Priority Policy.pdf](#)

13. Programming and Allocations Committee (Fleming)

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

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

Action: Commission Approval

Presenter: Judis Santos

Attachments: [13a_26-0159_1_Summary_Sheet_CARE_Round_2.pdf](#)
[13a_26-0159_2_Attachment_A_Evaluation_Process.pdf](#)
[13a_26-0159_3_Attachment_B_Round_2_CARE_Program_Projects_.pdf](#)
[13a_26-0159_4_Attachment_C_CARE_Award_Recommendations_Summary.p](#)
[13a_26-0159_5_MTC_Resolution_3989.pdf](#)
[13a_26-0159_6_MTC_Resolution_4604.pdf](#)
[13a_26-0159_7_Presentation.pdf](#)

14. Commission Approval / Information

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

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

Action: Commission Approval

Presenter: Thomas Arndt

Attachments: [14a 26-0112 1 OBAG-TOC Cover Letter Chair VChair.pdf](#)
[14a 26-0112 2 Summary Sheet OBAG4 TOC Policy.pdf](#)
[14a 26-0112 3 MTC Resolution 4740 and Attachmentsx.pdf](#)
[14a 26-0112 4 Attachment 1 OBAG 3 Overview.pdf](#)
[14a 26-0112 5 Attachment 2 OBAG 3 Local Investments by County.pdf](#)
[14a 26-0112 6 Attachment 3 OBAG Regional Strategic Investments.pdf](#)
[14a 26-0112 7 Attachment 4 OBAG 4 Draft Policy Summary.pdf](#)
[14a 26-0112 8 Attachment 5 Draft OBAG 4 Regional Programs.pdf](#)
[14a 26-0112 9 Attachment 6 Draft OBAG 4 County Program.pdf](#)
[14a 26-0112 10 Presentation OBAG 4 Program Adoption.pdf](#)

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

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

Action: Information

Presenter: Andrew Fremier

15. Public Comment / Other Business

*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.*

16. Adjournment / Next Meetings:

The next meeting of the Commission is scheduled to be held on Wednesday, February 25, 2026 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. Any changes to the schedule will be duly noticed to the public.

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

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

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

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

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

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

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



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0094, **Version:** 1

Subject:

Appreciation for longtime Policy Advisory Council Member and former Chair, Randi Kinman

Recommended Action:

Information



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0212, **Version:** 1

Subject:

MTC Resolution No. 4752. Resolution of Appreciation for Commissioner David Canepa on the occasion of his departure from MTC.

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0170, **Version:** 1

Subject:

MTC Resolution No. 4746. Resolution of Appreciation and In Memory of Peter Lee

Recommended Action:

Commission Approval



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0027, **Version:** 1

Subject:
Closed Session / Public Comment



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0172, **Version:** 1

Subject:
CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION

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



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0210, **Version:** 1

Subject:
Updated Committee Assignments

Recommended Action:
Commission Approval



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0147, **Version:** 1

Subject:

Appointment of SB 63 Financial Efficiency Review Oversight Committee Members

Recommended Action:

Commission Approval

Metropolitan Transportation Commission

January 28, 2026

Agenda Item 7b - 26-0147

Appointment of SB 63 Financial Efficiency Review Oversight Committee Members

Subject:

With the establishment of the Public Transit Revenue Measure District (the “District”), Senate Bill (SB) 63 includes provisions aimed at ensuring accountability to taxpayers, transit riders, and local government partners through various mechanisms, one of which is the SB 63 Financial Efficiency Review Oversight Committee. This committee is comprised of an MTC Commissioner (either the Chair or their designee), transit agency board members, and four independent experts appointed by the Commission with expertise in public transit operations and finance. The Committee will also have one representative from the California State Transportation Agency (CalSTA), and one representative from the Department of Finance (DOF), as ex officio, nonvoting members.

Background:

As prescribed in the legislation, this Oversight Committee will review, revise and adopt the analysis of a third-party consultant as part of the financial efficiency review, which includes AC Transit, BART, Caltrain, and Muni. The committee consists of nine voting members: four independent experts appointed by the Commission, one board member from each of the four subject operators, and the Chair of the Commission (so long as they reside in the jurisdiction of the District). There are also two ex officio, nonvoting members from CalSTA and the Department of Finance. Each of the subject operators has already designated their board representative for the Oversight Committee as follows: Murphy McCalley for AC Transit, Melissa Hernandez for Bay Area Rapid Transit (BART), Jeff Gee for Caltrain, and Steve Heminger for the San Francisco Municipal Transportation Agency (SFMTA, or MUNI).

Phase one of the financial efficiency review is time-bound and currently underway, with a final analysis that must be transmitted to the Oversight Committee by April 1, 2026 for review, revision, and adoption. Staff expect the Oversight Committee to convene approximately three times for phase one to onboard, review the draft analysis, and adopt the final analysis.

Should the revenue measure pass at the general election on November 3, 2026, a third-party consultant (identified through a separate procurement process) will conduct phase two of the

financial efficiency review. Phase two would be a multi-year effort, with 480 days for the consultant to deliver the final analysis. Staff expect the Oversight Committee would convene bi-monthly through 2027 to monitor the consultant's work before receiving the final analysis in early 2028. Following review, revision, and adoption, the Oversight Committee would terminate around the end of 2028.

Due to the geographic diversity of the proposed Committee membership, staff also recommends that any member who resides more than 400 miles from the District be entitled to reimbursement of necessary travel costs incurred to attend a SB 63 Financial Efficiency Review Oversight Committee meeting in-person. Staff proposes that reimbursement be limited to roundtrip airfare on a major carrier, as well as lodging and per-diem at GSA rates for San Francisco that are in place at the time of travel. Staff recommends reimbursement be limited to the economy class roundtrip rate on a major carrier, and that no more than two nights stay be permitted for attendance at a single meeting.

Selection Process:

MTC staff developed a skills-based framework to identify four independent experts with expertise in public transit operations and finance, as required under SB 63. The goal was to assemble a complementary set of perspectives that together balance practical operational judgement with strong financial and governance expertise.

Staff prioritized two primary areas of expertise:

- **Transit executive/operational efficiency**, to ensure deep, hands-on experience assessing what is realistic, implementable, and service-aware in constrained operating environments; and
- **Finance/oversight/governance**, to provide rigor around fiscal accountability, implementation planning, and funding-linked compliance requirements under SB 63.

Across candidates, staff also considered credibility and independence (including screening for recent ties to subject operators), ability to operate effectively in politically complex environments, availability and commitment, as well as Bay Area or California experience. Outreach was conducted to a set of qualified individuals, followed by screening for availability,

independence, and potential conflicts of interest. Although there were many very well-qualified candidates, the resulting recommended slate reflects the best mix of expertise designed to support the Oversight Committee's formal responsibilities in reviewing, directing revisions to, and adopting consultant deliverables for the Financial Efficiency Review.

Proposed Appointees:

- **Debra Johnson:** General Manager and CEO, Denver Regional Transportation District (RTD); former Chief Operating Officer, LA Metro; and former Director of Administration, SFMTA.
- **Nancy Whelan:** Former General Manager, Marin Transit; and former owner of a transit financial planning and management consulting firm.
- **Lou Thompson:** Member, California High-Speed Rail Peer Review Group; and former leadership roles at the World Bank and Federal Railroad Administration.
- **Ben Rosenfield:** Former Controller, City and County of San Francisco

Issues:

None identified.

Recommendations:

As Chair of the Metropolitan Transportation Commission, I recommend that the Commission approve the appointment of Debra Johnson, Nancy Whelan, Lou Thompson, and Ben Rosenfield to the SB 63 Financial Efficiency Review Oversight Committee. I further recommend that you approve the prospective reimbursement of necessary travel expenses for Committee members, as detailed in the staff report.

Attachments:

Attachment A – SB 63 Financial Efficiency Review Oversight Committee Roster

Attachment A – SB 63 Financial Efficiency Review Committee Roster

Name	Title	Appointed By	Voting Status
Sue Noack	Chair of the Commission	MTC	Voting
Murphy McCalley	Vice President of the AC Transit Board of Directors	AC Transit	Voting
Melissa Hernandez	President of the BART Board of Directors	BART	Voting
Jeff Gee	Director of the Caltrain Board of Directors	Caltrain	Voting
Steve Heminger	Director of the SFMTA Board of Directors	SFMTA	Voting
Debra Johnson*	General Manager and CEO of Denver RTD	MTC	Voting
Nancy Whelan*	Former General Manager of Marin Transit	MTC	Voting
Lou Thompson*	Member of CA High Speed Rail Peer Review Group	MTC	Voting
Ben Rosenfield*	Former Controller for the City and County of SF	MTC	Voting
Teresa Calvert	Program Budget Manager	DOF	Non-Voting
Vacant	Deputy Secretary for Transit	CalSTA	Non-Voting

* Denotes proposed appointees.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0095, **Version:** 1

Subject:

Executive Director's Report

Presenter:

Andrew Fremier

Recommended Action:

Information



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0097, **Version:** 1

Subject:

Approval of the Commission Minutes of the December 17, 2025, meeting

Recommended Action:

Commission Approval



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

Meeting Minutes

Metropolitan Transportation Commission

Sue Noack, Chair Stephanie Moulton-Peters, Vice Chair

Wednesday, December 17, 2025

9:35 AM

Yerba Buena Conference Room - 1st Floor

Roster:

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

Chair Noack called the meeting to order at approximately 10:55 a.m.

1. Call to Order / Roll Call / Confirm Quorum

Present: 15 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan, and Commissioner Ramos

Absent: 3 - Commissioner John-Baptiste, Commissioner Melgar, and Commissioner Miley

Commissioner Manfree and Commissioner Ramos participated remotely from a noticed remote location.

Non-Voting Commissioner Present: Commissioner Giacomini (remotely)

Non-Voting Commissioners Absent: Commissioner Ambuehl and Commissioner Schaaf

2. Pledge of Allegiance / Acknowledgement of the Flag

Agenda Items 2 and 3 were skipped over because they were addressed during the BATA meeting.

3. Compensation Announcement (Clerk)

4. Closed Session

The Closed Session, Open Session, and all associated items were deferred to January 2026.

4a. [26-0027](#) Closed Session / Public Comment

4b. [26-0028](#) PUBLIC EMPLOYEE PERFORMANCE EVALUATION

Titles: Executive Director, General Counsel

CONFERENCE WITH LABOR NEGOTIATORS

Agency designated representatives: Sue Noack and Stephanie Moulton-Peters

Unrepresented Employees: Executive Director, General Counsel

The Commission will meet in Closed Session, pursuant to Government Code §54957, with respect to the Executive Director's and General Counsel's performance and compensation range of non-represented employees. Neither the Executive Director nor General Counsel shall be present for discussions on compensation.

5. Open Session / Report out from Closed Session**5a. [26-0029](#) MTC Resolution No. 4369, Revised. Approval of the Executive Director's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.**

Action: Commission Approval

5b. [26-0030](#) MTC Resolution No. 4741. Approval of General Counsel's Performance Evaluation, associated compensation range and salary adjustment - final amount to be read into the record.

Action: Commission Approval

6. Chair's Report**7. Policy Advisory Council Report****7a. [25-1507](#) Policy Advisory Council Report**

Action: Information

Presenter: Carina Lieu

Carina Lieu, Policy Advisory Council Chair, gave the report.

Roland Lebrun was called to speak under agenda item 7a.

8. Executive Director's Report

8a. [25-1508](#) Executive Director's Report

Action: Information

Presenter: Andrew Fremier

Executive Director, Andrew Fremier gave the report.

9. Commissioner Comments

10. Consent Calendar

Upon the motion by Commissioner Abe-Koga and seconded by Vice Chair Moulton-Peters, the Commission unanimously approved the Consent Calendar by the following vote:

Aye: 15 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner John-Baptiste, Commissioner Melgar and Commissioner Miley

10a. [26-0031](#) Approval of the Commission Minutes of the November 19, 2025 meeting

Action: Commission Approval

10b. [26-0032](#) Metropolitan Transportation Commission Resolution No. 4698, Revised. Fiscal Year 2025-26 Overall Work Program (OWP) Amendment No. 1.

Action: Commission Approval

Presenter: Elizabeth Ramos

Programming and Allocations Committee (Commission Consent)

10c. [26-0034](#) MTC Resolution No. 4710, Revised. Allocation of \$3.1 million FY 2025-26 Transit Assistance (STA) funds to Sonoma Marin Area Rail Transit (SMART) to support transit operations and capital projects in the region.

Action: Commission Approval

Presenter: Luis Garcia

10d. [26-0035](#) 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

- 10e. [26-0036](#) MTC Resolution Nos. 3989, Revised, and 4505, Revised. Various revisions to the MTC Exchange and One Bay Area Grant (OBAG 3) Program.
Action: Commission Approval
Presenter: Thomas Arndt
- 10f. [26-0037](#) MTC Resolution No. 4737. FY 2025-26 State Transit Assistance (STA) State of Good Repair (SGR) Allocations.
Action: Commission Approval
Presenter: Jack McDowell
- 10g. [26-0038](#) MTC Resolution No. 4695, Revised. Low-Carbon Transit Operations Program (LCTOP) Corrective Action Plans (CAPs).
Action: Commission Approval
Presenter: Kenji Anzai
- 10h. [26-0070](#) 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

Committee Report

11. Programming and Allocations Committee Report (Fleming)

- 11a. [26-0039](#) 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 the motion by Commissioner Fleming and seconded by Commissioner Papan, the Commission unanimously adopted MTC Resolution Nos. 4614, Revised; 4615, Revised; 4660, Revised; 4733; and 4734. The motion carried by the following vote:

Aye: 15 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner John-Baptiste, Commissioner Melgar and Commissioner Miley

- 11b. [26-0040](#) 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 Commissioner Fleming and seconded by Commissioner Abe-Koga, the Commission unanimously adopted MTC Resolution No. 4728, Revised. The motion carried by the following vote:

Aye: 15 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner John-Baptiste, Commissioner Melgar and Commissioner Miley

12. Commission Information / Approval

- 12a. [26-0033](#) Metropolitan Transportation Commission (MTC) Resolution No. 4703, Revised. Fiscal Year (FY) 2025-26 Operating and Capital Budgets Amendment No. 1

A request that the Commission approve MTC Resolution No. 4703 Revised. FY 2025-26 Operating and Capital Budgets, Amendment No. 1

Action: Commission Approval

Presenter: Derek Hansel

The following members of the public were called to speak on agenda item 12a: Adina Levin and Roland Lebrun.

Upon the motion by Commissioner Ezzy Ashcraft and seconded by Commissioner Mashburn, the Commission unanimously adopted MTC Resolution No. 4703, Revised. The motion carried by the following vote:

Aye: 15 - Commissioner Abe-Koga, Commissioner Ahn, Commissioner Andersen, Commissioner Ashcraft, Commissioner Burt, Commissioner Canepa, Commissioner Fleming, Commissioner Lee, Commissioner Mahan, Commissioner Manfree, Commissioner Mashburn, Vice Chair Moulton-Peters, Chair Noack, Commissioner Papan and Commissioner Ramos

Absent: 3 - Commissioner John-Baptiste, Commissioner Melgar and Commissioner Miley

12b. [26-0041](#) Senate Bill 63 Transportation Revenue Measure Update

Recap of legislation, implementation activities to date, polling results and next steps

Action: Information

Presenter: Rebecca Long

The following members of the public were called to speak on agenda item 12b:
Jane Kramer, Adina Levin, and Roland Lebrun.

13. Public Comment / Other Business**14. Adjournment / Next Meetings:**

The next meeting of the Commission is scheduled to be held on Wednesday, January 28, 2026 at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA 94105. Any changes to the schedule will be duly noticed to the public.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0153, **Version:** 1

Subject:

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

Presenter:

Josie Ahrens

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Regional Network Management Committee**

January 9, 2026

Agenda Item 2c

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

Subject:

Member appointments to the Regional Network Management Customer Advisory Group.

Background:

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

This month's action would make two updates to Resolution No. 4610. The first update is to modify the criteria for the transit operator seats to require a minimum of four (4) seats for large operators, a minimum of one (1) seat for a small operator, and one (1) seat for either a large or small operator, as shown in Attachment A to MTC Resolution No. 4610. The second update is to appoint eight (8) of the twenty new members to the Customer Advisory Group, as shown in Attachment B to MTC Resolution No. 4610. The remaining twelve (12) appointments still pending include the one (1) student/youth seat, six (6) transit operator seats, and the five (5) members from the MTC-ABAG Community Advisory Council.

Next Steps:

If approved, the new RNM CAG membership term would start as soon as January 2026 in accordance with the process outlined in MTC Resolution No. 4610.

Issues:

None identified.

Recommendations:

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

Attachments:

- MTC Resolution No. 4610, Revised
 - Attachment A-B



Andrew B. Fremier

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

ABSTRACT

MTC Resolution No. 4610

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

This resolution contains the following attachments:

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

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

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

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

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

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

Re: Commission Customer Advisory Group Charter

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4610

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

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

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

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

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

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

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

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

RESOLVED, that the members of the Customer Advisory Group will be appointed according to the process and shall have the roles and responsibilities as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that Customer Advisory Group roster is contained in Attachment B to this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Nick Josefowitz, Vice Chair

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

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

Attachment A
Resolution No. 4610
Page 1 of 7

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

A. Regional Network Management Mission, Vision, and Objectives

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

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

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

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

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

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

B. Customer Advisory Group Purpose, Roles and Responsibilities

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

1. Identifying Customer Perspectives and Needs

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

2. Customer Advisory Group Work Plan

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

3. Advising the MTC RNM Committee

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

4. Advising Other RNM Components

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

5. Limitation on Advisor Activities

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

C. Customer Advisory Group Membership and Roles

1. Membership

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

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

There shall be no alternates to the appointed membership.

2. Appointment Process

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

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

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

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

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

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

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

3. Chair and Vice Chair

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

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

4. Membership Requirements

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

5. Compensation

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

6. Conflicts of Interest Policy

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

7. Ethics Training

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

D. Customer Advisory Group Meetings

1. Meeting Cadence

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

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

2. Meeting Location

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

3. Agenda Setting

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

4. Quorum Requirements

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

5. Ad Hoc Working Groups

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

6. Public Meetings

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

E. Continuous Improvement of the Customer Advisory Group

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

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

Attachment B
Resolution No. 4610

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

Advisor Name	Representing
TBD	Community Advisory Council Member
TBD	Community Advisory Council Member
TBD	Community Advisory Council Member
TBD	Community Advisory Council Member
TBD	Community Advisory Council Member
TBD	Large Transit Operator Advisory Body Member
TBD	Large Transit Operator Advisory Body Member
TBD	Large Transit Operator Advisory Body Member
TBD	Large Transit Operator Advisory Body Member
TBD	Small Transit Operator Advisory Body Member
TBD	Large or Small Transit Operator Advisory Body Member
Abibat Rahman-Davies	Policy Organization – Transform
Sebastian Petty	Policy Organization – SPUR
Adina Levin	Policy Organization – Seamless Bay Area
Dylan Fabris	Transit Riders Group
TBD	Student and/or Youth Advocate
Bob Allen	At-Large Member – Urban Habitat
Emily Loper	Business – Bay Area Council
Brian Stanke	City DOT or PW – City of San José DOT
Warren Cushman	Disability Community – Community Resources for Independent Living



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0154, **Version:** 1

Subject:

MTC Resolution No. 4622, Revised. Updates to the Regional Network Management Council Charter and Membership Roster

Presenter:

Allison Quach

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Regional Network Management Committee**

January 9, 2026

Agenda Item 2f

**MTC Resolution No. 4622, Revised. Updates to the Regional Network Management
Council Charter and Membership Roster**

Subject:

Updates to the Regional Network Management Council Charter and to the Membership Roster

Background:

MTC Resolution No. 4622 outlines the Regional Network Management (RNM) Council Charter, including its mission statement, roles, responsibilities, procedures, appointment process, and membership criteria. The RNM Council consists of executives from transit agencies and MTC with expertise in transit systems, who effectively represent stakeholder interests and provide leadership and critical input on regional transit policies.

The RNM Council includes three members representing the region's small and medium-sized operators, selected at the sole discretion of those operators. Since the RNM Council was established in November 2023, Marin Transit's General Manager, Nancy Whelan, has served as one of these representatives. With her retirement in 2026, this seat will be vacant. The small/medium operators have selected Rachel Ede, head of Santa Rosa CityBus, to fill the third representative position on the RNM Council. A revision to MTC Resolution No. 4622 is required to make this change to the RNM Council membership, which is reflected in Attachment B to the Resolution.

Staff also recommend revisions to the RNM Council Charter, as reflected in Attachment A to MTC Resolution No. 4622, to simplify the administration of the RNM Council, as follows:

- **Simplify the appointment process for the three small/medium operator representatives:**
Currently, the three small/medium operator representatives are selected at the sole discretion of those operators but must be ratified by the Commission. Staff recommend updating the Charter so that the RNM Committee be informed of any changes to RNM Council appointments, and that the Commission update the roster periodically to reflect the changes.

- **Align the timing of elections for leadership of the RNM Council and Clipper Executive Board (CEB):** CEB meets on the same day as the RNM Council but at a different time. Aligning the RNM Council and CEB election timelines would streamline coordination between the two bodies. Staff recommend moving elections for RNM Council Chair and Vice Chair from the end of odd-numbered years to the February of even-numbered years to be consistent with the current CEB election timeline.
- **Clarify the guidelines for Designated Delegates to attend meetings on behalf of RNM Council members.**

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4622, Revised, to the Commission for approval.

Attachments:

- Attachment A: MTC Resolution No. 4622, Revised
 - Attachment A-B



Andrew B. Fremier

Date: December 20, 2023
W.I.: 1621
Referred by: RNM
Revised: 1/28/26-C

ABSTRACT

MTC Resolution No. 4622

This resolution defines the role and responsibilities of the Regional Network Management (RNM) Council.

This resolution contains the following attachments:

- Attachment A – which outlines the mission statement, roles, responsibilities, procedures, appointment process and membership criteria for the RNM Council.
- Attachment B – a table listing the current RNM Council membership.

On January 28, 2026, Attachment A was revised to update the timing of leadership elections and appointment process for the small/medium operators, and Attachment B was revised to reflect an update to one of the small/medium operator representatives.

Further discussion of this action is contained in the Regional Network Management Committee summary sheet dated December 8, 2023 and January 9, 2026.

Date: December 20, 2023
W.I.: 1621
Referred by.: RNM

Re: Regional Network Management Council Charter

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4622

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

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

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

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

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

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

WHEREAS, the Regional Network Management Framework proposes a Council of Executive-level Operator and MTC representatives who understand transit operations and can represent the interests of their stakeholders and provide leadership and critical input on regional policies, now, therefore be it

RESOLVED, that the Commission authorizes and ratifies the convening of the Regional Network Management Council; and be it further

RESOLVED, that the members of the Regional Network Management Council will be appointed according to the process and shall have the roles and responsibilities as described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that Regional Network Management Council membership roster is contained in Attachment B to this resolution; and be it further

RESOLVED, that the Commission may periodically revise Attachment B to reflect changes to Regional Network Management Council representatives.

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 December 20, 2023.

Date: December 20, 2023
W.I.: 1621
Referred by: RNM
Revised: 1/28/26-C

Attachment A
MTC Resolution No. 4622
Page 1 of 5

Attachment A: RNM Council Charter

A. RNM Council Purpose, Mission, and Vision

The purpose of the Regional Network Management (RNM) Council is to bring together leadership from transit agencies and MTC to provide executive guidance on regional transit policies and actionable implementation plans in pursuit of the RNM's Mission and Vision.

The RNM's Mission is to drive transformative improvements in the customer experience for regional Bay Area transit.

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

B. RNM Council Membership and Roles

The RNM Council shall be composed of eleven (11) members as follows:

- a) Alameda-Contra Costa Transit District (AC Transit) General Manager
- b) Bay Area Rapid Transit (BART) General Manager
- c) Caltrain Executive Director
- d) Golden Gate Bridge, Highway and Transportation District (Golden Gate) General Manager
- e) Metropolitan Transportation Commission (MTC) Executive Director
- f) San Francisco Municipal Transportation Agency (SFMTA) General Manager/Director of Transportation
- g) San Mateo County Transit District (SamTrans) General Manager/CEO
- h) Santa Clara Valley Transportation Authority (VTA) General Manager/CEO
- i) Three General Managers representing other transit providers serving the region, selected at the sole discretion of those operators. Any change to these representatives shall be communicated in writing to the RNM Council Chair and MTC, and the RNM Committee shall be informed of any changes.

The MTC Commission may periodically revise Attachment B to reflect changes to RNM Council representatives. Each RNM Council member may formally designate up to one named alternate (“Designated Delegate”) per calendar year. A change to a Designated Delegate prior to the completion of the calendar year must be approved by the Council. Designated Delegates may attend up to four (4) RNM Council Meetings per year to vote on behalf of the RNM Council member. After four meetings attended by a Delegate on behalf of a RNM Council member, any further Delegate participation shall not count toward quorum and will not include voting rights. The RNM Council shall elect a Chair and Vice-Chair from its members to represent the RNM Council in communications with others, provide input on agendas, and facilitate RNM Council meetings. The Chair and Vice-Chair terms shall be two years. The RNM Council shall elect a Chair and Vice-Chair at its inaugural convening. Thereafter, elections shall be held biannually at the February meeting of even numbered years. In the event of a change in RNM Council Chair or Vice-Chair membership, the RNM Council shall hold a special election to fill the vacancy until the next regular Chair and Vice-Chair election.

C. RNM Council Roles and Responsibilities

The RNM Council will meet in public at regularly scheduled monthly meetings to direct initiatives that advance the RNM Mission and Vision. The RNM Council has the following roles and responsibilities:

- Elect a Chair and Vice-Chair to represent the RNM Council in communications with others, set agendas, and facilitate RNM Council meetings.
- Adopt an annual Work Plan and budget, if applicable, each fiscal year.
- Provide recommendations to the RNM Committee, other MTC Committees, or other relevant authorities on regional transit policies, actionable implementation plans, and Key Performance Indicators (KPIs) related to the effectiveness and performance of the RNM structure.
- Provide direction to dedicated RNM support staff under management of the RNM Director, and, upon agreement, MTC staff, operator staff, or other professionals assigned to work on RNM initiatives.
- Organize Task Forces, Sub-Committees, or Technical Work Groups to inform its actions.

Establish and monitor regional transit performance KPIs and adjust the Work Plan in response to relevant trends.

D. RNM Council Meetings and Decision-Making

The RNM Council shall have a monthly standing meeting that will be established through the RNM Council's annual Work Plan. As needed, the RNM Council may hold additional, special meetings. All RNM Council meetings will be noticed and open to the public. The RNM Council Chair shall facilitate meetings and provide an opportunity for public comment on each agenda item.

Six (6) members of the RNM Council, including any Designated Delegates attending on behalf of a member, constitute a quorum. The RNM Council will act by majority vote. Each member shall have one vote. A consensus shall be sought prior to taking a simple majority vote.

In instances where a decision is approved but not by unanimous vote, the dissenting member(s) may request, if applicable, that the decision be documented to the referring committee to reflect the divergence in positions. Potential characteristics may include, but are not limited to:

- Breakdown of the Council Member vote
- The transit system represented by the dissenting Member vote(s)
- The ridership of the system represented by the dissenting Member vote(s)
- Any minority opinions

This voting procedure shall apply to advisory actions needed as part of the Council Work Plan, and the voting will be re-evaluated should the Council's role evolve to include decision authority actions on revenue, expenditures, and fares. The goal of any voting structure for the RNM Council should strive for balanced and equitable representation from operators of all sizes in decisions that may impact the riders and/or financial health of transit agencies.

The RNM Council voting structure will be reviewed as part of the RNM framework's continuous improvement assessment; every 2 years at a minimum.

E. RNM Council Work Plan

The RNM Council shall adopt an annual Work Plan each fiscal year. The RNM Council Work Plan shall be guided by the RNM Mission and Vision. The Work Plan shall also consider any requests for recommendations from the RNM Committee or other MTC Committees.

At the start of the Work Plan's preparation, MTC shall identify the available budget to support the RNM Council's work. A draft of the Work Plan shall be provided to the RNM Committee for review and comment prior to final RNM Council action.

Following RNM Council adoption, the Work Plan may be amended by approval of the RNM Council Chair to address emerging matters or timely opportunities. RNM Council members and the RNM Committee shall be informed of any amendments to the Work Plan.

F. Dedicated RNM Support Staff

The RNM Council will give direction to dedicated RNM Support Staff on the implementation of the annual Work Plan and in development of recommendations. Dedicated RNM Support Staff will include an RNM Director and other supporting staff members. The RNM Director shall be responsible for development of the RNM Council Work Plan; oversight of other dedicated RNM Support Staff, consultants, and contractors; and the effectuation of the Work Plan adopted by the RNM Council in accordance with the budget.

MTC reserves the right to make decisions regarding hiring, promotion, compensation, and removal of the RNM Director, but it shall collaborate with the RNM Council as part of annual performance reviews and when considering potential candidates for RNM Director.

G. RNM KPIs, Evaluation, and Improvement

The RNM Council will establish KPIs to track the performance of the regional transit network ("Benefits KPIs"). The RNM Council shall also provide recommendations to the MTC RNM Committee on KPIs related to the effectiveness and performance of the RNM structure ("Program KPIs").

The MTC RNM Committee will conduct performance reviews every two years, using the established Benefits and Program KPIs to identify improvement opportunities for the newly created structure, including the RNM Council.

H. Relationship to RNM Customer Advisory Group

While the RNM Customer Advisory Group's main role is to advise the RNM Committee, the RNM Council may request the Customer Advisory Group to provide customer perspectives for certain topics.

Date: December 20, 2023
W.I.: 1621
Referred by: RNM
Revised: 1/28/26-C

Attachment B
MTC Resolution No. 4622
Page 1 of 1

Attachment B: RNM Council Membership Roster

Regional Network Management Council Membership Roster

General Manager	Alameda-Contra Costa Transit District (AC Transit)	Large Operator Representative
General Manager	Bay Area Rapid Transit District (BART)	Large Operator Representative
Executive Director	Caltrain	Large Operator Representative
General Manager	Golden Gate Bridge, Highway and Transportation District (Golden Gate)	Large Operator Representative
Executive Director	Metropolitan Transportation Commission	Regional Representative
General Manager/CEO	San Mateo County Transit District (SamTrans)	Large Operator Representative
General Manager/CEO	Santa Clara Valley Transportation Authority (VTA)	Large Operator Representative
General Manager/ Director of Transportation	San Francisco Municipal Transportation Agency (SFMTA)	Large Operator Representative
General Manager	County Connection (CCCTA)	Small/Medium Operator Representative*
Deputy Director, Transit	City of Santa Rosa Transportation and Public Works (CityBus)	Small/Medium Operator Representative*
Executive Director	Water Emergency Transportation Authority (WETA)	Small/Medium Operator Representative*

* Note: The three General Managers representing other transit providers serving the region are selected at the sole discretion of those operators.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0156, **Version:** 1

Subject:

MTC Resolution No. 4563, Revised - Reauthorization of MTC Investment Policy

Presenter:

Natalie Perkins

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Administration Committee**

January 14, 2026

Agenda Item 2c-26-0013

MTC Resolution No. 4563, Revised – Reauthorization of MTC Investment Policy

Subject:

Staff requests that the Committee authorize the referral of MTC Resolution No. 4563, Revised to the Commission for the annual reauthorization of the MTC Statement of Investment Policy.

Background:

The Statement of Investment Policy (“Policy”) governs the investment of funds for MTC and all entities managed under MTC. The Policy establishes rules and procedures for the administration of all funds, including permitted investments, fund and liquidity levels, and safekeeping.

The Policy also includes requirements for audit of internal controls, investment reports on a quarterly basis at minimum, and the requirement for annual review and approval by the Commission.

Staff recommends the following changes to the Policy for this year’s reauthorization:

- Updated the permitted investments section of the Policy to reflect the current California Government Code more accurately and updated limits on certain types of investments.
- Improved the layout and updated language to make it more precise.

Issues:

None identified.

Recommendations:

Refer MTC Resolution No. 4563, Revised to the Commission for reauthorization.

Attachments:

- MTC Resolution No. 4563, Revised – Statement of Investment Policy



Andrew B. Fremier

Date: January 25, 2023
W.I.: 15.2.1
Referred by: Admin. Committee
Revised: 01/24/24-C
12/18/24-C
01/28/26-C

ABSTRACT

Resolution No. 4563, Revised

This resolution authorizes the establishment of a Statement of Investment Policy for the management of MTC funds. This resolution also accepts administrative responsibility for management of the funds of the MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Headquarters Authority (BAHA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies as delegated to MTC by MTC SAFE, BATA, BAIFA, BAHA, BAHFA and other MTC affiliated agencies; and for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017.

This resolution supersedes MTC Resolution No. 4173 and any other MTC resolutions to the extent that they may conflict with this policy.

Attachment A to this resolution was amended on January 24, 2024 to renew the Statement of Investment Policy.

Attachment A to this resolution was amended on December 18, 2024, to renew the Statement of Investment Policy.

Attachment A to this resolution was amended on January 28, 2026, to renew the Statement of Investment Policy.

Further discussion of this resolution is contained in the Executive Director's memoranda to the Administration Committee dated January 11, 2023, January 10, 2024, December 11, 2024, and January 14, 2026.

Date: January 25, 2023
W.I.: 15.2.1
Referred by: Admin. Committee

RE: Establishment of a Statement of Investment Policy.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4563

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

WHEREAS, the MTC has the responsibility to manage funds received in accordance with the provisions of Government Code §§ 53600 et seq. and a Statement of Investment Policy adopted pursuant to those statutory provisions; and

WHEREAS, the MTC Service Authority for Freeways and Expressways (MTC SAFE), created pursuant to Streets and Highways Code §§ 2250-2556; the Bay Area Toll Authority (BATA), created pursuant to Streets & Highways Code §§ 30950 et seq.; the Bay Area Headquarters Authority (BAHA), created pursuant to a Joint Exercise of Powers Agreement between MTC and BATA dated September 28, 2011; the Bay Area Infrastructure Financing Authority (BAIFA), created pursuant to the joint exercise of powers between MTC and BATA dated August 1, 2006; Bay Area Housing Finance Authority (BAHFA), established by AB 1487 (2019, Chiu) ; and other MTC affiliated entities have requested MTC to assume administrative responsibility for all such MTC affiliated entities' respective funds; and

WHEREAS, MTC is accepting administrative responsibility for the Association of Bay Area Governments (ABAG), a separate joint powers authority, and its affiliated entities, for management of funds, effective July 1, 2017 pursuant to a contract for services between MTC and ABAG, dated May 30, 2017; and

WHEREAS, MTC intends to manage all funds for which it is responsible pursuant to a single comprehensive investment policy; and

WHEREAS, the ABAG Administrative Committee has authorized MTC to open new and manage or close existing accounts with banks, financial institutions, and government pooled investment funds as needed in order to manage ABAG's and all related entities cash and investments under MTC signatures utilizing ABAG's and all related entities' tax identification numbers; now therefore, be it

RESOLVED, that MTC hereby adopts the Statement of investment Policy as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, Attachment A shall be applicable to all funds delegated to MTC; and, be it further

RESOLVED, that the Resolution No. 4563 supersedes MTC Resolution No. 4173; and, be it further

RESOLVED, that MTC's Executive Director or Treasurer or both, as applicable, are directed to manage MTC funds and funds delegated to MTC's administrative responsibility in conformance with said policy; and, be it further

RESOLVED, that this policy shall remain in effect unless modified by MTC; and, be it further

RESOLVED, that this Resolution shall take precedent over any prior MTC Resolutions to the extent that they may conflict herewith or with Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Alfredo Pedroza, Chair

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

Date: January 25, 2023
W.I.: 15.2.1
Referred by: Admin. Committee
Revised: 01/24/24-C
12/18/24-C
01/28/26-C

Attachment A
Resolution No. 4563
Page 1 of 11

Statement of Investment Policy

1.0 Scope

Metropolitan Transportation Commission (MTC) shall invest all funds over which MTC is administratively responsible, including those of MTC, MTC Service Authority for Freeways and Expressways (SAFE), the Bay Area Toll Authority (BATA), the Bay Area Headquarters Authority (BAHA) the Bay Area Infrastructure Financing Authority (BAIFA), the Bay Area Housing Finance Authority (BAHFA), and other MTC affiliated agencies, and the Association of Bay Area Governments (ABAG) a separate joint powers authority, and its affiliated entities (collectively, the “Agencies”), for which MTC is accepting administrative responsibility for management of funds, effective July 1, 2017 pursuant to a contract for services dated May 30, 2017 in accordance with the provisions of §§ 53600 et seq. of the California Government Code and the provisions of this investment policy (“the Policy”), with the exceptions of:

- 1.1 Bond proceeds, including established reserve funds, shall be invested in the securities, obligations, agreements and other evidences of indebtedness permitted by the applicable bond documents. If the bond documents are silent as to the permitted investments, the bond proceeds will be invested in the securities obligations, agreements and other evidences of indebtedness permitted by this Policy.
- 1.2 Also excluded from this Policy are any deferred compensation, retirement, Section 115 Trust, and Other Post Employment Benefit Plans. Investments related to these plans are not subject to this Policy since third-party administrators or trustees manage the funds, and, either the individual plan participants or outside investment managers or trustees direct investment selections under the guidelines established by the plan documents.

- 1.3 Any other funds specifically exempted by the Commission.

2.0 Objectives and Prudence

Funds shall be managed under the “prudent investor standard” which requires all agencies investing public funds to be trustees of those funds, and therefore, fiduciaries subject to the prudent investor standard. When investing, reinvesting, purchasing, acquiring, exchanging, selling or managing public funds, a trustee shall act with care, skill, prudence and diligence under circumstances then prevailing, including, but not limited to, the general economic conditions and anticipated needs of the agency, that a prudent person acting in a like capacity and familiarity with those matters would use in the conduct of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. All funds shall be invested within the following objectives, in order of priority:

- 2.1 Safety: Preservation and safeguard of capital.
- 2.2 Liquidity: Funds shall be invested in a manner consistent with operating needs of the Agencies.
- 2.3 Yield: Funds shall be invested to earn a secured and safe, market rate return without compromising the objectives of safety and liquidity.

3.0 Delegation of Authority

The authority to manage MTC’s investment program is derived from California Government Code, Sections 41006 and 53600 et seq. The Commission is responsible for the management of MTC’s funds, including the administration of this Policy. The Commission delegates the management of all funds to MTC’s Executive Director or Treasurer. The Treasurer, who is also the Chief Financial Officer of MTC, will be responsible for all transactions undertaken and will establish a system of procedures and controls to regulate the activities of subordinate officials and employees. Such procedures will include explicit delegation of authority to persons responsible for investment transactions. No person may engage in an investment transaction except as provided under the terms of this Policy and the procedures established by the Treasurer.

MTC may engage the services of one or more external investment advisers, who are

registered under the Investment Advisers Act of 1940 (the Act) or who are trust companies exempt from the Act due to regulation by relevant state banking authorities, to assist in the management of the MTC's investment portfolio in a manner consistent with MTC's objectives. External investment advisers may be granted discretion by the Treasurer to purchase and sell investment securities in accordance with this Policy.

4.0 Ethics and Conflicts of Interest

All participants in the investment process shall act as custodians of the public trust. Investment officials shall recognize that the investment portfolio is subject to public review and evaluation. Employees and officials involved in the investment process shall refrain from personal business activity that could create a conflict of interest or the appearance of a conflict with proper execution of the investment program, or which could impair their ability to make impartial investment decisions. Employees and officers shall refrain from undertaking any personal investment transactions with a firm managing Commission funds pursuant to Section 3.0 of this Policy. Employees shall additionally comply with the applicable conflict of interest code and related agency policies.

5.0 Permitted Investments:

Percentage holding limits and minimum credit criteria listed in this section apply at the time the security is purchased. Investments authorized under this Policy shall be limited to:

- 5.1 United States treasury notes, bonds or bills with a maximum remaining maturity of five years for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- 5.2 Bonds, notes, bills, warrants or obligations with a maximum remaining maturity of five years issued by a federal agency or United States government-sponsored enterprise (GSE), including those issued by or fully guaranteed as to the principal and interest by federal agencies or GSE. No more than 30% of the Agencies' funds may be invested in any single GSE issuer. No more than 20% of the Agencies' funds may be invested in federal agency callable securities.
- 5.3 Eligible commercial paper with a maximum maturity of 397 days or less; no more than 25% of the Agencies' funds will be allocated to

commercial paper, and no more than 5% of the Agencies' funds may be invested in any single issuer. Additionally, any commercial paper investment is limited to 10% of the outstanding commercial paper of any single issuer.

Commercial Paper of "prime" quality of the highest ranking or of the highest letter and numerical rating provided by a Nationally Recognized Statistical Rating Organization (NRSRO) that meets one of the following criteria:

- 5.3.1 Is organized and operating in the United States as a general corporation and having total assets in excess of five hundred million dollars (\$500,000,000) and having an "A", or the equivalent, or higher rating for the issuers' debt by an NRSRO, other than commercial paper, if any..
- 5.3.2 Is organized within the United States as a special purpose corporation, trust, or limited liability company, and has program wide credit enhancements including, but not limited to, overcollateralization, letters of credit, or a surety bond, and is rated A-1 or its equivalent, or higher by an NRSRO.
- 5.4 Banker's acceptances: Banker's acceptances must be issued by institutions which have short-term debt obligations rated "A-1" or its equivalent or better by at least one NRSRO; or long-term debt obligations which are rated in a rating category of "A" or its equivalent or better by at least one NRSRO. No more than 25% of the Agencies' funds may be invested in Banker's Acceptances. No more than 5% of the Agencies' funds may be invested in any single issuer. The maximum maturity must not exceed 180 days.
- 5.5 Negotiable certificates of deposit (NCD) issued by a nationally or State chartered bank, a savings association or a federal association (as defined by Section 5102 of the California Financial Code), a state or federal credit union, or by a federally licensed or state-licensed branch of a foreign bank, not to exceed 25% of the Agencies' funds, provided that:
 - 5.5.1 The amount of the NCD insured up to the FDIC limit does not require any credit ratings.
 - 5.5.2 Any amount above the FDIC insured limit must be issued by institutions which have short-term debt obligations rated "A-1" or its equivalent or better by at least one NRSRO; and long-term obligations rated in a rating category of "A" or its equivalent or better by at least one NRSRO.
 - 5.5.3 No more than 5% of the Agencies' funds may be invested in any single

issuer.

5.5.4 The maximum maturity does not exceed five (5) years.

5.6 Collateralized Time Deposits (Non-Negotiable Certificates of Deposit) in state or federally chartered banks, savings and loans, or credit unions more than insured amounts which are fully collateralized with securities in accordance with California law, provided that:

5.6.1 No more than 25% of the Agencies' funds will be invested in a combination of federally insured and collateralized time deposits.

5.6.2 The maximum maturity does not exceed five (5) years.

5.7 Medium-Term notes, defined as all corporate and depository institution debt securities with a maximum remaining maturity of five years issued by corporations organized and operating within the United States or by depository institutions licensed by the United States or any state and operating within the United States. Notes eligible for investment under this subdivision shall be rated in a rating category of "A" or its equivalent or better by an NRSRO.

5.7.1 Purchase may not exceed 30% of the Agencies' funds.

5.7.2 No more than 5% of the Agencies' funds may be invested in any single issuer.

5.8 Money Market Funds and mutual funds registered with the Securities and Exchange Commission, having attained the highest letter and numerical ranking by at least two NRSROs. Such investments shall not exceed 20% of funds, with no more than 10% invested in any single mutual fund.

5.9 Local Agency Investment Fund (LAIF) as authorized by California Government Code §§ 16429.1.

5.10 The Alameda County Treasury local agency investment fund authorized under California Government Code §§ 53684.

5.11 Local Government Investment Pools ("LGIP") defined as shares of beneficial interest issued by a joint powers authority organized pursuant to California Government Code § 6509.7 that invests in the securities and obligations authorized in California Government Code § 53601 subdivisions (a) to (r), inclusive. Each share shall represent an equal proportional interest in the underlying pool of securities owned by the joint powers authority. To be eligible under this section, the joint powers authority issuing the shares shall have retained an investment adviser that meets all of the following criteria:

- 5.11.1 The adviser is registered or exempt from registration with the United States Securities and Exchange Commission.
- 5.11.2 The adviser has not less than five years of experience investing in the securities and obligations authorized in California Government Code § 53601 subdivisions (a) to (q), inclusive.
- 5.11.3 The pool size should have a minimum market value of five hundred million dollars (\$500,000,000).
- 5.11.4 The Agencies' share of the pool cannot exceed 10%.
- 5.12 Repurchase agreements collateralized by securities of the United States Government or an agency of the United States Government, subject to additional requirements as set forth in in California Government Code § 53601 subdivision (j).
- 5.13 Municipal Obligations issued by MTC, the State of California, local agencies within the State of California, as well as municipal obligations that are treasury notes or bonds of any of the other 49 states in addition to California. Eligible investments shall be rated in a rating category of "A" or its equivalent or better by an NRSRO.
 - 5.13.1 Such bonds can include the obligations of the Bay Area Toll Authority and the Bay Area Infrastructure Financing Authority.
 - 5.13.2 Variable Rate Demand Municipal Obligations shall have mandatory investor tender rights supported by a third-party liquidity facility from a financial institution with short-term ratings of at least A-1 or P-1, or its equivalent, by an NRSRO. The maturity of these bonds shall be equivalent to the investor's tender option supported by the liquidity facility.
 - 5.13.3 Municipal Obligations issued by the State of California, any of the other 49 states, or local agencies within the State of California, with the exception of the Bay Area Toll Authority or Bay Area Infrastructure Financing Authority, shall have a maximum remaining maturity of five years.
 - 5.13.4 No more than 30% of the Agencies' funds may be invested in these securities.
 - 5.13.5 No more than 5% of the Agencies' funds may be invested in any single issuer.
- 5.14 Asset-backed, mortgage-backed, mortgage passthrough securities, and collateralized mortgage obligations. For securities eligible for investment under this section not issued or guaranteed by an agency or issuer identified in Sections 5.1 and 5.2 of this investment policy, the following

limitations apply:

- 5.14.1 The security shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and have a maximum remaining maturity of five years or less.
- 5.14.2 No more than 20% of the Agencies’ funds may be invested in these securities.
- 5.14.3 No more than 5% of the Agencies’ funds may be invested in the Asset-Backed or Commercial Mortgage securities of any single issuer.
- 5.15 United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the following supranational organizations, International Bank for Reconstruction and Development, International Finance Corporation, or Inter-American Development Bank, with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated in a rating category of “AA” or its equivalent or better by an NRSRO and shall not exceed 15% of the Agencies’ funds. No more than 5% of the Agencies’ funds may be invested in any single issuer.
- 5.16 All other investments authorized under §§ 53600 et seq. of the California Government Code as appropriate for public fund investments and not specifically addressed by this Policy.
- 5.17 Bond proceeds, including established reserve funds, may be invested in investment contracts, including guaranteed investment contracts, forward delivery agreements or similar agreements providing for a specified rate of return over a specified time period.
 - 5.17.1 Such agreements must be with, or the obligations must be guaranteed by, a financial institution or insurance company or domestic or foreign bank which has at the date of execution thereof an outstanding issue of unsecured, uninsured and unguaranteed debt obligations or a claims paying ability rated (or the parent company of which is rated) in either of the two highest long-term Rating Categories by an NRSRO.

6.0 Prohibited Investments:

In addition to any prohibited investments listed in California Government Code §§ 53601.6 and 53631.5, the following are specifically prohibited:

- 6.1 Reverse repurchase agreements.
- 6.2 Financial futures.
- 6.3 Option contracts.
- 6.4 Mortgage interest strips.
- 6.5 Inverse floaters.
- 6.6 Securities lending.
- 6.7 Repurchase agreements purchased for “yield enhancement” purposes and not required for banking and liquidity purposes.
- 6.8 Any investment that fails to meet credit or portfolio limits at the time of investment.
- 6.9 Investment in any security that could result in a zero interest accrual if held to maturity is prohibited.
- 6.10 Purchasing or selling securities on margin is prohibited.
- 6.11 Securities with trade settlement periods exceeding 45 days are not permitted.
- 6.12 The purchase of foreign currency denominated securities is prohibited.

7.0 Sales Prior to Maturity:

- 7.1 All sales prior to maturity shall be detailed in the investment report.
- 7.2 A security whose market value or credit quality falls outside the investment policy parameters after purchase may be held to maturity without violation of this Policy provided the fact is disclosed in the investment report.

8.0 Fund and Liquidity Levels:

- 8.1 MTC’s Executive Director or Treasurer or both, and/or his/her designee(s) shall maintain a system to monitor and forecast revenues and expenditures so that the Agencies’ funds can be invested to the fullest extent possible while providing sufficient liquidity to meet the Agencies’ reasonably anticipated cash flow requirements. Because of inherent difficulties in accurately forecasting cash flow requirements, a portion of the funds should be continuously invested in readily available funds. The maximum weighted maturity of the Agencies’ funds shall be no longer than five (5) years.

8.2 Reserve Funds:

Specifically designated reserve funds may have a maximum maturity of 40 years or less, provided each fund is clearly identified in the investment report. Investment types that may be purchased with maturities up to 40 years include: U.S. Treasuries, Federal Agencies and government-sponsored enterprises, and municipal obligations, as permitted by California Government Code.

8.3 All funds under management shall be combined for the purpose of evaluating credit and portfolio limits.

9.0 Authorized Brokerage Firms:

It shall be MTC's policy to purchase securities only from authorized institutions and firms. MTC staff shall maintain procedures for establishing and recertifying a list of authorized broker/dealers and financial institutions which are approved for investment purposes that are selected through a process of due diligence as determined by MTC.

These institutions may include "primary" dealers or regional dealers that qualify under Securities and Exchange Commission (SEC) Rule 15c3-1 (uniform net capital rule). In accordance with California Government Code Section 53601.5, institutions eligible to transact investment business with MTC include:

- 9.1 Institutions licensed by the State as a broker-dealer.
- 9.2 Institutions that are members of a federally regulated securities exchange.
- 9.3 Primary government dealers as designated by the Federal Reserve Bank and non-primary government dealers.
- 9.4 Nationally or state-chartered banks.
- 9.5 The Federal Reserve Bank.
- 9.6 Direct issuers of securities eligible for purchase.

All financial institutions on the approved list will be evaluated individually, with preference given to primary dealers, who possess a strong capital and credit base appropriate to their operations. Provided written certification that they received a copy of the approved policy.

The selection of broker/dealers used by an external investment adviser retained by MTC will be at the sole discretion of the adviser. Where possible, transactions with brokers/dealers shall be selected on a competitive basis and their bid or offering prices shall be recorded. If there is no other readily available competitive offering, best efforts will be made to document quotations for comparable or alternative securities. When purchasing original issue instrumentality securities, no competitive offerings will be required as all dealers in the selling group offer those securities at the same original issue price.

10.0 Bond Repurchase Accounts

MTC may use licensed brokerage firms for the purpose of purchasing BATA bonds with the intent of retiring its debt when such debt is offered for sale in the secondary market. Such brokerage firms are for the specific purpose of purchasing and transferring BATA bonds to BATA and as such will be exempt from the requirements of Section 9.0, except that all firms shall be licensed brokers.

11.0 Safekeeping:

- 11.1 All securities shall be maintained in a safekeeping account, independent from all broker accounts, with securities held in the name of the Agencies. Banks with independent trust, custody, or safekeeping departments shall qualify as independent safekeeping accounts.
- 11.2 Safekeeping accounts shall be maintained with firms or banks with at least fifty million dollars (\$50,000,000) in trust and safekeeping accounts under management and a minimum rating in the "A" category from an NRSRO.
- 11.3 The Executive Director, Treasurer, or their designated assignee(s) are authorized to sign documents providing for the sale and purchase of securities, as well as all documents required to provide for safekeeping and trust.

12.0 Internal Controls:

The Treasurer shall be responsible for developing a system of internal controls that

maintain appropriate records of all transactions as well as individual fund ownership of all investments and interest earnings and shall also be subject to the annual independent audit process.

13.0 Investment Reports:

In accordance with § 53646 of the California Government Code, at least quarterly, within 45 days after quarter end, the Treasurer shall submit an investment report to the Executive Director who shall forward the report to all entities whose funds are subject to this Policy. The report shall detail all securities, par value, market value, maturity, liquidity and credit limit thresholds, as well as any sales prior to maturity, any securities no longer meeting policy standards, and any investment policy violations.

14.0 Financial Accounts:

Both the Executive Director and the Treasurer are required to sign documents to open financial accounts with banks, financial institutions and government pooled investment funds as needed in order to manage the Agencies' investments as described within this investment policy; provided that all such accounts meet policy standards.

15.0 Authorized Signers:

The following positions are authorized to sign on all accounts:

Executive Director

Treasurer/Chief Financial Officer

Chief Deputy Executive Director

Chief Operating Officer

Deputy Treasurer/ Director of Treasury

Other assignee(s) designated by the Executive Director, or Treasurer.

16.0 Renewal:

This investment policy shall be subject to review annually.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0157, **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

**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.

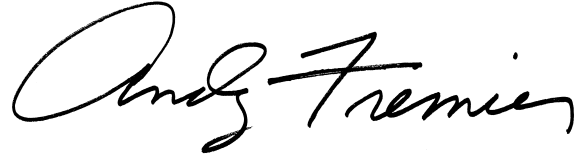
Recommendations:

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, sweeping loop, and the last name "Fremier" written in a more compact, cursive 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 #: 26-0158, **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

**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:

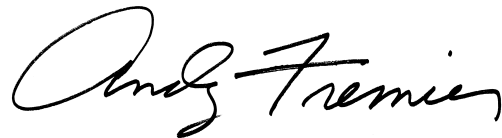
None.

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.

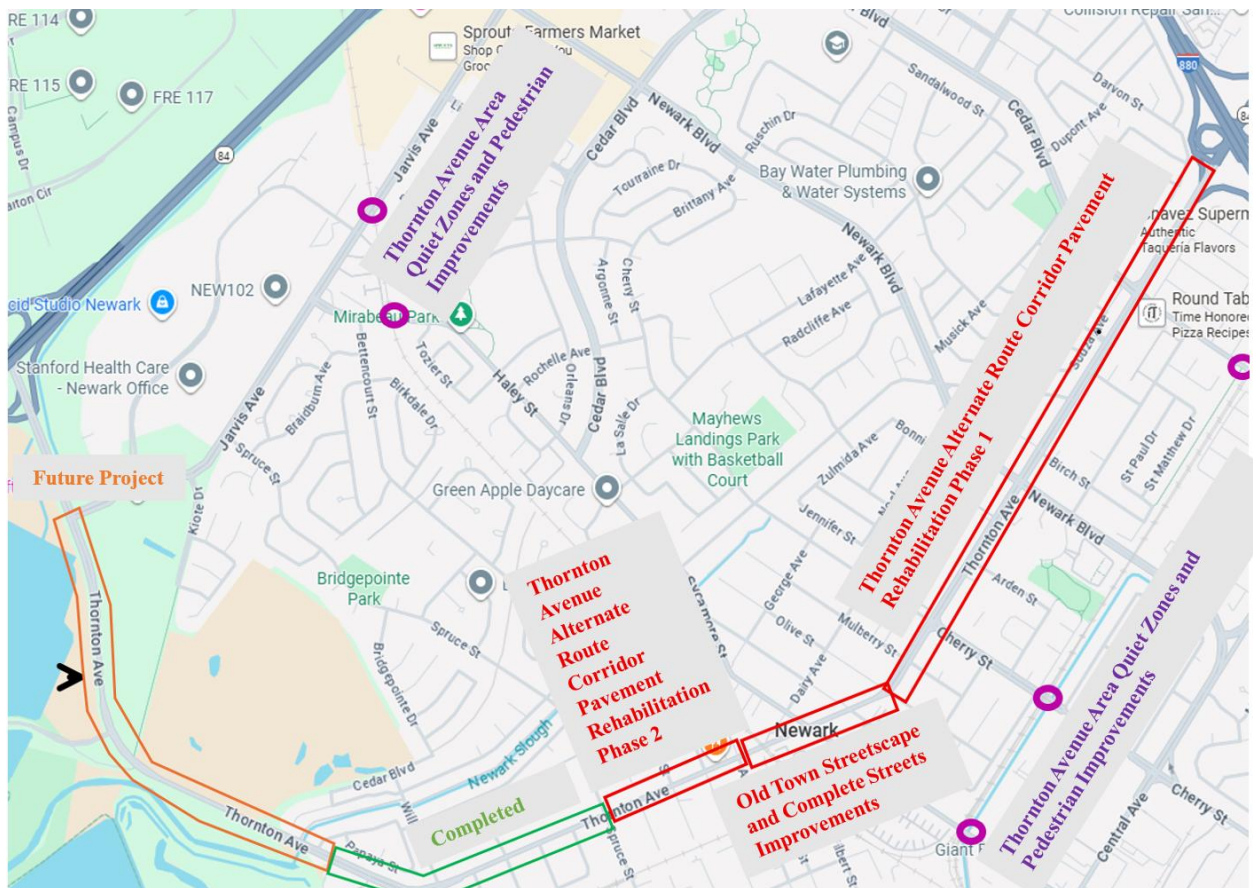


Figure 2. Thornton Avenue Multimodal Complete Streets Project Segments

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
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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		\$ -	\$ -	\$ 8,604	\$ 6,396	\$ -	\$ -	\$ 15,000
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 #: 26-0151, **Version:** 1

Subject:

MTC Resolution No. 4686, Revised (and ABAG Resolution No. 5-2025). Approval of MTC ABAG Community Advisory Council Appointments

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

Presenter:

Kỳ-Nam Miller

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

January 9, 2026

Agenda Item 3a

**ABAG Resolution No. 5-2025, Revised. and MTC Resolution No. 4686, Revised. Approval
of MTC ABAG Community Advisory Council Appointments**

Subject:

Refer the nominees to the inaugural MTC ABAG Community Advisory Council (term running from January 1, 2026 to December 31, 2029) to the ABAG Executive Board and Metropolitan Transportation Commission for approval.

Summary:

ABAG Resolution No. 5-2025 and MTC Resolution No. 4686 established the combined MTC ABAG Community Advisory Council (“Council”) and called for the recruitment and appointment of a new Council every four years. An Ad Hoc Selections Committee consisting of three members each from MTC and the ABAG Executive Board received extensive information on the candidates, including their written application materials and a list of recommendations from MTC and ABAG board members. The Ad Hoc committee deliberated and recommended 27 candidates to MTC Chair Noack and ABAG President Ramos. However, one of the candidates for a civic organization, the League of Women Voters, passed away in December, and staff is considering other candidates to fill the final slot. Staff is also recommending minor technical updates to the resolutions aimed at streamlining approval of travel reimbursements and clarifying the policy with respect to when councilmembers can claim a per diem for attending an MTC or ABAG meeting.

Background:

In 2025, MTC and ABAG adopted parallel resolutions to integrate the MTC Policy Advisory Council and ABAG's Regional Planning Committee into a single advisory council to serve the Commission and ABAG Executive Board. The new body is structured as follows:

- Nine county-based representatives (one from each of the nine Bay Area counties) with at least four members representing the interests of low-income residents and four members representing the interests of communities of color. An additional member shall be selected to represent the interests of either low-income residents or communities of color.

- Nine county-based representatives (one from each of the nine Bay Area counties) with at least four members representing the interests of people with disabilities and at least four members representing the interests of older adults. An additional member shall be selected to represent the interests of either older adults or people with disabilities.
- Nine at-large members representing one or more of the following regional interests: labor, business/employers, environment, transit advocacy, youth, civic organizations focusing on community service, advocacy, and/or social welfare, and affordable housing.

Recruitment for the new body ran from May through July 2025 and was open to all Bay Area residents. MTC and ABAG promoted the opportunity through web posts, social media, e-newsletters reaching over 50,000 subscribers, and direct outreach to community organizations, youth program alumni, local agencies, and other stakeholders. The agency received 156 applications—a 15% increase over 2021 and 30% over 2017—from a diverse pool of candidates representing academia, business, labor, students, community leadership, and everyday Bay Area residents. Applicants brought a wide range of skills and a strong commitment to improving quality of life across the region.

A staff panel conducted a preliminary review of all candidates, after which an Ad Hoc Selections Committee was formed by Chair Noack and President Ramos with three representatives each from MTC and the ABAG Executive Board. The committee members were:

- MTC
 - Commissioner Marilyn Ezzy Ashcroft (Alameda)
 - Commissioner Eddie Ahn (San Francisco)
 - Commissioner Victoria Fleming (Sonoma)
- ABAG
 - President Belia Ramos (Napa)
 - Vice President Carlos Romero (San Mateo)
 - Director Pamela Campos (Santa Clara)

Nine staff anonymized and reviewed 156 applications, inviting 80 candidates to group Zoom interviews of 45–60 minutes. Scores reflected a combination of the written application and interview performance. All ABAG Executive Board members and MTC Commissioners were given the opportunity to review applicants from their respective county and provide

recommendations that were shared with the Ad Hoc Committee. In December the Ad Hoc Selections Committee reached final consensus on all 27 candidates and staff shared their recommendation with MTC Chair Noack and ABAG President Ramos, who supported the Committee's recommendation.

Issues: After the Ad Hoc committee had agreed upon the 27 candidates, staff learned the unfortunate news that Roma Dawson, who had been recommended to fill an "at large" seat representing the League of Women Voters in the civic organization category had passed away. Staff have reached out to the League of Women Voters to see if they have an alternative nominee to recommend. In the meantime, staff recommend (with the support of Chair Noack and President Ramos) proceeding with the 26 nominees and a vacancy in one of the at-large seats associated with civic organizations. Once a new nominee is identified for this category, staff will return to the Committee with that recommendation, which would be forwarded to the ABAG Executive Board and Commission for their approval.

Technical Updates to Resolution:

Staff also recommends some technical cleanup to the resolutions for the new Council:


- Requiring submittal of travel reimbursement requests within a reasonable amount of time
- Clarifications to allow members to be compensated for attending a Council Subcommittee or an MTC or ABAG meeting at the request of the ABAG President, MTC Chair or Chair of the MTC ABAG Community Advisory Council

Recommendation:

Staff recommends that the Joint MTC ABAG Legislation Committee adopt the slate of candidates recommended by MTC Chair Noack and ABAG President Ramos and forward them to the ABAG Executive Board and Commission for approval, respectively. Staff further recommends that the Committee adopt and refer the proposed updates to the resolutions.

Attachments:

- MTC Resolution No. 4686
- ABAG Resolution No. 5-2025



Andrew B. Fremier

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

ABSTRACT

Resolution No. 4686, Revised

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

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

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

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

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

RE: MTC ABAG Community Advisory Council

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4686

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

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

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

Attachment A
MTC Resolution No. 4686
Page 1 of 6

MTC ABAG Community Advisory Council

A. Purpose

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

B. Roles/Expectations

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

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

2. Responsibilities

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

3. Council Work Plan

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

4. Reporting to the MTC and ABAG Governing Bodies

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

5. Limitations on Council Activities

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

6. Conflict of Interest Policy

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

7. Ethics Training

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

C. Membership

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

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

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

There shall be no alternates to the appointed membership.

D. Appointment Process

1. General

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

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

2. Terms of Appointment

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

E. Procedures, Attendance, and Participation

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

1. Residency Requirements

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

2. **Compensation**

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

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

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

4. **Ad Hoc Working Groups**

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

5. **Quorum Requirements**

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

6. Election of Council Chair and Vice Chair

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

7. Public Meetings

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

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

Attachment B
MTC Resolution No. 4686
Page 1 of 2

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

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

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

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

Attachment C
MTC Resolution No. 4686
Page 1 of 1

Former Advisors and Their Replacements

MTC ABAG Community Advisory Council

Former Advisor	Time Served	Representing	Replaced By	Replaced On
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Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0152, **Version:** 1

Subject:

Final 2026 MTC and ABAG Joint Advocacy Program

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

Presenter:

Georgia Gann Dohrmann

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission and Association of Bay Area Governments
Joint MTC ABAG Legislation Committee**

January 9, 2026

Agenda Item 3b

Final 2026 MTC and ABAG Joint Advocacy Program

Subject:

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

Overview:

Attachment A is the proposed Final 2026 Joint Advocacy Program, which incorporates adjustments to the state advocacy program based on the Committee's feedback in December as well as additional feedback from partners in Sacramento and throughout the state. Clarifying revisions are shown in italics and strikeout.

Proposed 2026 Legislative Priorities & Final Advocacy Program Updates

Staff continues to propose MTC and ABAG coordinate with our "Big 4 MPO" partners across the state to sponsor legislation to modernize California's regional transportation and land use planning framework – the Sustainable Communities Strategy – to better support progress toward the suite of state and regional environmental, housing, and transportation-related goals, including, but not limited to, reducing greenhouse gas emissions. Other priorities stay consistent with the recommendations in the December 2025 Legislation Committee item, with clarifications reflected in italics and strikethrough below.

- Maintaining existing state transportation resources, including protecting against cuts to prior-year state funding commitments to transit (i.e., SB 125), *supporting a successful state loan for Bay Area transit operations, advocating that the Legislature provide the Cap and Invest-supported transit and housing programs with the dollar amounts prescribed in the 2025 expenditure plan*, and seeking to avoid a reduction in State Transit Assistance funds for Bay Area transit agencies.
- Sustaining federal investment in Bay Area transportation by protecting current funding for California and the Bay Area in the reauthorization of the federal surface transportation program, which is set to expire on October 1, 2026;

- Support housing funding and housing-supportive policies, including supporting the state housing bond, seeking state resources for the Bay Area Housing Finance Authority (BAHFA) and engaging with regional partners and state leaders to position BAHFA and a future regional housing measure for success;
- Partner with CALCOG and regional partners to pursue a third round of Regional Early Action Planning Grants, i.e., “REAP 3.0”.
- Pursuing funding from SB 840’s proposed \$125 million Greenhouse Gas Reduction Fund (GGRF)-funded “transit pass” set-aside to expand Clipper® BayPass access for Bay Area community college students, which could significantly improve mobility and grow transit ridership. *Additionally, seek opportunities for the Bay Area’s high-speed rail “bookend” projects to secure funds from the California High Speed Rail Authority’s GGRF allocation.*
- Monitor proposals and engage in discussions related to statutory updates that would impact future Bay Area Regional Housing Needs Allocation (RHNA) cycles, including empowering regions to balance ~~sometimes~~ competing priorities. Staff also proposed adding a final bullet to item #5 of the state advocacy program related to advocating for updates to RHNA that are: *Structured to increase transparency related to the Department of Housing and Community Development’s use of Department of Finance population projections and other adjustments in the preparation of the [regional housing needs determination] RHND.*

Other state and federal focus areas remain largely consistent with last year’s advocacy program.

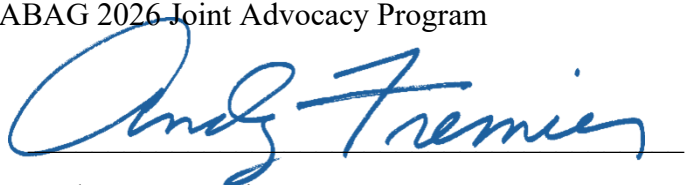
Recommendation:

ABAG Executive Board Approval

Commission Approval

Attachments:

- Attachment A: Final MTC and ABAG 2026 Joint Advocacy Program



Andrew B. Fremier



FINAL 2026 MTC and ABAG LEGISLATIVE ADVOCACY PROGRAM

Note: This is an updated version of the proposed final 2026 advocacy program presented to the December MTC-ABAG Joint Legislation Committee. Proposed additions are reflected in *italics* and deleted text is indicated with ~~strikethrough~~.

State Advocacy Objectives and Goals

- 1. Transportation Funding:** Advocate for resources to support the implementation of Plan Bay Area 2050+, including sustaining and, where possible, increasing funding to operate and maintain the transportation network, improve the transit rider experience, support transit modernization and expansion, improve multimodal transportation options and enhance the resilience of our transportation network.

Given the state's constrained fiscal outlook, focus on protecting prior-year state commitments to transit, ~~particularly SB 125~~ *This includes ensuring the \$5.1 billion multi-year SB 125 transit funding package remains intact (which includes nearly \$700 million in remaining Greenhouse Gas Reduction Fund (GGRF) allocations are committed through FY 2027-28); continuing to support a successful state loan for Bay Area transit operations, as described in the 2025 budget bills; and advocating that the Legislature fulfill the statutory dollar amounts for transit and housing programs prescribed in the in the Cap and Invest (formerly "Cap and Trade") expenditure plan.*¹ Further, coordinate with the California Transit Association and other partners to extend through FY 2028-29 the pandemic-era "hold harmless" provisions for calculating and allocating State Transit Assistance (STA) revenue-based funds as well as extending statutory relief from Transportation Development Act (TDA) farebox requirements.²

Regarding increasing Bay Area transportation funding, work with statewide partners to lay the groundwork to support sustainable, long-term state investment at the scale identified in the California Transportation Commission's 2025 State and Local Transportation Needs

¹ SB 125 allocated the funds to regional transportation planning agencies (MTC in the Bay Area) to distribute the funds within their regions. The Commission dedicated the Bay Area's share to help sustain transit service through summer 2026 and to honor prior year funding commitments to two major transit capital projects: BART to Silicon Valley Phase II and BART Transbay Core Capacity.

² This extension provides time for Bay Area self-help measures and other revenue-stabilization efforts to take effect as well as for the state to replace the outdated TDA farebox requirements with modernized performance measures.

Assessment. Additionally, pursue opportunities to secure resources from the \$125 million proposed set-aside of GGRF funds in FY 2026-27 for transit passes to ~~boost Bay Area transit ridership. Coordinate with Bay Area partners on ideas, including exploring using the region's share to~~ expand Clipper® BayPass access for Bay Area community college students, which could significantly improve mobility for low-income students and grow transit ridership. *If the California High Speed Rail Authority pursues a 2026 legislative package that re-opens discussions about the overarching program, support expanding eligibility for Bay Area “bookend” projects to secure funding from within the GGRF-funded high-speed rail set-aside. (Note: This policy is consistent with MTC-ABAG's 2025 Cap and Trade Extension Advocacy Principles.)*

2. **Housing Funding and Housing-Supportive Policies:** Support the ambitious housing goals of Plan Bay Area 2050+ by advocating for funding and policies that support increased housing production for people of all incomes – including lowering construction costs – and affordable housing preservation, as well as additional resources for local government for housing planning purposes. Support resources for regions and local governments to invest in associated infrastructure to help build complete communities, *including the GGRF advocacy described in item #1*, and support policies aimed at improving housing affordability and protecting tenants and low-income communities from displacement.

Pursue funding to enable the Bay Area Housing Finance Authority (BAHFA) to sustain its current programs and support the launch of a self-sustaining lending program. Additionally, support regional efforts to lay the groundwork for a future regional housing measure, including preparing for legislation to update BAHFA’s statute in 2027.

3. **REAP 3.0:** Partner with the California Association of Councils of Governments (CALCOG) and regional partners to pursue a third round of Regional Early Action Planning Grants, i.e., “REAP 3.0.” This third iteration of the successful REAP program should provide flexible, formula-based funding to MTC and other metropolitan planning organizations to support implementation of Sustainable Communities Strategies (SCS) – Plan Bay Area 2050+ in the Bay Area. Funding should be eligible for planning and technical assistance for local government partners in developing RHNA Cycle 7 housing elements (similar to REAP 1) as well as the expanded implementation activities eligible under REAP 2, including projects and programs that accelerate infill development, reduce vehicle miles traveled, increase housing supply, or otherwise carry out the strategies identified in each region’s SCS.
4. **SB 375 Modernization:** Partner with CALCOG, metropolitan planning organizations (MPO), and other state and local partners to modernize California’s regional transportation and land use planning framework – as established by SB 375, the Sustainable Communities and Climate Protection Act of 2008 – to better support progress toward the suite of state and regional environmental,

housing and transportation-related goals, including, but not limited to, greenhouse gas (GHG) emissions reductions. *Co-sponsor Pursue* legislation to modernize the sustainable communities strategy (SCS) statute and participate in the California State Transportation Association (CalSTA)-led task force to ensure alignment between legislative and administrative efforts that could be implemented after 2026. Advocate for legislation and administrative changes consistent with the following overarching goal and objectives:

Goal: Support MTC-ABAG in crafting and implementing a Sustainable Communities Strategy that balances and advances climate, equity, mobility and affordability goals to improve quality of life for all Bay Area residents.

Objectives:

- **Streamline SCS Development and Increase Capacity for Implementation:** The process of developing the SCS should be more efficient so regions can devote more resources toward developing and implementing programs that deliver real-world results to advance housing, transportation, and climate goals.
- **An SCS that Reflects a Balanced Set of Goals:** California and its metropolitan regions have many important goals, from reducing GHG emissions to increasing housing affordability, to improving mobility and making it safer to travel around the region. State law should provide regions with greater flexibility to balance these goals.
- **A Stronger State Partner in Implementation:** Strengthen the state–regional partnership by providing regions with more direct funding to implement projects and programs consistent with the SCS (i.e. REAP 3.0), better aligning state-directed investments with the regional plan, and updating other laws and policies to empower regions and other partners to implement strategies like pricing, speed enforcement, and/or other policies to implement the SCS.
- **The Sustainable Communities Strategy Should Earn Trust and Drive Action:** A bill to modernize SB 375 should ground planning and policy requirements in real-world data and trends to enhance trust in the SCS as a roadmap for real investments and decisions.

5. Regional Housing Needs Determination (RHND) and Regional Housing Needs Allocation (RHNA): Monitor proposals and engage in discussions related to statutory updates that would impact future Bay Area RHNA cycles. Advocate for updates that are:

- Aligned with Plan Bay Area 2050+’s guiding principles and housing goals, as well as ongoing discussions related to regional planning updates (see Item 3);
- Structured to empower regions to balance ~~sometimes~~ competing goals related to housing, equity, climate, resilience, economic vitality and environment (see Item 9);

- Consistent with Item 4, including supporting resources for regions to continue to support local government partners in meeting their RHNA goals; and
- Implementable at both the regional and local levels.
- *Structured to increase transparency related to the Department of Housing and Community Development's use of Department of Finance population projections and other adjustments in the preparation of the RHND.*

- 6. Transportation System Effectiveness:** Advocate for policies that sustain and improve the effectiveness and service delivery of the Bay Area's transportation system, including Bay Area Toll Authority (BATA) toll bridge operations, FasTrak®, Clipper®, Freeway Service Patrol, Bay Wheels (bike share), Express Lanes, high-occupancy vehicle lanes, bus-only lanes and other transit priority improvements that help move buses out of traffic. Explore opportunities to increase FasTrak and Clipper usage (including Express Lanes STARTSM and Clipper STARTSM), including through exploring partnerships with state agencies to increase usage of Bay Area means-based discount programs and/or expanding the ability of transportation agencies to better communicate with their customers.
- 7. Improving the Transit Rider Experience:** Support policies and funding aimed at ensuring public transit is an affordable, reliable, safe and convenient transportation option that is provided equitably and accessibly. This includes supporting funding opportunities consistent with Item #1 to implement programs and policies to create a more user-friendly, connected Bay Area transit network that better serves existing transit riders and attracts new riders to transit in line with the Bay Area Transit Transformation Action Plan (Action Plan) adopted by the Blue Ribbon Transit Recovery Task Force. Additionally, support policies that show promise to remove barriers to timely Action Plan implementation, including related to fare coordination and integration, real-time transit and other customer information initiatives, and transit priority. See Item #6 regarding Clipper START.
- 8. Transportation Project Delivery:** Monitor legislation related to transportation project delivery and support strategies to speed up the delivery of transportation projects and reduce their cost, including expanding flexibility in contracting and public private partnerships.
- 9. Climate, Resilience and Environment:** Support funding and policy strategies to help achieve and better coordinate state, regional and local climate and conservation goals, including providing regional technical assistance to advance sea level rise adaptation and protecting the San Francisco Estuary through implementing the Estuary Blueprint and other San Francisco Estuary Partnership work; advancing energy efficiency and decarbonization, including through supporting the Bay Area Regional Energy Network (BayREN) and ABAG POWER; and improving the Bay Area's resilience to natural hazards and the impacts of climate change, including earthquakes, sea level rise, heat and fire.

- 10. Other Plan Bay Area 2050+ Implementation:** Consistent with Item 4, advocate for policies and funding tools that support regions in implementing state-mandated sustainable communities strategies (SCS), including support for policies that improve safety, active transportation and other strategies in the Plan Bay Area 2050+ Implementation Plan.

Explore revisions to the Innovative Clean Transit (ICT) rule that would allow Bay Area transit partners to better balance the sometimes-competing priorities of state of good repair, safety, service and zero emission fleet transition. Consider updates that allow transit operators to seek multi-year exemptions from zero-emission purchase requirements if doing so is necessary to sustain or grow transit ridership. Such revisions would recognize that, in some cases, service improvements may deliver larger near-term greenhouse gas reductions than early fleet turnover.

Federal Advocacy Objectives and Goals

- 1. Transportation and Housing Funding:** Secure federal investment in Bay Area transportation infrastructure consistent with Plan Bay Area 2050+ and pursue federal funding consistent with MTC's Bay Area Infrastructure Grants Strategy and Major Project Advancement Policy, both of which outline the region's transportation project priorities for federal funding.
- 2. Housing Funding:** Advocate to protect and enhance federal support for affordable housing and homelessness prevention, including, but not limited to, retaining policies designed to maximize the use of the federal Low Income Housing Tax Credit program, continued funding of housing vouchers (e.g., Section 8 Housing Choice Vouchers, HUD-VASH, etc.) and continued federal funding commitments towards permanent housing solutions.
- 3. Surface Transportation Reauthorization:** Advocate for a federal transportation reauthorization platform for the next multi-year federal surface transportation program consistent with the priorities below. Engage with local, regional, state and national partners to build a coalition to support MTC reauthorization priorities in advance of the IIJA's expiration on September 30, 2026.
 - A. Ensure the Bay Area's federal transportation funding remains stable:** Our top priority is to keep Bay Area federal transportation dollars at least level by sustaining and, where possible, increasing Highway Trust Fund (HTF) support for the core highway and transit formula programs. This includes avoiding steep cuts for California and the Bay Area by sustaining bridge and transit state of good repair (SOGR) formula funding in the surface transportation authorization. The Federal Transit Administration (FTA) Capital Investment Grant (CIG) program also provides multiyear commitments that are essential for the Bay Area's priority transit system modernization and expansion projects. (See C.)

- B. Prioritize highway and transit formulas:** The 2021 infrastructure law – the Infrastructure Investment and Jobs Act – paired a federal surface transportation authorization with an economic stimulus package that, together, provided an unprecedented scale of federal transportation investment. As Congress considers a narrower reauthorization, it should prioritize formula funds, which provide the certainty states and regions need to plan, deliver and maintain major projects. Predictable funding levels are essential to make progress on national priorities like safety, state of good repair, and congestion relief. These shared goals require tailored solutions, and states and regions are best positioned to identify and prioritize the solutions that will be most effective. Formula funding enables local decision-making, while minimizing administrative burdens across all levels of government. Notably, discretionary programs remain important for funding nationally significant projects that are too large for formulas and for testing new ideas (See C and D). However, the vast majority of federal transportation funding should be distributed by formula.
- C. Federal Transit Administration’s Capital Investment Grant Program:** Sustain federal investment in the CIG program, which is vital to completing the next generation of Bay Area transit expansion projects. BART to Silicon Valley, Phase II, The Portal and the Valley Link Rail Project, Phase I – which are all awaiting full funding grant agreements through CIG – will improve rail connectivity into our major population and jobs centers. The projects are also projected to create more than 150,000 jobs nationwide. Continued federal partnership will keep this suite of projects on track to deliver tremendous benefits for riders, workers, and businesses nationwide.
- D. Establish a Resilient Regions Challenge:** Break down barriers to hardening our nation’s infrastructure by creating a new Resilient Regions Challenge program to fund a limited number of large-scale demonstration projects that protect critical infrastructure, streamline interagency coordination, expedite project completion and provide a national blueprint for cost-effective disaster preparedness. In the Bay Area alone, an estimated \$90 billion in additional funding is needed just to protect the shoreline from flooding through 2050. States and regions nationwide face similar resiliency needs, but funding is siloed there’s no clear framework to coordinate permitting and project approvals across agencies. Federal investment and guidance are needed to ensure faster delivery of infrastructure improvements to prepare the nation for natural disasters that put critical infrastructure, local economies and millions of lives at risk.
- E. Improve Project Delivery and Transportation System Effectiveness:** Enhance flexibility in federal policy and funding implementation to remove barriers and accelerate projects getting to construction. Policy updates like expanding at-risk project pre-agreement authority, allowing regions to adopt six-year (vs. four-year) Transportation Improvement Programs and clarifying eligibility for regional advance mitigation can reduce project delivery costs and accelerate construction timelines while

maintaining environmental and health and safety safeguards. Also, retain and, where possible, increase flexibility for states and local governments to improve transportation system effectiveness through deploying the latest technology and best practices.

4. **Climate, Resilience and Environment:** Monitor developments related to executive orders and administrative actions regarding climate, resilience, and environmental policy. Advocate for federal policies and funding to advance the Bay Area's efforts to improve air quality and health outcomes and make our regions and transportation network resilient to flooding, wildfires, earthquakes, and rising sea levels. Further, advocate for funding and policies that protect the San Francisco Estuary and support sea-level rise adaptation, including securing funding for the U.S. Environmental Protection Agency San Francisco Bay Program Office and the reauthorization of the National Estuary Program.



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0155, **Version:** 1

Subject:

MTC Resolution No. 4739. MTC Bay Area Transit Priority Policy for Roadways

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

Presenter:

Britt Tanner

Recommended Action:

Commission Approval

**Metropolitan Transportation Commission
Regional Network Management Committee**

January 9, 2026

Agenda Item 3a

MTC Resolution No. 4739. MTC Bay Area Transit Priority Policy for Roadways

Subject:

Request to refer the proposed Bay Area Transit Priority Policy for Roadways to the Commission for approval.

Background:

As part of Action 12 of the Transit Transformation Action Plan, MTC is developing the Bay Area Transit Priority Policy for Roadways (Policy) to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote active interagency engagement necessary to be successful. The overall intent of the Policy is to help transit better serve people's needs and move more people in the Bay Area.

If approved, the Policy (Attachment A) will establish transit review requirements for roadway projects on public right-of-way requesting MTC discretionary funding over \$250,000 or MTC endorsement. Transit review requirements will vary by the level of transit service in the project area. The Policy includes transit review requirements intended to:

- Promote active interagency engagement to minimize unintended impacts to transit; and
- Enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability.

The draft Policy was presented to the RNM Council, RNM Committee, and RNM Customer Advisory Group at their September and October 2025 meetings. Staff made minor edits and clarifications to the Policy based on the feedback received at those meetings. The proposed final Policy was presented to the RNM Council at their December 15, 2025 meeting, where they unanimously endorsed the Policy and referred the Policy to the RNM Committee for referral to the full Commission for approval.

Feedback Received:

Staff engaged with various stakeholder agencies throughout the development of the Policy through a variety of staff working groups and county transportation agency (CTA) committees. The Policy was shaped by over 500 individual comments from stakeholders at more than 50 cities, counties, transit agencies, CTAs, California Department of Transportation (Caltrans), MTC, and advocacy organizations.

At the presentations of the draft Policy to the September and October 2025 RNM Council, RNM Committee, and RNM Customer Advisory Group meetings, staff received feedback on the following key themes: implementation and coordination, technical assistance, funding incentives for local policies, dispute resolution, and stakeholder outreach. Details on how the proposed final Policy addresses these comments are identified in the staff presentation (Attachment B).

The RNM Council provided comments on the proposed final Policy at their December 2025 meeting. The RNM Council appreciated how the Policy and the implementation plan reflected nuanced feedback from various stakeholders. There was interest in monitoring the Policy's roll-out and impact on interagency coordination once the Policy is implemented, and support for staff's plans to provide updates, including regarding opportunities for transit incentives and the consideration of Policy modifications that would strengthen the Policy. There was also interest in reporting on metrics that measure the Policy's progress, including impacts on transit performance. The RNM Council noted the importance of local jurisdiction engagement with transit agencies, as well as the role of County Transportation Agencies as a convener.

Next Steps:

If adopted by the MTC Commission, the Policy will be implemented through the existing MTC Complete Streets (CS) Checklist process, which is expected to roll out an improved online portal in early 2026. As part of the outreach efforts to introduce the new CS Checklist portal, staff will share the new Transit Priority Policy requirements. Staff also plan to provide regular reports on Transit Priority Policy implementation activities in coordination with CS Policy reports.

Additionally, the Transit Priority Roadway Assessment (Assessment) is currently underway; details of the Assessment are included in the [October 2025 RNM Committee packet](https://mtc.legistar.com/LegislationDetail.aspx?ID=7693127&GUID=4680FDF2-6BAF-4951-) (<https://mtc.legistar.com/LegislationDetail.aspx?ID=7693127&GUID=4680FDF2-6BAF-4951->

A841-8DF65CF7DC70). The Assessment will include the development of the regional Transit Priority Network (TPN), which will identify transit corridors where additional Policy criteria will apply. The Assessment will also identify transit delay “hotspot” locations with speed/reliability issues, which will inform funding priorities for future MTC transit priority grant programs. Staff anticipate bringing the draft TPN to the RNM bodies in mid-2026, and will provide an update on the Policy implementation, related technical assistance efforts, potential funding incentives, and transit priority grant funding programs at that time.

Issues:

Throughout the Policy development process, staff received divergent comments from a broad range of stakeholders. As proposed, the Policy aims to strike a balance between the considerations and needs of transit agencies and local jurisdictions. Two areas where staff have focused efforts to reconcile competing priorities are:

- Some transit agencies have requested the inclusion of funding incentives within the policy to encourage local jurisdictions to adopt a transit supportive resolution or policy. MTC will work to identify how funding incentives could be applied, but would implement any potential funding incentives through the funding programs and not through the Policy.
- Local jurisdictions have expressed concerns that the policy will slow down project development and grant applications by requiring transit review. In response, Staff will monitor implementation of the Policy, particularly during the anticipated OBAG 4 Call for Projects in Spring 2026, to understand how it is working and note any issues.

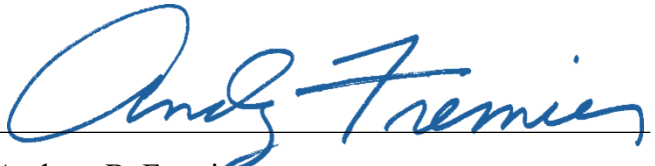
Staff plan to provide an update on these issues and any proposed Policy refinements in parallel with the Transit Priority Network updates in mid 2026 and late 2026/early 2027.

Recommendations:

Refer MTC Resolution No. 4739 to the Commission for approval.

Attachments:

- MTC Resolution 4739. Bay Area Transit Priority Policy for Roadways
 - Attachment A
- Attachment A: Overview of Bay Area Transit Priority Policy for Roadways
- Attachment B: Presentation



Andrew B. Fremier

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

ABSTRACT

Resolution No. 4739

This Resolution sets forth MTC's Bay Area Transit Priority Policy for Roadways (Policy). The Policy aims to enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability, and promote the active interagency engagement necessary to be successful.

The Policy applies to projects in the nine-county Bay Area seeking over \$250,000 of regional discretionary funding or MTC endorsement along any public roadway, including surface streets and access-controlled highways, with public transit service that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services).

Further discussion of this action is contained in the Regional Network Management Committee summary sheet dated January 9, 2026.

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RE: Adoption of Bay Area Transit Priority Policy on Roadways

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 4739

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

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

WHEREAS, in 2025, MTC adopted Plan Bay Area 2050+ Final Blueprint, which includes Transportation Element Strategy T11 aiming to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth; and

WHEREAS, in 2022, MTC approved Resolution No. 4493 Complete Streets (CS) Policy, which works to ensure people biking, walking, rolling and taking transit are safely accommodated within the transportation network; and

WHEREAS, MTC convened the Blue Ribbon Transit Recovery Task Force (Task Force) to respond to the COVID-19 pandemic, which developed and approved the Bay Area Transit Transformation Action Plan (Action Plan) in 2021 which identified actions needed to achieve a more connected, efficient, and user-focused mobility network across the Bay Area and beyond, including Action 12, “Fund, develop and adopt a Transit Priority Policy”; and

WHEREAS, a regional transit priority policy would promote active interagency engagement to minimize unintended impacts to transit; and enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability; now, therefore, be it

Date: January 28, 2026
W.I.: 1621
Referred by: RNM

RESOLVED, that MTC adopts the Bay Area Transit Priority Policy for Roadways as set forth in Attachment A of this Resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in San Francisco, California and at other
remote locations on January 28, 2026

MTC BAY AREA TRANSIT PRIORITY POLICY FOR ROADWAYS

PURPOSE AND GOALS

The purpose of the MTC Bay Area Transit Priority Policy for Roadways (Policy) is to:

- Promote active interagency engagement to minimize unintended impacts to transit; and
- Enhance the transit rider experience by supporting transit priority infrastructure and policies that improve transit travel times and reliability

The goals of the Policy include:

- Establish a common definition of transit priority;
- Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects; and
- Inform prioritization of funding for transit priority projects.

The Policy aligns with Plan Bay Area 2050+ Final Blueprint Transportation Element Strategy T11, which aims to improve the vitality and viability of existing transit services throughout the Bay Area by providing increased frequency, improved reliability, and greater capacity to reduce wait time, decrease travel time, and encourage ridership growth. Further, the Policy fulfills Action 12 identified in the Bay Area Transit Transformation Action Plan (2021), which calls for the development and adoption of a Transit Priority Policy for improving bus speed and reliability on high-transit corridors and arterials.

TRANSIT PRIORITY DEFINITION

For the purpose of this policy, “Transit Priority” refers to transit-supportive infrastructure, design, and policies that decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays. Transit-supportive infrastructure and design treatments include but are not limited to: transit lanes, high-occupancy vehicle lanes, bus-on-shoulder lanes, transit signal priority, queue-jump lanes, and transit stop design elements such as bus bulbs or boarding islands. Transit-supportive policies include but are not limited to strategic traffic/parking regulations, optimized transit stop placement and spacing, boarding/fare

payment practices such as off-board fare payment and all-door boarding, and application of the physical infrastructure and design treatments mentioned previously.

WHERE POLICY APPLIES

The Policy applies to public roadways in the nine-county Bay Area (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma), including both surface streets and access-controlled highways, that have existing scheduled, fixed-route, publicly-accessible transit service (i.e., published transit routes) that operates in shared or semi-dedicated right-of-way (i.e., bus, light rail, and streetcar services). It also applies to public roadways with existing non-revenue scheduled routes¹, existing recurring detour routes², and planned budgeted routes³. Non-recurring special event services, demand-responsive services, and paratransit services are excluded from the Policy.

FUTURE TRANSIT PRIORITY NETWORK

MTC is conducting a Transit Priority Roadway Assessment, referenced in Action 12 of the Transit Transformation Action Plan, to define a regional Transit Priority Network (TPN) of key transit corridors. The TPN will be used to:

- Determine locations and corridors where transit supportive design would have the greatest impact on improving travel time and reliability for transit service and maximize person throughput; and
- Inform the distribution of regional discretionary funding by identifying roadways which should be prioritized for transit priority investments.

IMPLEMENTATION VIA COMPLETE STREETS POLICY CHECKLIST

MTC will incorporate the transit agency review requirements of the Transit Priority Policy for Roadways into the existing MTC Complete Streets Policy Checklist (CS Checklist). MTC

¹ “Non-revenue scheduled” routes include deadhead movements and pull-in routes where buses operate when they are not carrying passengers.

² “Recurring detour” routes include locations with regular special events and conditions that require transit service to detour to an alternate street.

³ “Planned budgeted” routes include transit service that is included budgeted service changes or an approved Comprehensive Operations Analysis (short-term service plan). It does not include long-range plans, unless they are budgeted.

Resolution No. 4493, Complete Streets Policy (CS Policy) (2022), aims to ensure that people biking, walking, rolling, and taking transit have safe, connected, and convenient trips within the Bay Area transportation network. While transit is included within MTC's CS Policy, transit is not a focus of the CS Policy. The CS Policy and the Transit Priority Policy for Roadways are complementary to each other, and both apply to transportation project planning, design, funding, construction, reconstruction, and maintenance activities.

All projects seeking MTC endorsement or regional discretionary funding⁴ over the threshold identified in MTC Resolution No. 4493 (or its future update), regardless of project type or sponsor, must complete a CS Checklist and comply with the most recent CS Policy.

Consolidating implementation of both the CS Policy and Transit Priority Policy for Roadways into the CS Checklist simplifies project adherence to these policies, ensures requirements of both policies are sufficiently incorporated into projects, and ensures that appropriate transit agency coordination has occurred.

POLICY REQUIREMENTS

The following Policy requirements will be added to the CS Checklist:

- A project on a roadway with qualifying transit services, as defined previously, must be reviewed by all affected transit agencies to ensure the project considers the needs of transit and/or mitigates project elements that may adversely impact transit operations. Transit agencies must finish this high-level review and provide comments to project sponsors within 20 business days of receipt of project information. For complex projects or extenuating circumstances, transit agencies may request an additional 10 days to complete the review.
- In addition to the previous requirement, projects along the regional TPN should incorporate reasonable transit-supportive design elements from best practice national, state, and local design guidance to improve transit travel time and reliability. *This requirement will not go*

⁴ As explained in the CS Policy, MTC regional discretionary funds include federal, state, and regional fund sources administered by MTC, including but not limited to: Surface Transportation Block Grant Program (STBGP) funding, Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, Carbon Reduction Program (CRP), Transportation Alternatives (TA) set-aside/Active Transportation Program (ATP) funding, regional bridge tolls, and Regional Transportation Improvement Program (RTIP) funding.

into effect until after the regional TPN is adopted, which is anticipated no sooner than late 2026.

- For projects requiring transit review, Project Sponsors should document design feedback / discussions with the transit agency, and:
 - update the project scope and/or design information on CS Checklist portal, based on project review by Transit Agencies, or
 - explain why project was not modified to incorporate transit agency feedback, and if applicable claim an exception to incorporating suggested transit mitigations (or the suggested transit-supportive design elements, if project is on the TPN) on the CS Checklist Portal (*see Exceptions sections below*).

Projects along roadways without applicable transit service, as defined previously, are not subject to these new requirements.

EXCEPTIONS

The Policy shall apply to all phases of project development. However, project sponsors may seek an exception to incorporating suggested transit-impact mitigations and/or transit-supportive design elements. Eligible exceptions include:

1. **Lack of Response.** Transit agency did not provide feedback within 20 business days and did not ask for a 10-business day extension, or asked for extension and did not review project within extension;
2. **Infeasibility.** The transit-impact mitigations that the transit agency suggested are infeasible along the roadway due to conflicts with fire code, designation as evacuation route or similar public safety code requirements, requiring additional right of way, conflicts with existing infrastructure, and/or environmental concerns defined as abutting conservation land or severe topological constraints, and alternative transit-supportive design elements cannot be identified;
3. **Disproportionate Cost (for projects on TPN).** The cost to add transit-supportive design elements that transit agency suggested to the non-transit project is excessively disproportionate to the base project cost. Generally, “disproportionate” is defined as greater

than 20 percent⁵. If the cost of preferred accommodation is considered excessively disproportionate, project sponsors shall consider alternatives that represent a feasible share of the total project cost but still provide transit supportive design to improve transit travel time and reliability; or

4. **Separate Transit Project (for projects on TPN).** Transit-supportive design elements to be addressed through a separate process or project.

To claim an exception, project sponsors must provide documentation in the CS Checklist detailing how the project meets one or more of the exception conditions above. Exceptions must be documented and signed by senior-level staff or an authorized delegate of the project sponsor.

COORDINATION & COLLABORATION ON PROJECT SCOPE

Agencies are encouraged to work collaboratively to develop a project that considers the needs of transit while meeting the project goals. If consensus cannot be reached by the project sponsor and transit agency regarding transit-impact mitigations or transit-supportive design elements, MTC may convene a stakeholder meeting with the affected agencies to aid in discussions, but MTC would not take a lead role or be a mediator. If a resolution cannot be reached, the project sponsor should document all efforts made to resolve the dispute in the CS Checklist submission.

OPTIONAL LOCAL TRANSIT PRIORITY RESOLUTION OR POLICY

A right-of-way owners, roadway operators or a county transit agency should consider adopting a local resolution or policy to reinforce local support to improve transit travel times and reliability , which enhances the overall transit rider experience. Such a commitment may be shown by

- Adopting a resolution in support of the Bay Area Transit Priority Policy for Roadways;
- Adopting a standalone local transit priority policy; or
- Modifying an existing local plan or policy to include language on transit priority.

Templates are available as resources when taking one of the above actions. In the future, MTC may provide funding incentives to projects located in jurisdictions that have adopted a resolution

⁵ Per FHWA Bicycle and Pedestrian Accommodation Regulations and Recommendations: “A cost may be considered excessively disproportionate when the cost of providing the accommodation would be more than 20% of the cost of the larger transportation project.”

or policy. Any funding incentives would be implemented through MTC funding programs, not through the Policy.

PHASED IMPLEMENTATION

The Policy will be implemented in phases to give affected agencies the opportunity to gradually adapt to new Policy criteria when applying for discretionary funding or MTC endorsement:

- (1) Upon adoption of Policy (anticipated early 2026): project sponsors with projects along roadways with transit service will be required to review the project with affected transit agencies and consider potential mitigations, via the CS Checklist process.
- (2) After adoption of the regional TPN (anticipated late 2026 or early 2027): project sponsors with projects along the TPN will need to consider incorporating reasonable transit-supportive design elements into projects, via the CS Checklist process. The TPN will be developed through the Transit Priority Roadway Assessment in 2026.

EQUITY

Projects should improve the travel time and reliability of transit routes serving disadvantaged populations, including Equity Priority Communities (EPCs) or other similar designations. Some MTC discretionary funding programs prioritize projects with larger anticipated equity benefits; the exact prioritization methodology is subject to a particular funding program's equity priorities and approaches.

EVALUATION

Project sponsors that receive MTC discretionary funding, regardless of project type, should consider the transit rider experience and transit operations throughout project planning and design, proactively incorporating transit-supportive design treatments or mitigating project elements that may adversely impact transit operations. Some MTC funding programs require project sponsors to conduct a pre-/post-implementation evaluation of project impacts on transit travel time and reliability, to be conducted by the project sponsor or delivery agency. Periodic monitoring of transit priority investments is also encouraged to maintain project effectiveness. For network-level evaluation, MTC will develop an existing conditions baseline of transit operations in the region through the Transit Priority Roadway Assessment, and utilize Regional Network Management Performance Measures (MTC Resolution No. 4648, adopted May 2024)

to routinely track progress toward improving transit travel time and reliability along the TPN. MTC staff will produce reports regularly, in coordination with CS Policy reports, to summarize funded projects, report changes in transit performance, and update the Policy and TPN, if needed.

EARLY COORDINATION

Regardless of project type, project sponsors should proactively coordinate with transit agencies potentially affected by the project well in advance of the project seeking regional discretionary funding from MTC, to evaluate the potential of incorporating transit-supportive design elements into the project and/or mitigate any potential adverse impacts to transit operations. In addition to sponsoring or delivering projects, agencies or local jurisdictions introducing policies or other work that may potentially impact transit operations should similarly coordinate with transit agencies.

TECHNICAL ASSISTANCE

As resources allow, MTC will support project sponsors, transit agencies, and local jurisdictions to promote transit priority and implement the Policy through technical assistance programs. MTC will continue to advocate for and advance transit priority through leadership at the regional level.

Bay Area Transit Priority Policy for Roadways

Overview - December 2025

MTC is proposing to adopt the **Bay Area Transit Priority Policy for Roadways (Policy)**, in alignment with the transit-related vision and goals of the Plan Bay Area 2050+ Final Blueprint (2025) and the Transit Transformation Action Plan (2021). It also aligns with MTC Resolution 4493 (2022), which updated the regional Complete Streets (CS) Policy, first adopted in 2006. The Policy will establish requirements for roadway projects on public right-of-way requesting more than \$250,000 of MTC discretionary funding or endorsement.

Policy Purpose	<ul style="list-style-type: none"> Promote active interagency engagement to minimize unintended impacts to transit; and Enhance the transit rider experience by supporting the implementation of transit priority infrastructure and policies that improve transit travel times and reliability
Policy Goals	<ul style="list-style-type: none"> Establish a common definition of transit priority; Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects Inform prioritization of funding for transit priority projects.

Definition of Transit Priority

Transit Priority refers to transit-supportive infrastructure, design, and policies that decrease transit vehicle travel times and enable them to move more reliably by avoiding traffic congestion and minimizing delays. Some examples include:

- Transit lanes
- High-occupancy vehicle lanes
- Transit signal priority
- Queue-jump lanes
- Bus bulbs or boarding islands
- Strategic traffic/parking regulations
- Optimized transit stop placement and spacing
- Off-board fare payment or all-door boarding

Implementation through the Complete Streets (CS) Policy & Checklist

The Policy will be implemented via the existing MTC Complete Streets¹ (CS) Checklist process, which is already required for projects requesting more than \$250,000 in MTC discretionary funding or MTC endorsement. The 2022 CS Checklist only required documentation of transit agency acknowledgement of the project; the Policy will ensure

¹ See details at <https://mtc.ca.gov/planning/transportation/complete-streets>

stronger coordination between agencies by requiring transit agency review for potential impacts on transit and that project sponsors consider transit priority treatments on high-priority transit corridors.

When is Transit Agency Review and Coordination Required?

The proposed transit review process would be required for **project sponsors seeking more than \$250,000 of regional discretionary funds from MTC or MTC endorsement**, unless the project is sponsored by a transit agency or a transit-specific team within a local or county agency and the project does not affect any other transit agencies. The level of transit review required will depend on the level of transit service in the project area. A high-level summary of the transit review process can be found in the Appendix.

Table 1. Transit Review & Coordination Required by Level of Transit Service

Transit Service in Project Area	Transit Review & Coordination Required
No transit service in project area or surrounding community	No transit review required
No published transit routes in project area, but transit service in surrounding community	Confirm if any non-revenue scheduled routes, recurring detour routes, or planned budgeted routes (not shown on transit maps) in project area; if so, accommodate basic bus movement
One or more published transit routes in project area	Identify if project impacts transit, and try to mitigate. <ul style="list-style-type: none"> • If Project is on Transit Priority Network (TPN)² (once adopted): Try to improve transit by incorporating transit-supportive design

Optional Local Transit Priority Policy or Resolution

A roadway owner or operator should consider demonstrating their commitment to Transit Priority by adopting a local resolution or policy that reinforces their commitment to coordinating with transit agencies during project development, and their support for improving transit travel times and reliability. MTC has templates available to assist local jurisdictions taking an action to:

- Adopt a resolution in support of the Bay Area Transit Priority Policy for Roadways;
- Adopt a standalone local transit priority policy; or
- Modify an existing local plan or policy to include language on transit priority.

² The Transit Priority Network (TPN) development is underway. Additional design review requirements for projects along the TPN would not go into effect until the TPN is adopted, anticipated in late 2026/early 2027.

Appendix: High-level Summary of Transit Agency Review Process

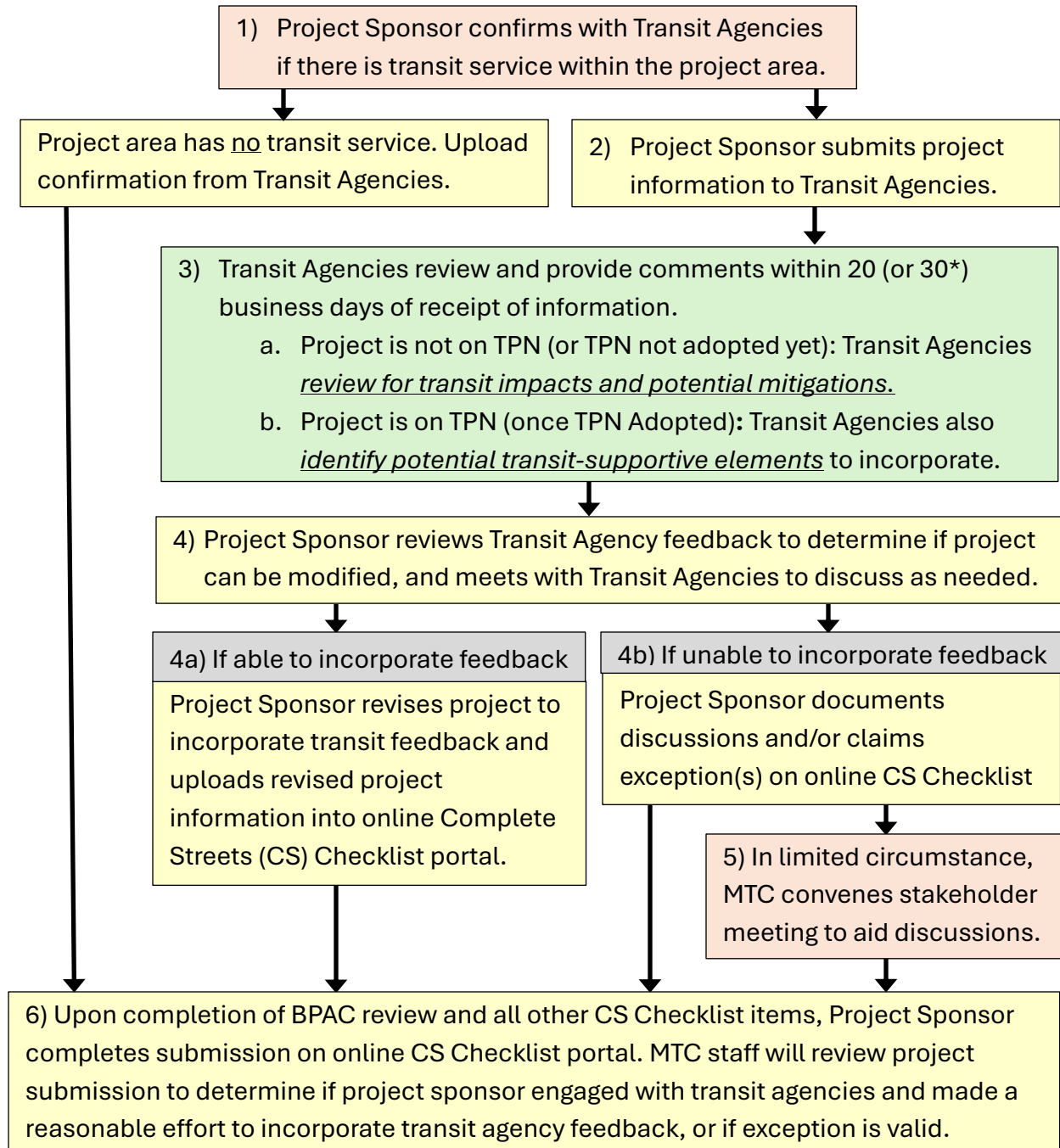
If a project sponsor is:

- Seeking more than \$250,000 of MTC regional discretionary funds or MTC endorsement
- Not a transit agency or a transit-specific team within a local or county agency, leading a project that does not affect any other transit agencies.

The proposed Transit Review Process is:

- 1) **Project Sponsor confirms if there is transit service** by checking published transit maps. If there are transit routes in the community but not the project area, consult transit agency to confirm any non-published routes in the project area or the surrounding community. This will determine the level of transit review required (see Table 1).
- 2) **If there is transit service, Project Sponsor provides general project information to Transit Agencies** (i.e., goals, scope, schedule, funding, designs).
- 3) **Transit Agencies review project and provide comments** within 20 business days, with review documented by senior-level staff or authorized delegates. In some situations, Transit Agencies may request a 10-business day extension.
- 4) **Project Sponsor reviews feedback from Transit Agencies to determine if project can be modified**, and meets with Transit Agencies to discuss as needed.
 - a) **If feedback can be incorporated:** Project Sponsor enters project updates on online Complete Streets Checklist portal; transit review is complete.
 - b) **If project is unable to incorporate feedback:** Project Sponsor documents discussions with Transit Agencies and reports what transit agency feedback is not incorporated, and if applicable, claims an exception for a **Lack of Response** from the transit agency or **Infeasibility**. In addition, projects on the TPN could request exceptions for **Disproportionate Cost to Incorporate Proposed Elements**, or if there is a **Separate Transit Project** that would address feedback.
- 5) Agencies are encouraged to work collaboratively to develop a project that considers transit's needs while meeting the project goals. **If consensus cannot be reached, MTC may convene a stakeholder meeting to aid in discussions.**
- 6) **Project Sponsor uploads documentation** onto the Complete Streets Checklist portal.

High-Level Process Chart of Transit Agency Project Review



**Transit Agencies may request an additional 10 business days for review of a complex project or extenuating*

Key: Responsible Agency	Project Sponsor
	Transit Agencies
	Project Sponsor & Transit Agencies



Bay Area Transit Priority Policy for Roadways



Regional Network Management Committee

January 9, 2026

MTC's Regional Transit Priority Efforts

Policy



**Transit Priority Policy
for Roadways**

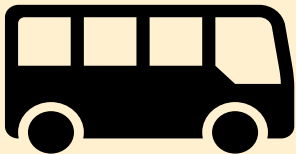
Planning



**Transit Priority
Roadway Assessment**

**Plan Bay Area 2050+
(and Transit 2050+)**

Funding & Technical Assistance



**Transit Performance
Initiative (TPI)**

**Bus Accelerated
Infrastructure Delivery
(BusAID)**

**Innovative Deployments to
Enhance Arterials (IDEA)**

Project Delivery



**Forward Commute
Initiatives**

- Bay Bridge Forward
- Richmond-San Rafael Bridge Forward
- Dumbarton Bridge Forward

Bay Area Transit Priority Policy for Roadways



Implements:

Transit
Transformation
Action Plan
Action 12



Supports:

Plan Bay
Area 2050+
Strategy T11

What:

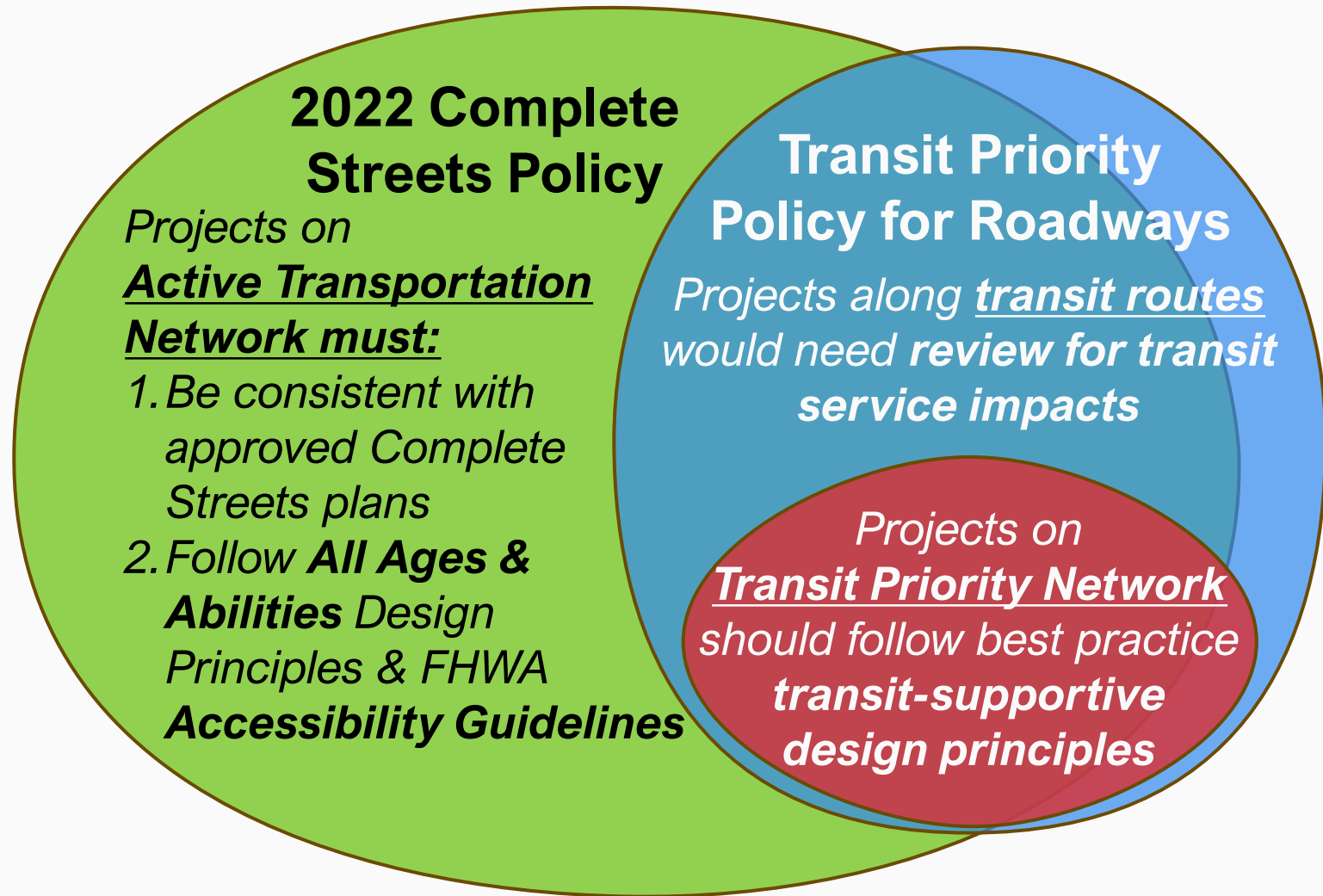
- New Policy to emphasize transit priority
- Implemented via existing Complete Streets Checklist to avoid creating an additional administrative process

Goals:

1. Establish a common definition of transit priority
2. Strengthen interjurisdictional coordination and guide agencies to consider transit in roadway projects.
3. Inform prioritization of funding for transit priority projects

Expanding Transit Review in Complete Streets Checklist

- Implementation through the Complete Streets Checklist would avoid creating a new administrative process
- Currently, projects seeking more than \$250,000 of **regional discretionary funds** must complete a Complete Streets Checklist and seek transit agency **acknowledgment** of project.
- Policy would require transit agency **review** and **design input**, and detail eligible exceptions.



RNM Body Feedback on Draft Policy

Key themes heard at RNM Bodies during fall 2025 engagement:

Themes of Comments	RNM Body
Implementation & Coordination Requirements	Committee
Technical Assistance	Committee, CAG
Funding Incentives for Local Policies	Council, Customer Advisory Group (CAG)
Dispute Resolution	Council
Stakeholder Outreach	Council, Committee, CAG

Interagency Coordination, Policy Implementation and Technical Assistance

RNM Committee Feedback

- Clarification needed about implementation and interagency coordination requirements
- Concerns about limited local staff resources

Response

- Policy materials emphasize importance of early coordination and clarify transit review expectations by level of transit service
- Will monitor and seek feedback to inform Technical Assistance program development and possible policy adjustments

Project Transit Context	Transit Review Required
No published transit routes in project area or surrounding community	No transit review required
No published transit routes in project area, but transit service in community	Confirm if routine detours or non-revenue service in project area; if so, accommodate basic bus movements
Published transit route(s) in project area	Try to mitigate project impacts
Project located along regional Transit Priority Network (TPN)	Try to improve transit through best-practice transit-supportive design

Funding Incentives for Transit Priority Policies

RNM Council & CAG Feedback

- Desire for funding incentives that encourage jurisdictions to adopt local policies that reinforce coordination with transit operators on projects that impact transit, regardless of fund source

Select Cities with Existing Transit-Supportive Policies

- Berkeley
- San Francisco
- El Cerrito
- San José

Response

- Staff will work with MTC funding program managers to identify appropriate programs where incentives could be considered, and update RNM bodies in late 2026 or early 2027.
- MTC will provide templates to ease local adoption

Conflict Resolution Process

RNM Council Feedback

- Desire for MTC to play a larger role in conflict resolution

Response

- Policy focuses on providing structure for more effective interagency coordination.
- Policy **does not dictate roadway design**, which would remain a local decision.
- MTC would consider convening a stakeholder meeting when there is a design dispute
- MTC intends to develop technical assistance resources focusing on collaboration and interagency coordination during project development.

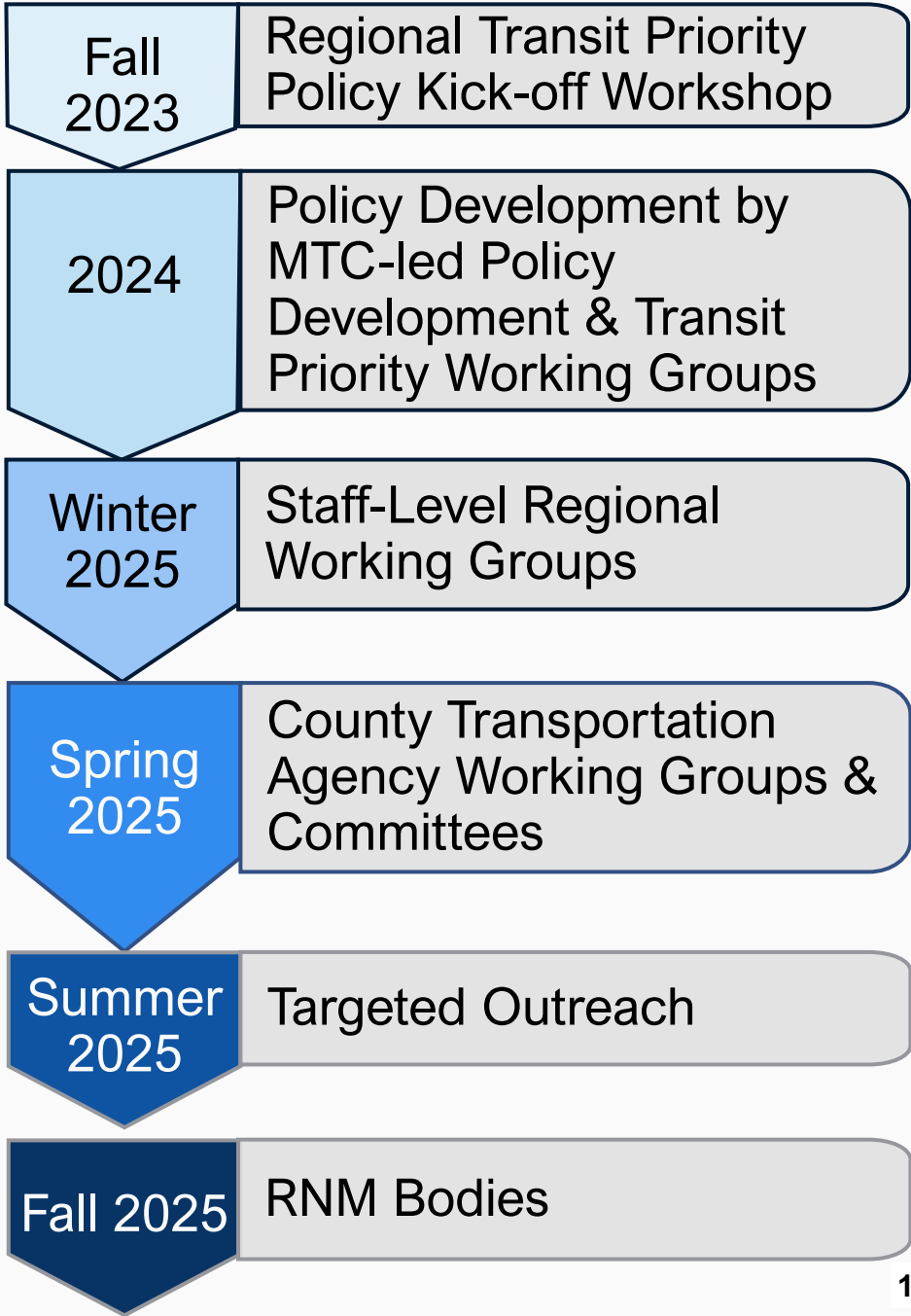
Stakeholder Outreach

RNM Council, Committee & CAG Feedback

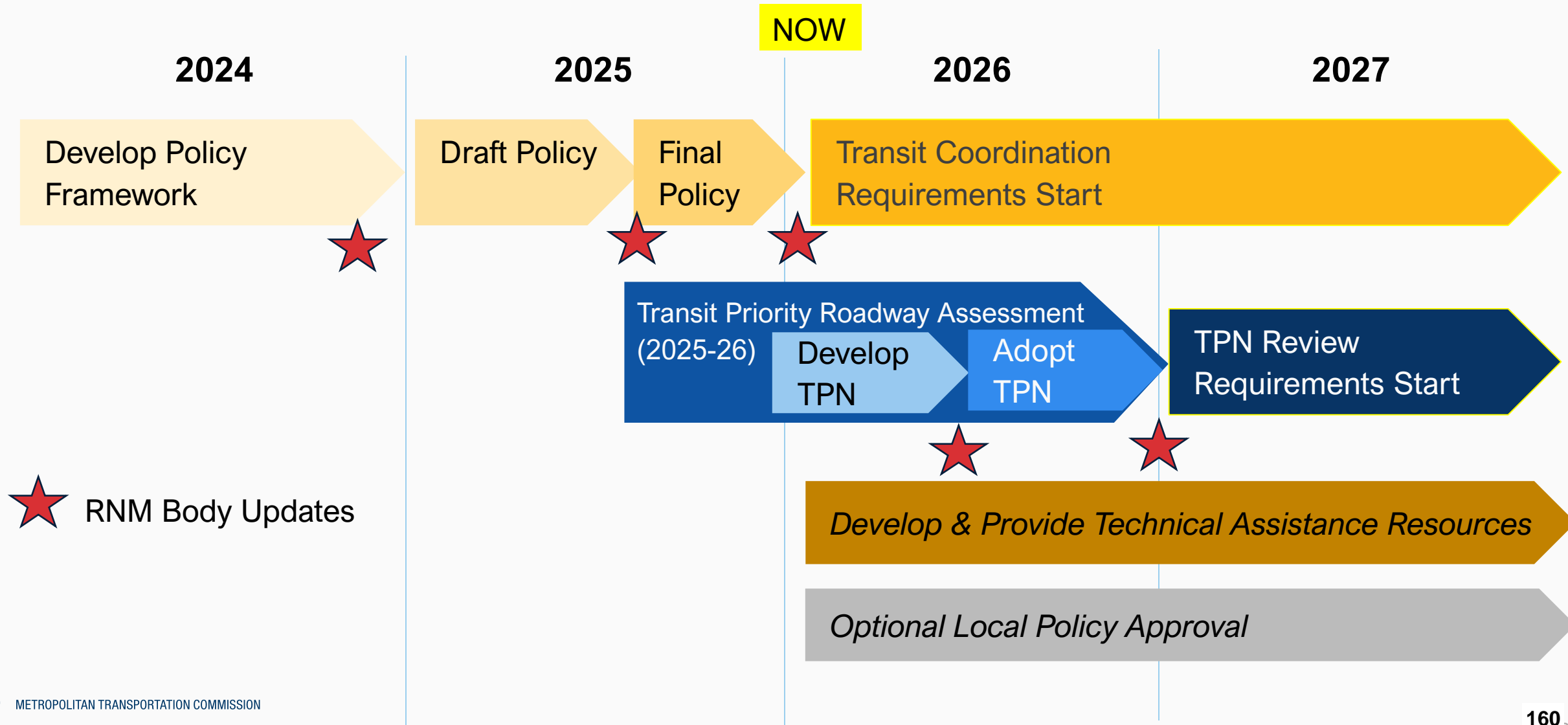
- Concerns around outreach and engagement, especially to local jurisdictions and county transportation authorities (CTAs)

Response

- Policy developed with input from wide variety of agencies, including cities, counties, transit operators, Caltrans and advocacy groups
- Feedback heard from 50+ jurisdictions
- MTC will continue to coordinate with CTAs to support implementation of the Policy



Policy Development & Implementation Timeline



Thank You

Email: transitpriority@bayareametro.gov

Britt Tanner, P.E.

**Principal Program Coordinator,
Regional Network Management**

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Email: btanner@bayareametro.gov



**METROPOLITAN
TRANSPORTATION
COMMISSION**



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0159, **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

**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



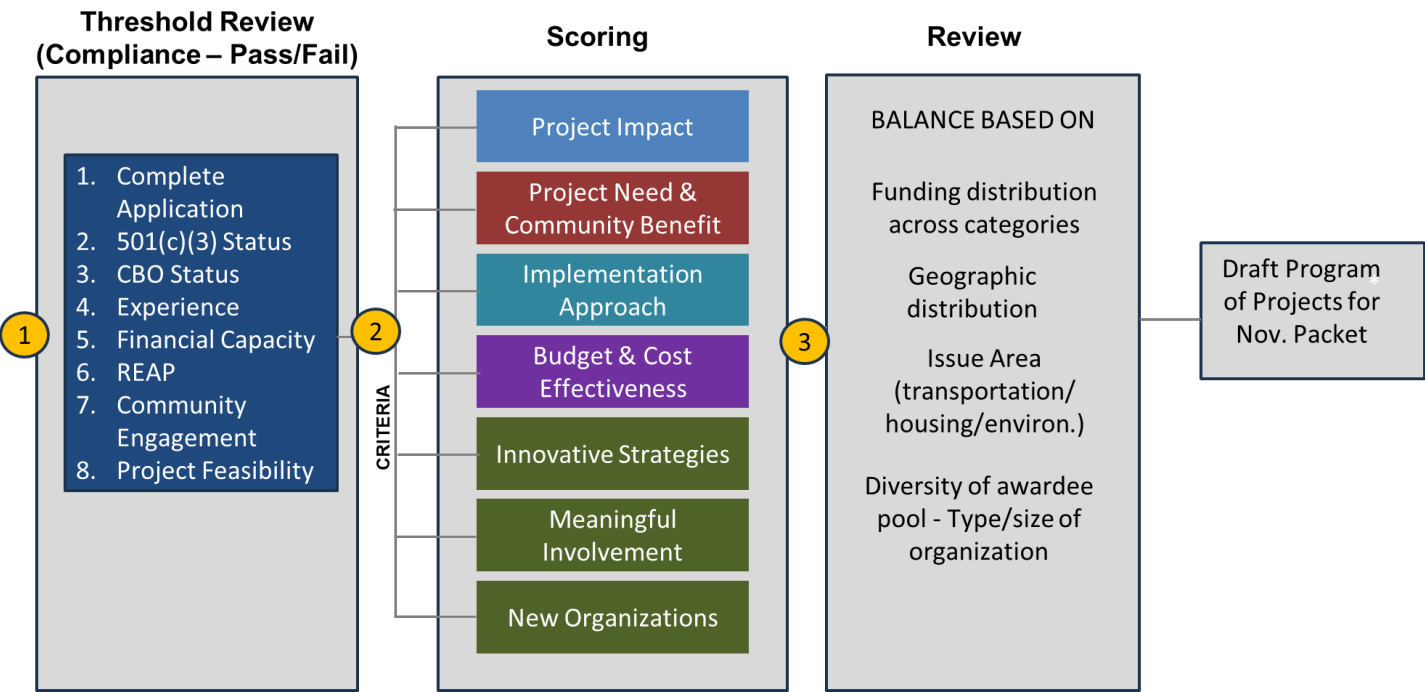
Andrew B. Fremier

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	Climate Resilient Communities will strengthen community leadership and advance equitable, climate-ready housing across three San Mateo County equity priority communities: East Palo Alto, Belle Haven (Menlo Park), and San Bruno. The project will expand the proven Climate Change Community Team model through workshops on civic engagement, fair housing, climate-resilient housing, and gentrification prevention.
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

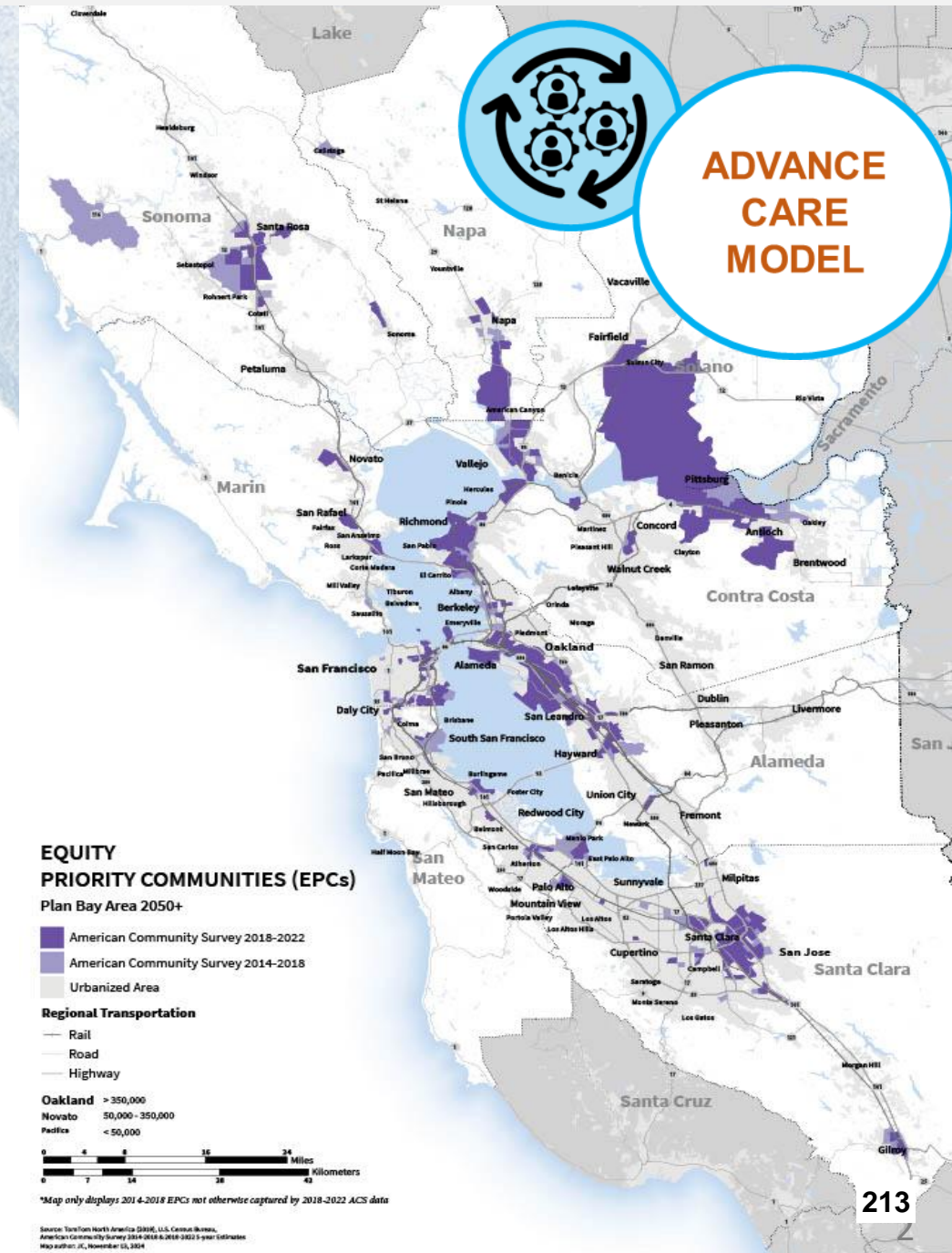
Programming & Allocations Committee
January 14, 2026



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

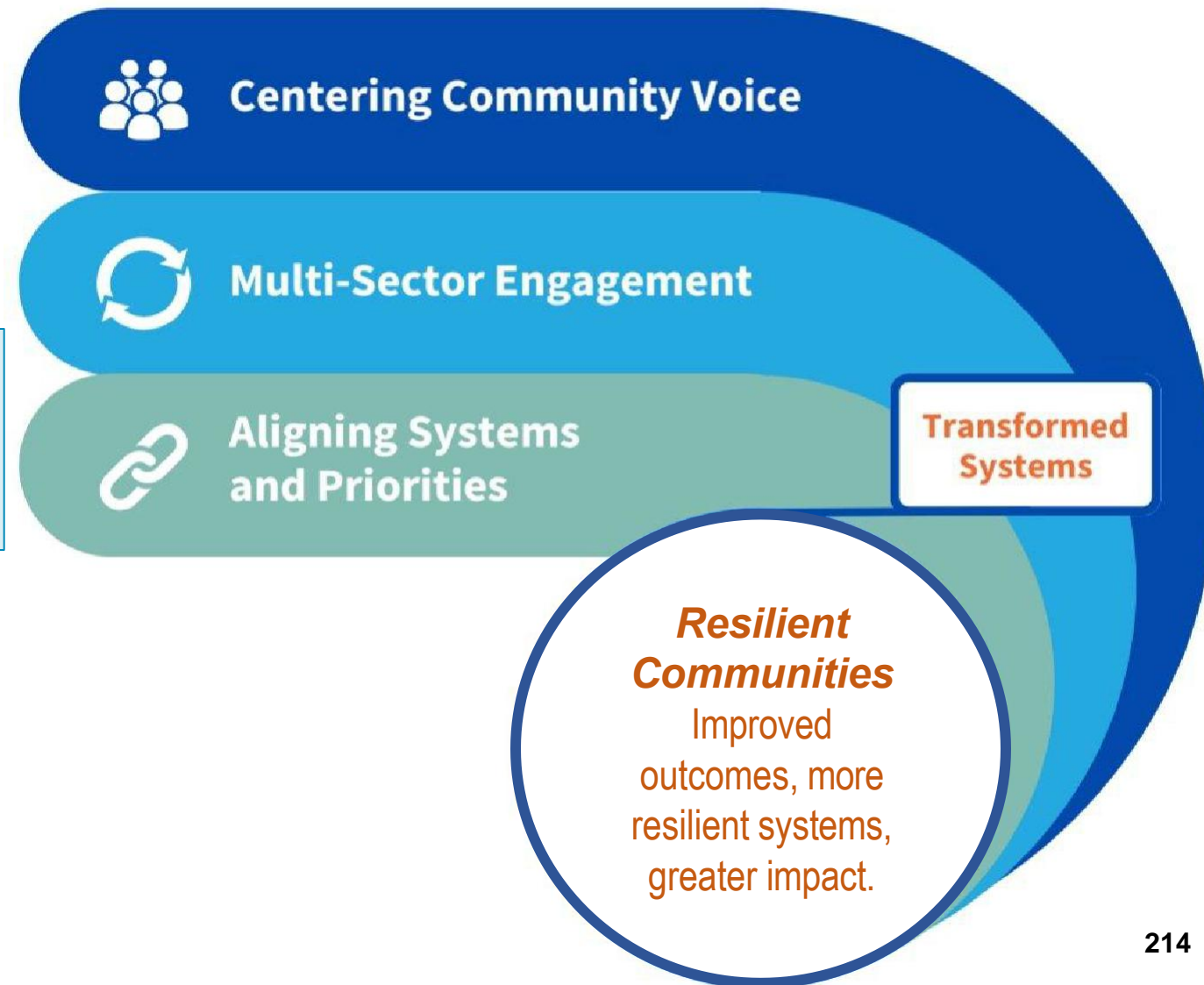


Pb+E Approach

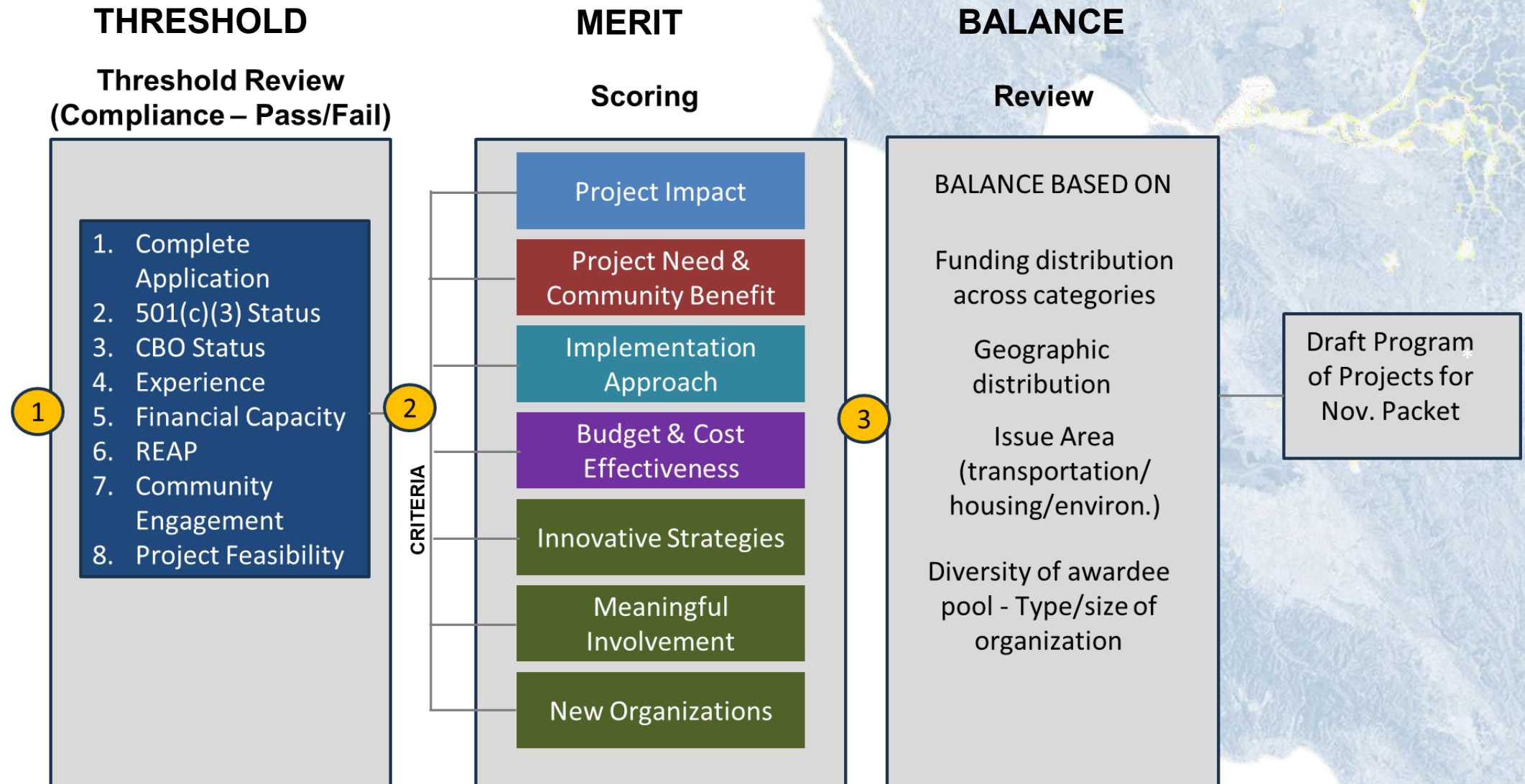
- Grant Program
- Technical Assistance, Peer Learning, Cohort Convenings, Expert Coaching

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

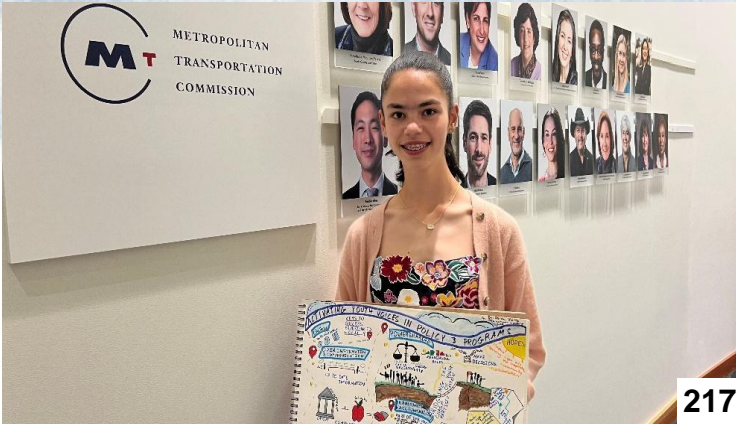
- Ten (**10**) projects totaling **\$1 million**.
- Transportation – 4 projects
- Transportation and Housing – 3 projects
- Housing – 3 projects

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 #: 26-0112, **Version:** 1

Subject:

MTC Resolution No. 4740. One Bay Area Grant (OBAG 4) Funding Framework

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

Presenter:

Thomas Arndt

Recommended Action:

Commission Approval



METROPOLITAN
TRANSPORTATION
COMMISSION

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105
415.778.6700
www.mtc.ca.gov

Sue Noack, Chair
Cities of Contra Costa County

January 21, 2026

*Stephanie Moulton-Peters,
Vice Chair*
Marin County and Cities

Dear Commissioners,

Margaret Abe-Koga
Santa Clara County

Eddie Abn
San Francisco Bay Conservation
and Development Commission

David Ambuehl
California State
Transportation Agency

Candace Andersen
Contra Costa County

Marilyn Ezzy Ascraft
Cities of Alameda County

Pat Burt
Cities of Santa Clara County

David Canepa
San Mateo County

Victoria Fleming
Sonoma County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Alicia Jobn-Baptiste
San Francisco Mayor's Appointee

Barbara Lee
Oakland Mayor's Appointee

Matt Maban
San Jose Mayor's Appointee

Amber Manfree
Napa County and Cities

Mitch Masburn
Solano County and Cities

Myrna Melgar
City and County of San Francisco

Nate Miley
Alameda County

Gina Papan
Cities of San Mateo County

Belia Ramos
Association of Bay Area
Governments

Libby Schaaf
U.S. Department of Housing
and Urban Development

Andrew B. Fremier
Executive Director

Alix Bockelman
Chief Deputy Executive Director

On behalf of Vice Chair Moulton-Peters and myself, we want to express our deep appreciation for the time and input you have all provided on the One Bay Area Grant Program (OBAG 4) and the Transit-Oriented Communities (TOC) Policy over the past several months. These have been complex and consequential issues, and your engagement has been invaluable.

As you recall, this was the major topic of discussion at our recent Commission workshop. To help us all make an informed decision, I convened an ad hoc committee to dive deeper into scenarios, weigh pros and cons, and ensure that the full Commission had the benefit of that analysis. The ad hoc committee reached consensus on the recommendations presented today.

We are recommending a two-step process for moving forward. Vice Chair Moulton-Peters and I are resolute that we must take action now. The first step—approval of the funding framework for the OBAG 4 program—is agendized for this month's Commission meeting. The second step, which will be agendized next month, will focus on eligibility requirements for a modest but meaningful TOC Policy set-aside program.

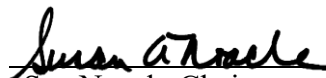
We also want to acknowledge staff's diligence and responsiveness throughout this process. They have worked hard to provide the scenarios and information we requested, and their efforts have helped us get to this point.

We feel strongly that it is time to start making hard decisions—even if they are not unanimous. Jurisdictions that rely on OBAG 4 funding, along with the many partners and stakeholders who have been closely following the development of OBAG 4 and the TOC Policy, need certainty and clarity to be effective in their work.

The recommendation before you today strikes the right balance on OBAG 4 and charts out a meaningful set-aside to reward TOC progress. You will hear more about the eligibility details for the TOC policy set-aside in February.

Thank you again for your commitment and leadership on these critical issues.

Sincerely,


Sue Noack, Chair


Stephanie Moulton-Peters, Vice Chair

MTC Resolution No. 4740. One Bay Area Grant (OBAG 4) Funding Framework

Subject:

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

Background:

First adopted by the Commission in 2012, the One Bay Area Grant (OBAG) program is MTC's policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement program (CMAQ) funds. The inaugural OBAG 1 program was designed to support implementation of the first *Plan Bay Area*, and subsequent OBAG cycles have maintained this focus. As proposed, the upcoming OBAG 4 program will encompass STP/CMAQ programming for a four-year period covering federal fiscal year (FY) 2026-27 through FY 2029-30.

Key considerations for the OBAG 4 cycle include:

- **Senate Bill (SB) 125 Transit Operations Commitment:** In 2024, the Commission committed approximately \$100 million in OBAG 4 STP/CMAQ capacity for transit operations as part of the region's contribution to the transit fiscal cliff through the SB 125 framework (MTC Resolution No. 4678). The Commission will need to decide how to distribute the remaining OBAG 4 capacity between the county and regional program components.
- **Transit-Oriented Communities (TOC) Policy Implementation:** In 2022, the Commission adopted the TOC Policy (MTC Resolution No. 4530), establishing standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. The Commission will need to determine how to incentivize progress toward these standards starting with the OBAG 4 program, per the TOC Policy.

Over the past year, staff have collaborated with the Commission, County Transportation Agencies (CTAs), and other stakeholders to develop draft policies for the upcoming OBAG 4 program, including alternatives for addressing the SB 125 and TOC Policy considerations above.

Specifically, robust discussions related to this topic were had at the October 2025 Commission Workshop and November 2025 Commission meetings.

While much progress has been made on a consensus proposal, key questions remain. Last month, the Chair convened an ad hoc group of Commissioners to further refine OBAG 4 and TOC options for consideration and final action by the full Commission.

Proposed Two-Step Approval Process

At the direction of the Chair and ad hoc group, staff propose a two-step process for Commission action on OBAG 4 and the associated SB 125 and TOC Policy considerations:

- **Funding actions:** this month, staff recommend adoption of the OBAG 4 funding framework, including the SB 125 commitment and TOC set-aside amounts.
- **Policy actions:** next month, staff plan to recommend Commission approval of detailed OBAG 4 guidelines and the TOC evaluation framework.

Commissioners have expressed diverse perspectives and preferences on these topics, and the revised recommendations and proposed approval process from the ad hoc group are intended to advance discrete decisions in a timely manner. Commission approval of key funding decisions this month will allow the OBAG 4 county call for projects to proceed in the near term and provide certainty to jurisdictions and other stakeholders about the OBAG 4 TOC incentive program. This approach will also provide Commissioners and partners with additional time to provide input on proposed OBAG 4 policies outside of TOC implementation.

Proposed OBAG 4 Framework

Staff estimate \$820 million in capacity for the OBAG 4 program and recommend that the Commission distribute these funds evenly between the county and regional components. Of the \$410 million initial regional capacity, staff recommend that the Commission maintain *at least* \$310 million for core investments, programs, and services crucial to *Plan Bay Area* implementation (a substantial reduction from the approximately \$550 million in regional investment during the OBAG 3 period, see **Attachment 1**). Retaining sufficient capacity for OBAG 4 regional programs is essential to continue the targeted local grant programs and other strategic investments that have complemented the county program and expanded the overall impact of OBAG funding in previous OBAG cycles (as illustrated in **Attachments 2 and 3**).

With the recommended \$310 million minimum for regional program core investments, \$100 million in initial OBAG 4 regional capacity remains available for new commitments and proposals, including the SB 125 contribution to transit operations and TOC Policy incentive program set-aside. Based on recent Commission input, staff have prepared the following proposal for distributing these limited funds (summarized in **Table 1**):

- **SB 125 off the top:** deduct the \$100 million SB 125 transit operations pre-commitment 50/50 off the top of the overall OBAG 4 program capacity, leaving \$720 million in remaining capacity split evenly between the county and regional components (\$360 million each).
- **Regional TOC incentive program:** set aside \$50 million in regional funds for TOC implementation, including:
 - \$45 million for a TOC set-aside incentive program for top performers to encourage and reward progress, and
 - \$5 million North Bay augmentation, in support of the unique transportation needs of rural communities with limited transit service, targeted for approximately equal distribution between Marin, Napa, Solano, and Sonoma Counties.

The proposed TOC incentive program would encourage and reward jurisdictions for TOC Policy progress using OBAG 4 regional funds only. As proposed, the OBAG 4 county program would not include any requirements or incentives based on TOC progress.

Table 1: Proposed OBAG 4 Framework

Program Element	Amount
Initial county capacity	\$410M
SB 125 transit gap	(\$50M)
Remaining county capacity	\$360M
Initial regional capacity	\$410M
SB 125 transit gap	(\$50M)
TOC set-aside	(\$45M)
North Bay augmentation	(\$5M)
Remaining regional capacity	\$310M

Next Steps

At the direction of the Chair and ad hoc group, staff plan to return to the Commission next month with additional policy recommendations, including:

- **OBAG 4 guidelines and structure:** detailed OBAG 4 policies, procedures, and structure outside of the SB 125 transit split and TOC incentive decisions, as summarized in **Attachments 4, 5, and 6** (draft structure and policies subject to change pending stakeholder input and Commission direction).
- **TOC implementation:** updates to the TOC Policy and administrative guidance and adoption of the evaluation framework, including decisions on outstanding questions related to the TOC incentive program such as submission deadlines, credit for work-in-progress, housing protection policies, and recent state laws.

Issues:

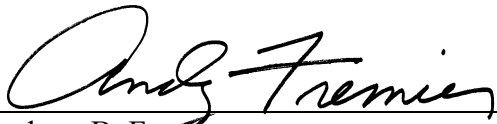
Initial OBAG 4 programming capacity is based on conservative estimates for federal transportation program apportionments from the regional STP and CMAQ programs. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program. If actual apportionment differs significantly from current estimates, staff will return to the Commission to recommend modifications to the OBAG 4 program.

Recommendations:

Adopt MTC Resolution No. 4740, which supersedes MTC Resolution No. 4678.

Attachments:

- MTC Resolution No. 4740: OBAG 4 Program
 - Attachment A: OBAG 4 Project Selection and Programming Policies
 - Attachment B-1: OBAG 4 Regional Program Project List
 - Attachment B-2: OBAG 4 County Program Project List
 - Attachment B-3: OBAG 4 Transit Operations Project List
- Attachment 1: OBAG 3 Overview
- Attachment 2: OBAG 3 Local Investments by County
- Attachment 3: OBAG Regional Strategic Investments
- Attachment 4: Draft OBAG 4 Policy Summary
- Attachment 5: Draft OBAG 4 Regional Programs
- Attachment 6: Draft OBAG 4 County Program
- Presentation: OBAG 4 Program Adoption



Andrew B. Fremier

Date: January 28, 2026
W.I.: 1512
Referred by: Commission

ABSTRACT

Resolution No. 4740

Adoption of the project selection and programming policies for the fourth round of the One Bay Area Grant program (OBAG 4). This resolution supersedes MTC Resolution No. 4678.

The OBAG 4 project selection and programming policies outline the project categories that are to be funded with various fund sources, including federal funding assigned to MTC for programming, to implement the Regional Transportation Plan (*Plan Bay Area 2050+*) and to be included in the federal Transportation Improvement Program (TIP) for the OBAG 4 funding delivery period.

The resolution includes the following attachments:

- Attachment A – OBAG 4 Project Selection and Programming Policies
- Attachment B – OBAG 4 Project Lists

With the adoption of the project selection and programming policies, Attachments B-1 and B-3 program \$101,164,422 in Transit Operations Program funds to various projects as previously programmed under MTC Resolution No. 4678, \$45,000,000 in Regional Program funds for a Transit-Oriented Communities (TOC) Set-Aside program, and \$5,000,000 in Regional Program funds for a North Bay Augmentation.

Date: January 28, 2026
W.I.: 1512
Referred by: Commission

RE: One Bay Area Grant Program (OBAG 4) Project Selection and Programming Policies

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4740

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

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

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

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

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

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

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

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

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

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

RESOLVED that MTC approves the “Project Selection and Programming Policies” for projects to be funded in the OBAG 4 program as set forth in Attachments A and B of this Resolution; and be it further

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

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

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

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

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

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

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

RESOLVED that MTC Resolution No. 4678 is superseded by this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Sue Noack, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in San Francisco,
California and at other remote locations
on January 28, 2026

Date: January 28, 2022
W.E.: 1512
Referred by: Commission

Attachment A
Resolution No. 4740

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

One Bay Area Grant (OBAG 4) Program

Project Selection and Programming Policies

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Regional Program Policies	4
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Overview

Summary

The One Bay Area Grant Program (OBAG 4) establishes the policy framework and commitments for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for a four-year period covering federal fiscal year (FY) 2026-27 through FY 2029-30. Attachment A outlines the OBAG 4 program principles and objectives, revenue estimates, program architecture, and programming policies. Attachment B details the projects, funding amounts, and project sponsors, as they are approved by the Commission.

Purpose and Background

The purpose of the OBAG program is to collaboratively implement *Plan Bay Area* priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability. The inaugural OBAG 1 program was designed to support the first *Plan Bay Area* (adopted by the Commission in 2012 and 2013, respectively). Pursuant to Senate Bill 375 (Steinberg 2008), the initial Plan and subsequent editions align long-range regional transportation planning with housing and land use, in part to achieve state greenhouse gas reduction targets. The OBAG framework leverages discretionary federal highway funding to advance these interrelated *Plan Bay Area* goal areas.

Previous OBAG cycles included:

- OBAG 1: FY 2012-13 through FY 2016-27 (MTC Resolution No. 4035)
- OBAG 2: FY 2017-18 through FY 2021-22 (MTC Resolution No. 4202)
- OBAG 3: FY 2022-23 through FY 2025-26 (MTC Resolution No. 4505)

The OBAG 4 cycle will continue to support *Plan Bay Area* implementation through complementary and mutually reinforcing county and regional program components, applying the principles listed below.

Principles

The OBAG 4 County Program is designed to:

- Provide a flexible funding source to deliver local priority projects that support shared objectives, with an emphasis on local road safety, complete streets, and state of good repair.
- Encourage local partner agencies to advance *Plan Bay Area* policies and goals through effective incentives.

The OBAG 4 Regional Program is designed to:

- Implement effective regional initiatives and services, with an emphasis on housing access, reduced emissions, and an optimized experience for all travelers.
- Advance local agency progress towards regional goals through coordinated planning, technical assistance, and targeted capital investment.
- Address interjurisdictional challenges and improve key multimodal corridors with regional leadership and strategic support.

Capacity

Initial Estimate

Initial OBAG 4 programming capacity is \$820 million, based on anticipated federal transportation program apportionments from the regional STP and CMAQ programs for the four-year cycle period covering FY 2026-27 through FY 2029-30. Actual apportionments will be subject to federal reauthorization and/or extension(s) of the surface transportation program, and the Commission may adjust OBAG 4 programming capacity accordingly. Such adjustments include increasing or decreasing funding amounts to one or more programs, postponement of projects, expansion of existing programs, development of new programs, or adjustments to subsequent program cycles.

As federal programs are subject to change with each federal surface transportation authorization, any reference to specific fund sources in the OBAG 4 programming resolution (i.e. STP/CMAQ) serve as a proxy for replacement or new federal fund sources for which MTC has project selection and programming authority. However, MTC may elect to program replacement or new federal fund sources outside of the OBAG 4 program resolution.

OBAG 4 programming capacity is based upon apportionment rather than obligation authority. As the amount of obligation authority available to the region is less than the region's annual apportionments, there is typically a carryover balance of apportionment each year. MTC's successful project delivery in recent years has allowed the region to capture additional, unused obligation authority from other states, enabling the region to advance the delivery of additional projects each year. MTC staff will continue to monitor apportionment and obligation authority balances throughout the OBAG 4 period to support the accelerated delivery of programmed projects.

SB 125 Transit Operations Commitment

In December 2024, the Commission committed approximately \$100 million in future STP/CMAQ capacity (MTC Resolution No. 4678) as part of the region's contribution to sustaining near-term transit operations through the Senate Bill 125 (Skinner 2023) framework.

In recognition of both the regional importance and the local benefits of an effective transit system, the SB 125 commitment is deducted off the top of the OBAG 4 program. As in OBAG 3, the remaining \$720 million in available OBAG 4 capacity is divided evenly between the regional and county components (\$360 million each).

The OBAG 4 program supersedes MTC Resolution No. 4678, and the transit operating projects previously programmed by the Commission are incorporated herein.

Structure

As in previous cycles, the OBAG 4 program is divided into regional and county components.

Project Lists

Attachments B-1, B-2, and B-3 to this resolution list projects selected by the Commission through the OBAG 4 regional program, county program, and SB 125 transit operating programs, respectively.

[Note: additional details on program structure to be adopted by future Commission action.]

General Policies

[Note: policies to be adopted by future Commission action.]

Regional Program Policies

TOC Incentive Program

MTC's Transit-Oriented Communities (TOC) Policy (MTC Resolution No. 4530) was adopted in 2022 as a mechanism to advance the *Plan Bay Area* goal of walkable, mixed-use neighborhoods near transit that support ridership, reduce greenhouse gas emissions, and expand access to opportunity. The policy sets standards for density, affordable housing policies, parking management, and multimodal access in the half-mile areas surrounding rail, ferry, and bus rapid transit stops and stations. In recognition that local jurisdictions need sufficient time to fully implement these standards, the OBAG 4 program incorporates a balanced, incentive-based approach to reward TOC Policy progress.

TOC Set-Aside

To incentivize jurisdiction progress on TOC Policy standards, MTC has set aside \$45 million in regional OBAG 4 funds for top performers. The methodology for TOC compliance score calculations is subject to Commission approval and associated administrative guidance.

North Bay Augmentation

To support the unique land use and transportation needs of rural communities, particularly among North Bay counties with limited transit service and few or no TOC areas, the OBAG 4 regional program also includes an additional \$5 million North Bay augmentation. MTC will target to distribute these funds approximately evenly between the four North Bay Counties of Marin, Napa, Solano, and Sonoma. The call for projects for North Bay augmentation funds will be coordinated with the TOC set-aside (above).

[Note: additional policies to be adopted by future Commission action.]

County Program Policies

[Note: policies to be adopted by future Commission action.]

Attachment B-1
MTC Resolution No. 4740
OBAG 4 Regional Programs
FY 2026-27 through FY 2029-30
January 2026

MTC Res. No. 4740 Attachment B-1
Adopted: 01/28/26-C

OBAG 4 Regional Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Total Other
OBAG 4 REGIONAL PROGRAMS		\$360,000,000	\$0
<u>TOC Set-Aside (Added)</u>	<u>MTC</u>	<u>\$45,000,000</u>	
<u>North Bay Augmentation (Added)</u>	<u>MTC</u>	<u>\$5,000,000</u>	
UNPROGRAMMED BALANCE		\$310,000,000	\$0
OBAG 4 REGIONAL PROGRAMS	TOTAL:	\$360,000,000	\$0

Attachment B-2
MTC Resolution No. 4740
OBAG 4 County Programs
FY 2026-27 through FY 2029-30
January 2026

MTC Res. No. 4740 Attachment B-2
Adopted: 01/28/26-C

OBAG 4 County Programs Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ
OBAG 4 COUNTY PROGRAMS		\$360,000,000
UNPROGRAMMED BALANCE		\$360,000,000
OBAG 4 COUNTY PROGRAMS	TOTAL:	\$360,000,000

Attachment B-3
MTC Resolution No. 4740
OBAG 4 Transit Operations Program
FY 2026-27 through FY 2029-30
January 2026

MTC Res. No. 4740 Attachment B-3
Supersedes MTC Res. No. 4678 Attachment B
 Adopted: 1/28/26-C

OBAG 4 Transit Operations Program Project List

PROJECT CATEGORY AND TITLE	SPONSOR	Total STP/CMAQ	Other
OBAG 4 TRANSIT OPERATIONS PROGRAM			
40' and 60' Motor Coach Replacement Procurement (for Transit Operations)	SFMTA	\$12,300,496	
Light Rail Vehicle Procurement (for Transit Operations)	SFMTA	\$6,901,617	
Preventive Maintenance	SFMTA	\$14,098,258	
Regional Vanpool Program (for SFMTA Preventive Maintenance)	MTC	\$7,864,051	
Transbay Core Capacity (for Transit Operations)	BART	\$60,000,000	
OBAG 4 TRANSIT OPERATIONS PROGRAM		\$101,164,422	

Attachment 1 - OBAG 3 Overview

Introduction

First adopted by the Commission in 2012, the One Bay Area Grant (OBAG) program leverages federal discretionary funds to implement regional priorities, in particular the integrated transportation and land use goals in MTC's long-range regional plan, *Plan Bay Area*. The current cycle of the OBAG program (OBAG 3) establishes the policy and programming framework for investing federal Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for the four years covering federal fiscal years (FYs) 2023 through 2026. The initial capacity for the OBAG 3 program was \$766 million, or approximately \$190 million annually.

County Program

Similar to previous cycles, the OBAG 3 framework includes two subcomponents, known as the County and Regional Programs. The County Program funds local priority projects, selected by MTC in close partnership with each of the nine County Transportation Agencies (CTAs). These investments support multimodal improvements throughout the region, with a focus on investing in MTC Growth Geographies and Equity Priority Communities (EPCs). Highlights of the OBAG 3 County Program include:

- Over half the awarded funds support active transportation projects, including bicycle/pedestrian improvements and Safe Routes to School programs (see **Table 1** for a summary by mode),
- Over \$200 million is directed towards projects in Equity Priority Communities (EPCs), and
- 90% of projects are located in or around Priority Development Areas (PDAs).

*Table 1: OBAG 3 County Program Projects by Primary Mode**

Project Category	Amount	Percent
Bicycle/Pedestrian	\$186M	49%
Safe Routes to School	\$25M	6%
Transit	\$50M	13%
Local Roadway	\$65M	17%
CTA Planning	\$54M	14%
Other (Local Plans and Traveler Info)	\$3M	1%
Total	\$383M	100%

**Grouped by primary mode; many projects serve multiple modes*

OBAG 3 County funds also provide an incentive for CTAs and local agency sponsors to comply with various policies and initiatives to reinforce *Plan Bay Area* goals, such as:

- Minimum investments in Priority Development Areas (PDAs) by county,
- Jurisdiction compliance with state housing laws, including state housing element certification,
- Local roadway safety plans for all jurisdictions, and
- Designing roadway projects for all ages and abilities, consistent with MTC's Complete Streets Policy.

Regional Program

The Regional Program supports implementation of MTC priority projects and programs. These investments advance a variety of *Plan Bay Area* goals, including integrated transportation and land use planning, climate change adaptation and resilience, open space conservation, safety and complete streets, equity and community engagement, transit transformation, and multimodal corridor improvements. Many OBAG 3 Regional Programs also include targeted local grant opportunities. See **Table 2** for a summary of OBAG 3 Regional Programs by category.

Table 2: OBAG 3 Regional Program Categories

Category	OBAG 3	Other Sources
Planning and Program Implementation	\$50M	\$12M REAP
Growth Framework Implementation	\$32M	\$58M REAP
Climate, Conservation, and Resilience	\$105M	\$60M CRP
Complete Streets and Community Choice	\$54M	\$3M REAP
Multimodal Systems Operations and Performance	\$163M	\$24M REAP
Totals	\$404M	\$157M Other

In the OBAG 3 period, Regional Program funds are complemented by two one-time funding sources:

- \$60 million in Carbon Reduction Program (CRP) funds, a new federal highway formula program authorized under the Infrastructure Investments and Jobs Act of 2021 (IIJA), and
- \$97 million in Regional Early Action Planning (REAP 2), a one-time state program established in the 2021-22 California Budget.

The Commission has used these funds to supplement OBAG 3 Regional Program investments in climate initiatives, affordable housing, and transit transformation.

Attachment 2: OBAG 3 Local Investments by County

Excerpt from October 2025 Commission Workshop



Alameda County

Regional Program

- Alameda Willie Stargell Ave Safety
- Albany Pierce-Cleveland Bikeway
- Coliseum BART Bike/Ped
- Oakland Doolittle Dr Bay Trail

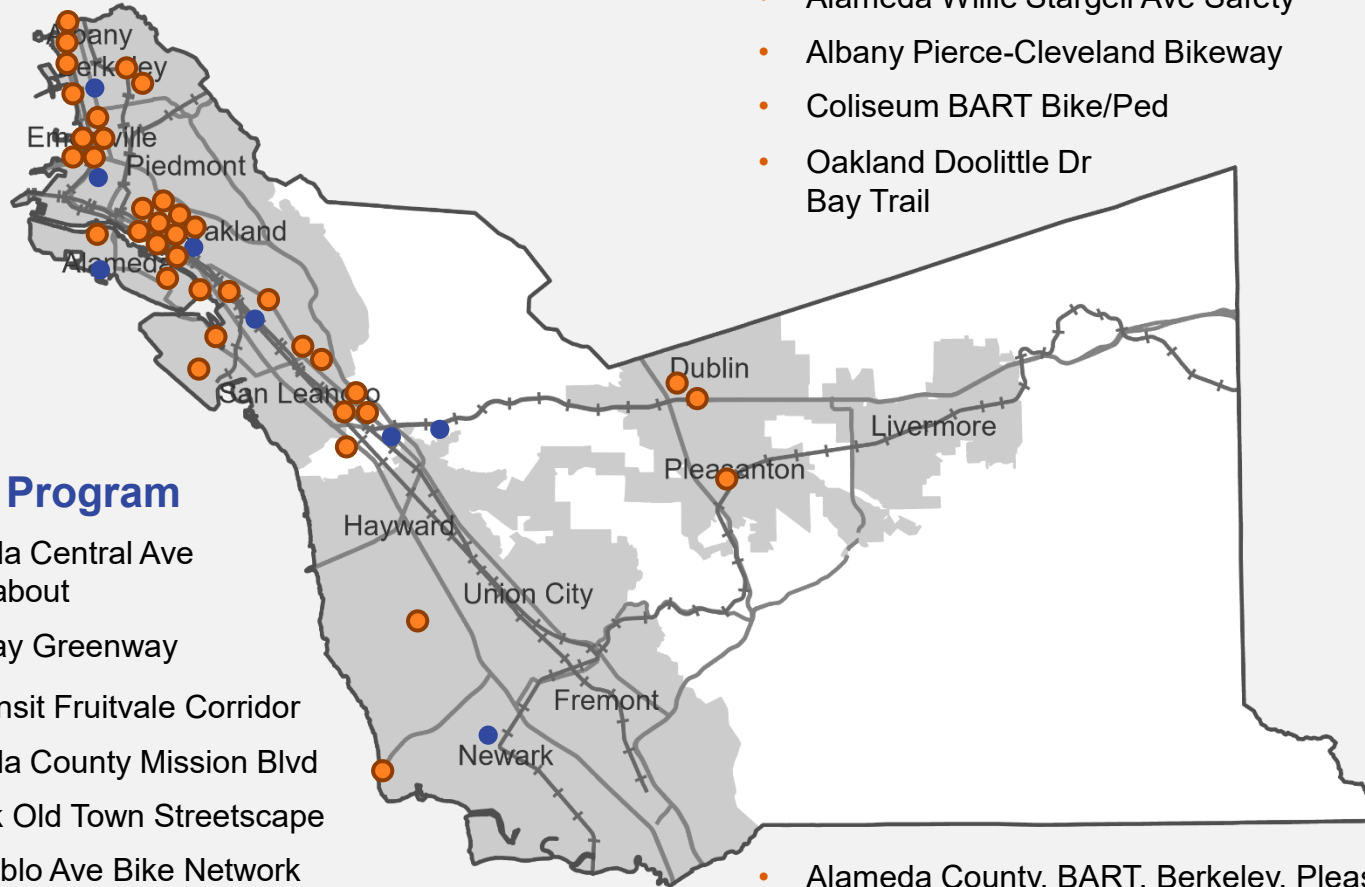
- Oakland Fruitvale Connections
- San Leandro Hesperian Blvd Bike Lane
- Union City Blvd Alameda Creek Trail
- Marshlands Rd Bay Trail
- Oakland Doolittle Dr Bay Trail Gap Closure
- East Bay Bikeshare (Adaptive Pilot, E-Bike Expansion, Station Electrification, etc.)
- AC Transit International Blvd Transit Lanes
- Alameda, BART, Berkeley, Dublin, Oakland, San Leandro Electric Fleet Planning
- I-80/Powell I/C Transit Access
- I-580 WB to I-80 EB Connector Bus Lane
- I-80 EB HOV Connector Bus on Shoulder
- I-80 HOV Lane Access Restrictions
- I-80 Localized Transit Priority/HOV
- I-80, SFOBB, & Carquinez Bridge HOV Hours
- Dublin/Pleasanton Mapping & Wayfinding

County Program

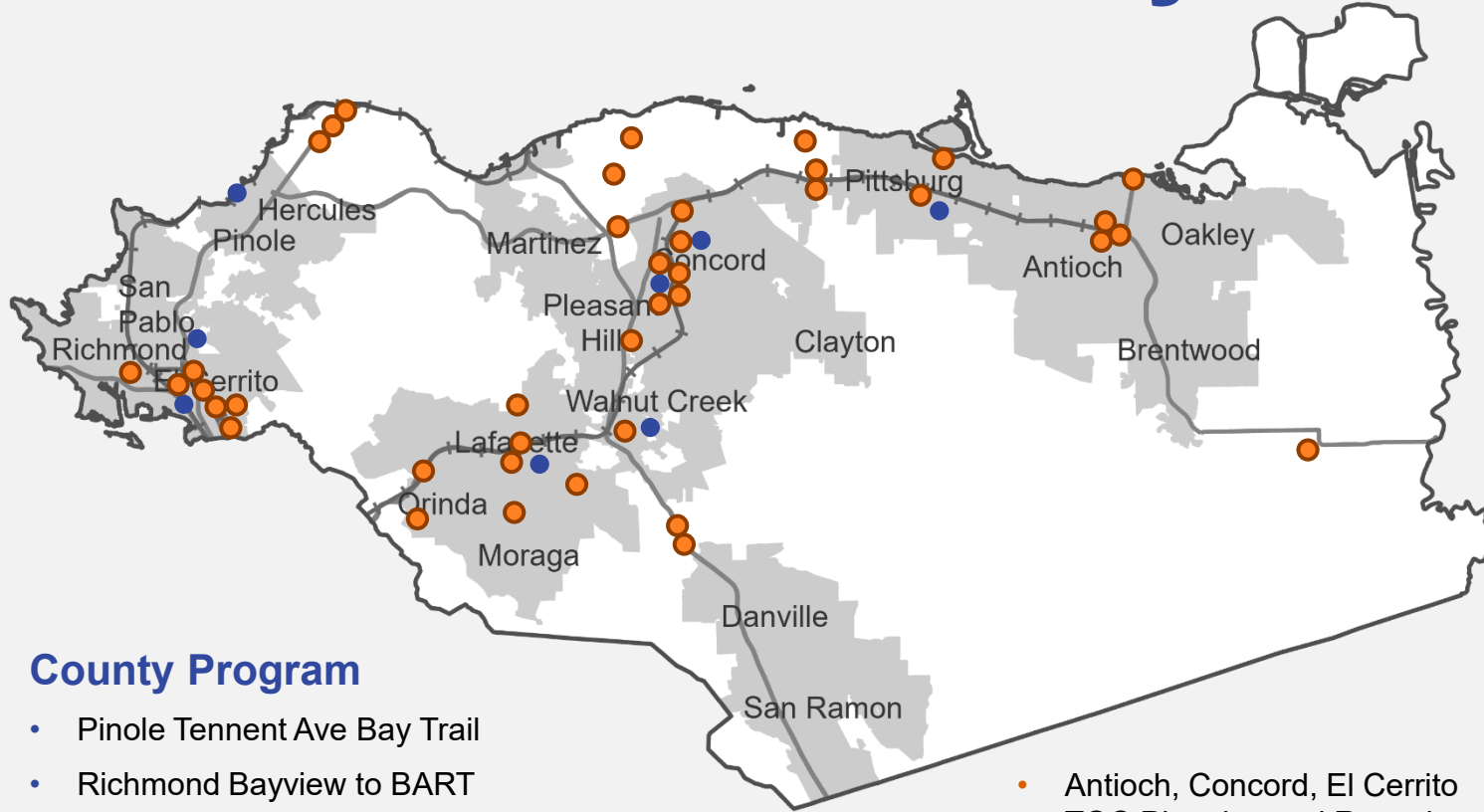
- Alameda Central Ave Roundabout
- East Bay Greenway
- AC Transit Fruitvale Corridor
- Alameda County Mission Blvd
- Newark Old Town Streetscape
- San Pablo Ave Bike Network
- Alameda County Upper San Lorenzo Creekway Trail
- West Oakland Link

- Alameda County, BART, Berkeley, Pleasanton, San Leandro TOC Station Planning
- East Bay Regional Parks Tidewater Expansion
- Alameda County TOC Planning and Rezoning
- San Lorenzo Village Specific Plan

- Bay Fair TOD Specific Plan Amendment
- Bay Fair Priority Site Precise Plan
- East Bay Industrial Buildings & Districts
- Alameda County, Emeryville TOC Housing Policy Development
- Oakland Data Driven Safety Campaign



Contra Costa County



County Program

- Pinole Tennent Ave Bay Trail
- Richmond Bayview to BART
- Pittsburg Delta De Anza Trail Safety
- Concord Galindo St Multimodal Corridor
- Richmond McBryde Ave Safety
- Walnut Creek Safe Routes to School
- Lafayette School St Multiuse Facility
- Concord Willow Pass Rd Bikeway
- Antioch, Concord, El Cerrito TOC Planning and Rezoning
- Moraga Center Specific Plan
- Orinda BART Station Affordable Housing Plan
- Pittsburg TOC Planning and Rezoning
- Northern Waterfront Priority Production Areas

Regional Program

- El Cerrito BART to Bay Trail
- South El Cerrito Safe Routes to School
- Lafayette EBMUD Aqueduct Pathway
- Orinda Wilder/Downtown Multi-use Path
- Pleasant Hill Monument Blvd Active Transportation
- Richmond Wellness Trail
- Innovate 680 Coordinated Adaptive Traffic Signals
- County Connection Four Corridors Transit Priority
- BART, Concord, El Cerrito Electric Fleet Planning
- I-80 HOV Lane Access Restrictions
- I-80 Localized Transit Priority/HOV
- I-80, SFOBB, & Carquinez Bridge HOV Hours
- Adaptive Ramp Metering on SR4, I-680
- El Cerrito del Norte Mapping & Wayfinding
- Antioch, Contra Costa County, Lafayette TOC Station Access and Circulation Planning
- Antioch Park n Ride Mobility Hub
- Downtown Concord Parking Technology
- Downtown Lafayette Parking Management
- Walnut Creek Downtown Curbside Management
- CCRCD Livestock Pond Restoration

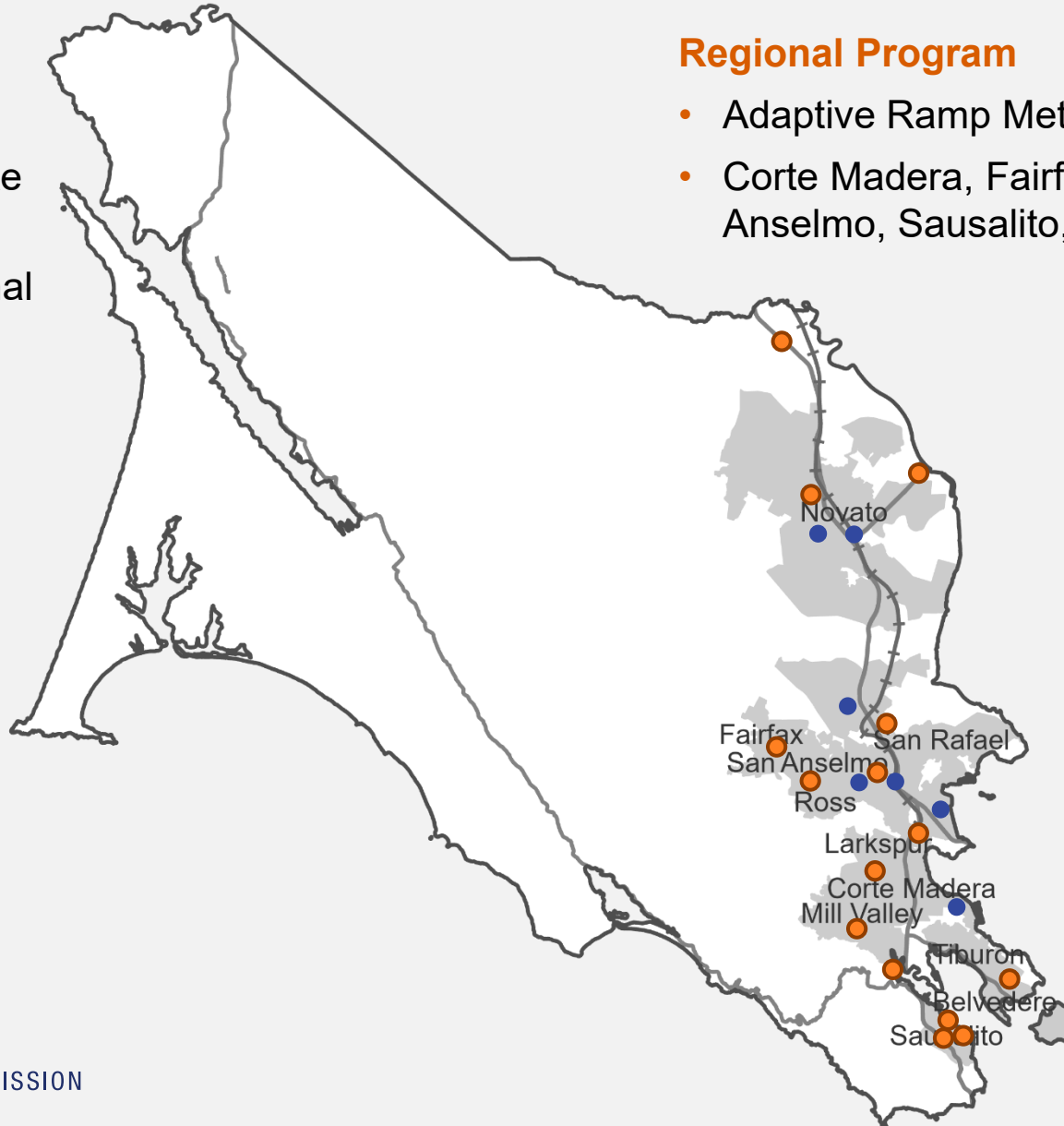
Marin County

County Program

- Corte Madera Paradise Dr
- North San Rafael/Northgate Area PDA Study
- Southeast San Rafael/Canal Area PDA Study
- San Rafael 2nd and 4th St Intersection
- SMART Pathway Great Redwood Trail Novato
- Marin Transit Corridor Improvements

Regional Program

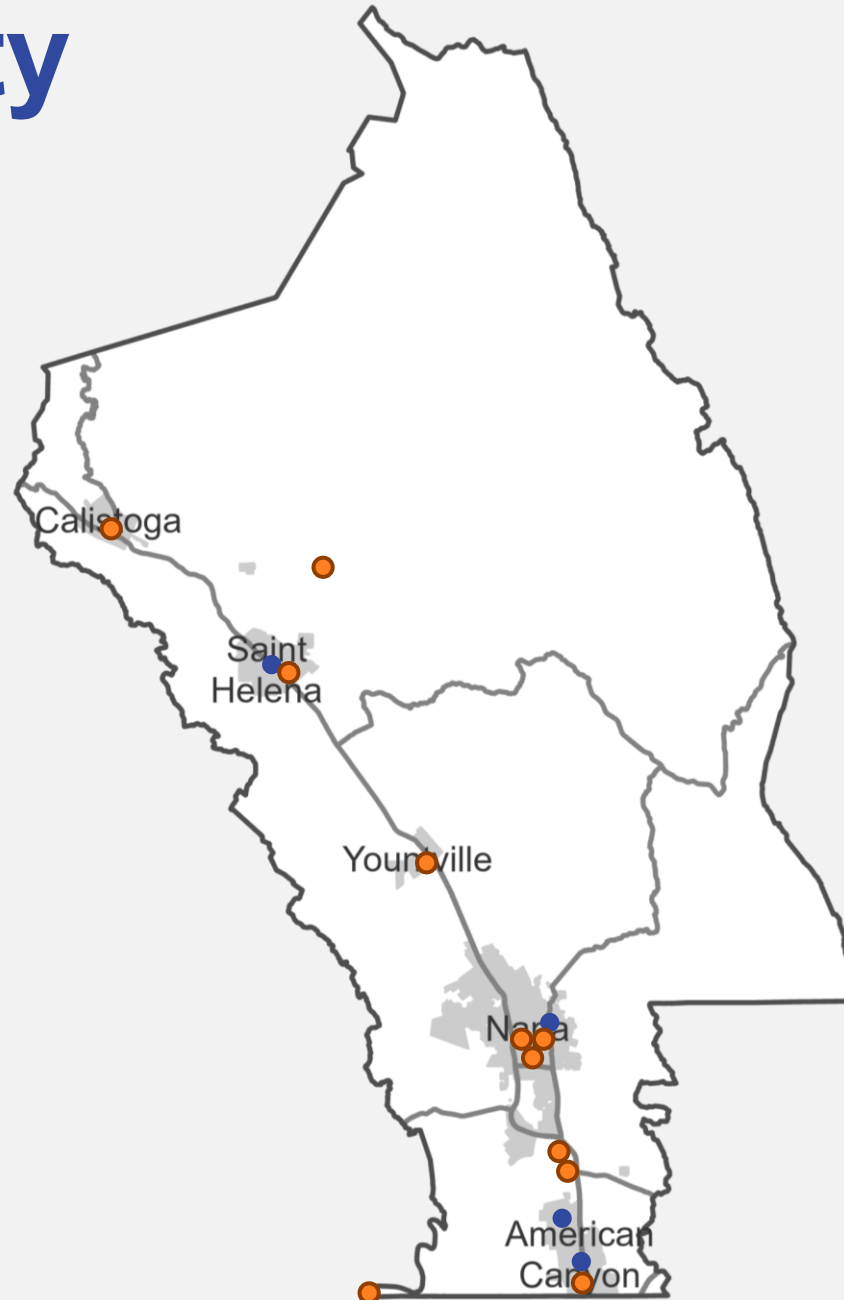
- Adaptive Ramp Metering on US 101
- Corte Madera, Fairfax, Marin County, Mill Valley, San Anselmo, Sausalito, Tiburon Electric Fleet Planning
- Larkspur SMART/Ferry Terminal Mapping & Wayfinding
- Sausalito Downtown Parking Study
- Sausalito Capital Parking Improvements
- Golden Gate National Parks Conservancy Bothin Marsh Shoreline
- Marin County TOC Housing Policy Development
- Resilient SR 37



Napa County

County Program

- American Canyon Green Island Rd Multi-use Path
- St. Helena Main Street Pedestrian Improvements
- Napa Silverado Trail Five-Way Intersection
- SR 29 American Canyon Operational and Multimodal Improvements



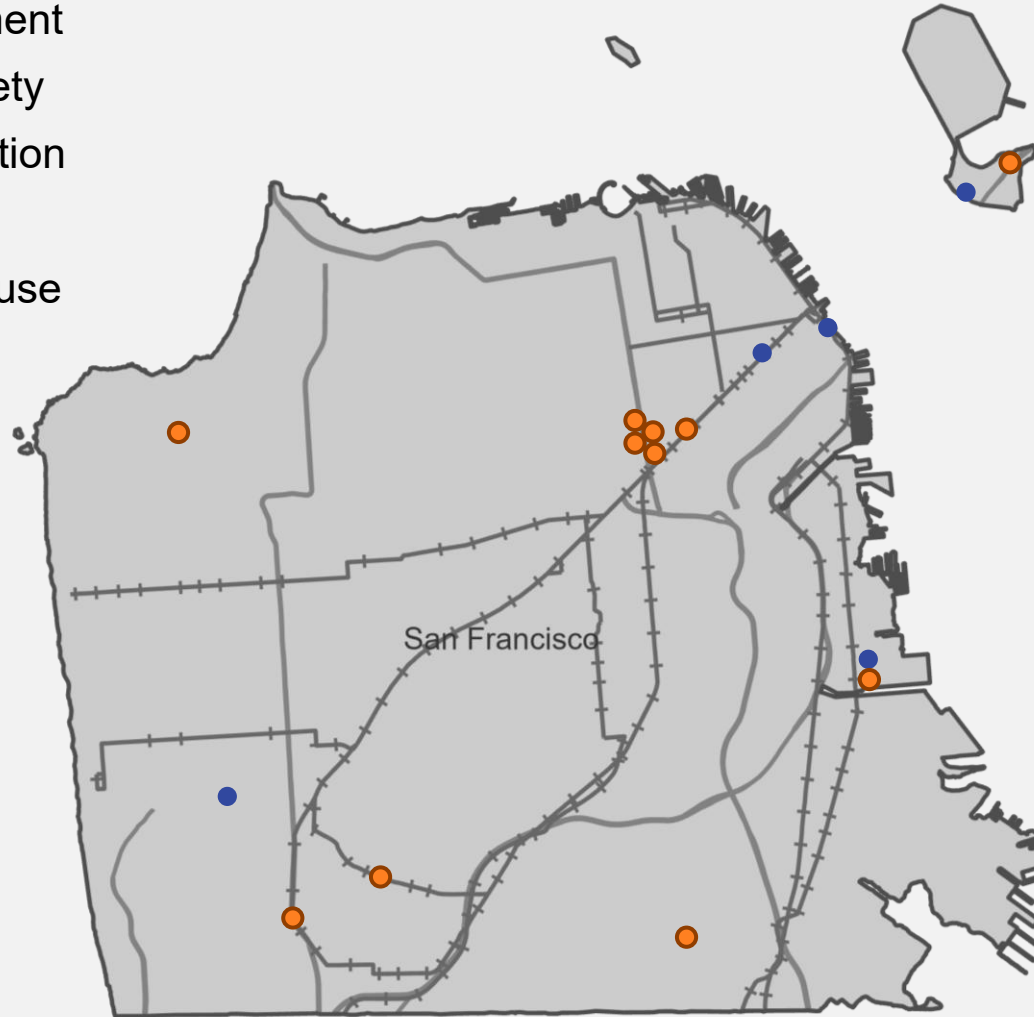
Regional Program

- Napa Valley Vine Trail Gap Closure Planning
- Calistoga, Napa, Napa County, St. Helena, Yountville Electric Fleet Planning
- Park Napa Plan and Implementation
- Napa Valley Vine Trail Vista Carneros Segment
- Napa County Regional Park & Open Space District Phinney Fee Acquisition
- Resilient SR 37
- SR 29 American Canyon Operational and Multimodal Improvements

San Francisco City/County

County Program

- Muni 29 Sunset Improvement
- Central Embarcadero Safety
- BART Elevator Modernization
- Muni Light Rail Vehicles
- Yerba Buena Island Multi-use Path



Regional Program

- Bay Skyway
- Muni Light Rail Vehicles
- Bikeshare (Adaptive Pilot, E-Bike Expansion, Station Electrification, etc.)
- Muni K-Ingleside Rapid Ocean Ave
- BART, San Francisco Electric Fleet Planning
- Powell St Mapping & Wayfinding
- Southeastern San Francisco Mobility Hub Plan
- San Francisco Regional Parks District Visitacion Ave Bike/Ped Safety
- Well-Resourced PDA Zoning
- Data Driven Safety Campaign

San Mateo County

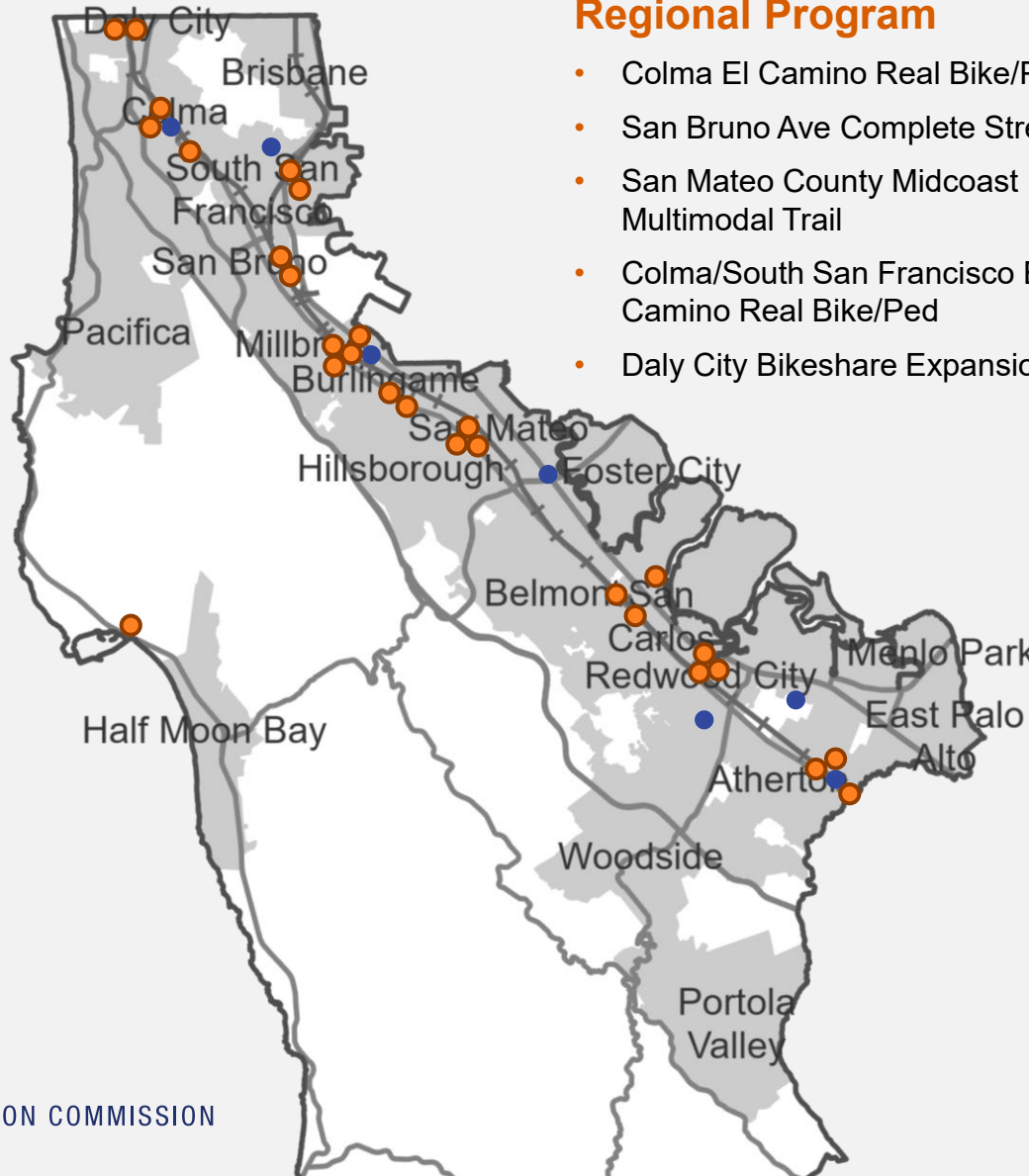
County Program

- 19th Ave/Fashion Island Blvd Complete Street
- Redwood City Bay Rd Complete Street
- Colma El Camino Real Complete Street
- Menlo Park Middle Ave Caltrain Bike/Ped Undercrossing
- Burlingame Rollins Rd Bike/Ped
- Redwood City Roosevelt Ave Traffic Calming
- South San Francisco School St, Spruce Ave, Hillside Blvd Safety and Access

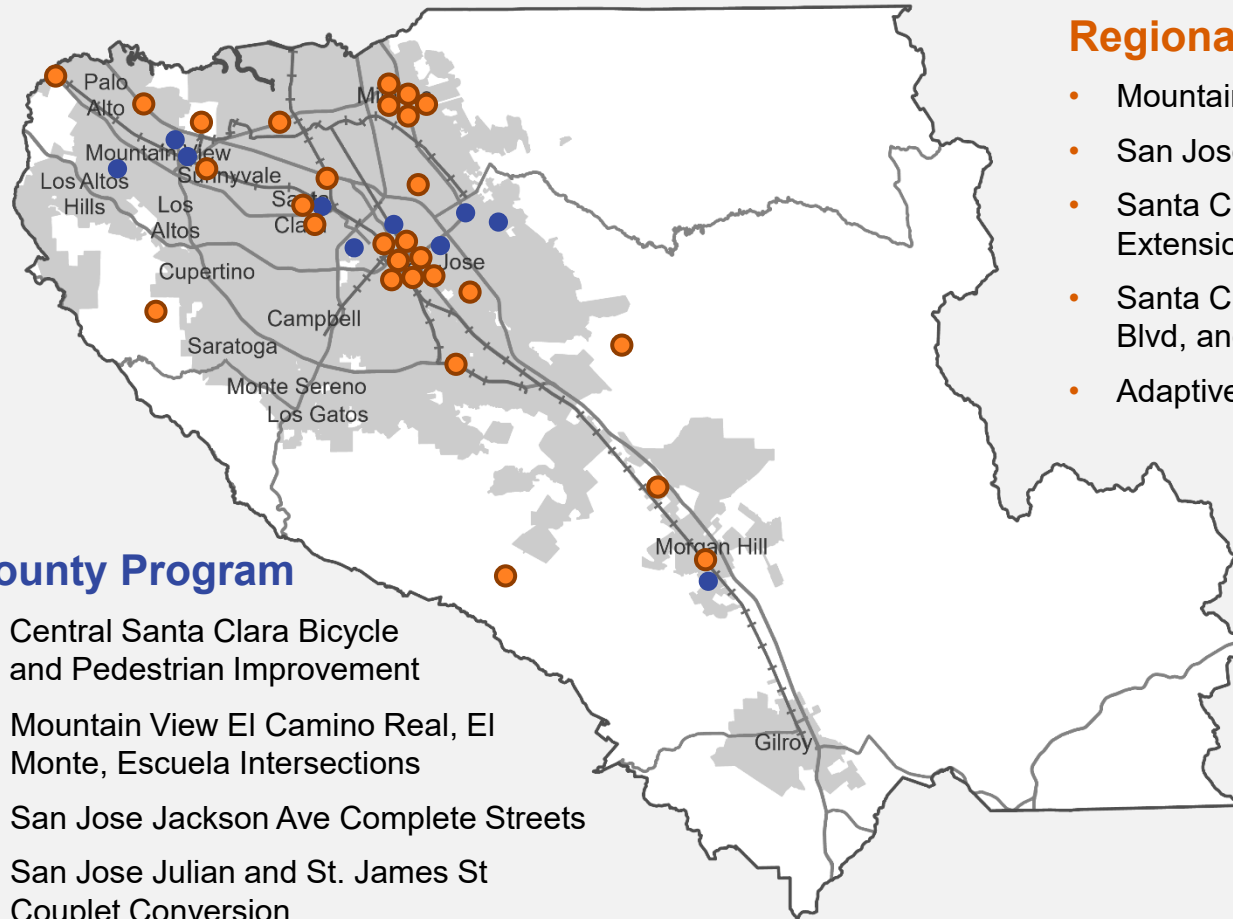
Regional Program

- Colma El Camino Real Bike/Ped
- San Bruno Ave Complete Streets
- San Mateo County Midcoast Multimodal Trail
- Colma/South San Francisco El Camino Real Bike/Ped
- Daly City Bikeshare Expansion

- SamTrans El Camino Real Corridor
- SamTrans Redwood City Bus Stops
- BART, San Mateo, South San Francisco Electric Fleet Planning
- US 101 Optimized Corridor Operations
- Millbrae Mapping & Wayfinding
- Daly City BART Mobility Hub
- Menlo Park TOC Station Access and Circulation Planning
- Menlo Park Citywide Strategic Parking Plan
- Redwood City Parking Management
- San Mateo Citywide Parking Update
- Colma, Redwood City, San Bruno, San Mateo, South San Francisco TOC Planning and Rezoning
- Millbrae El Camino Real Streetscape
- Millbrae Integrated Multi-Modal Transit Station
- San Carlos Downtown Specific Plan
- Belmont, Menlo Park TOC Housing Policy Development
- SamTrans Preventative Maintenance (ROW Repayment)



Santa Clara County



County Program

- Central Santa Clara Bicycle and Pedestrian Improvement
- Mountain View El Camino Real, El Monte, Escuela Intersections
- San Jose Jackson Ave Complete Streets
- San Jose Julian and St. James St Couplet Conversion
- Mountain View Middlefield Rd Complete Streets
- Morgan Hill Monterey Rd Bike/Ped Improvements
- Los Altos N San Antonio Rd Complete Streets

- San Jose Signalized Intersections Ped Safety
- San Jose Story-Keys Complete Streets
- San Jose White Rd Ped Safety

Regional Program

- Mountain View Evelyn Ave Bikeway
- San Jose Quick Build Class IV Bikeways
- Santa Clara County San Tomas Trail Extension
- Santa Clara De La Cruz Blvd, Lick Mill Blvd, and Scott Blvd Bike Projects
- Adaptive Ramp Metering on SR 237

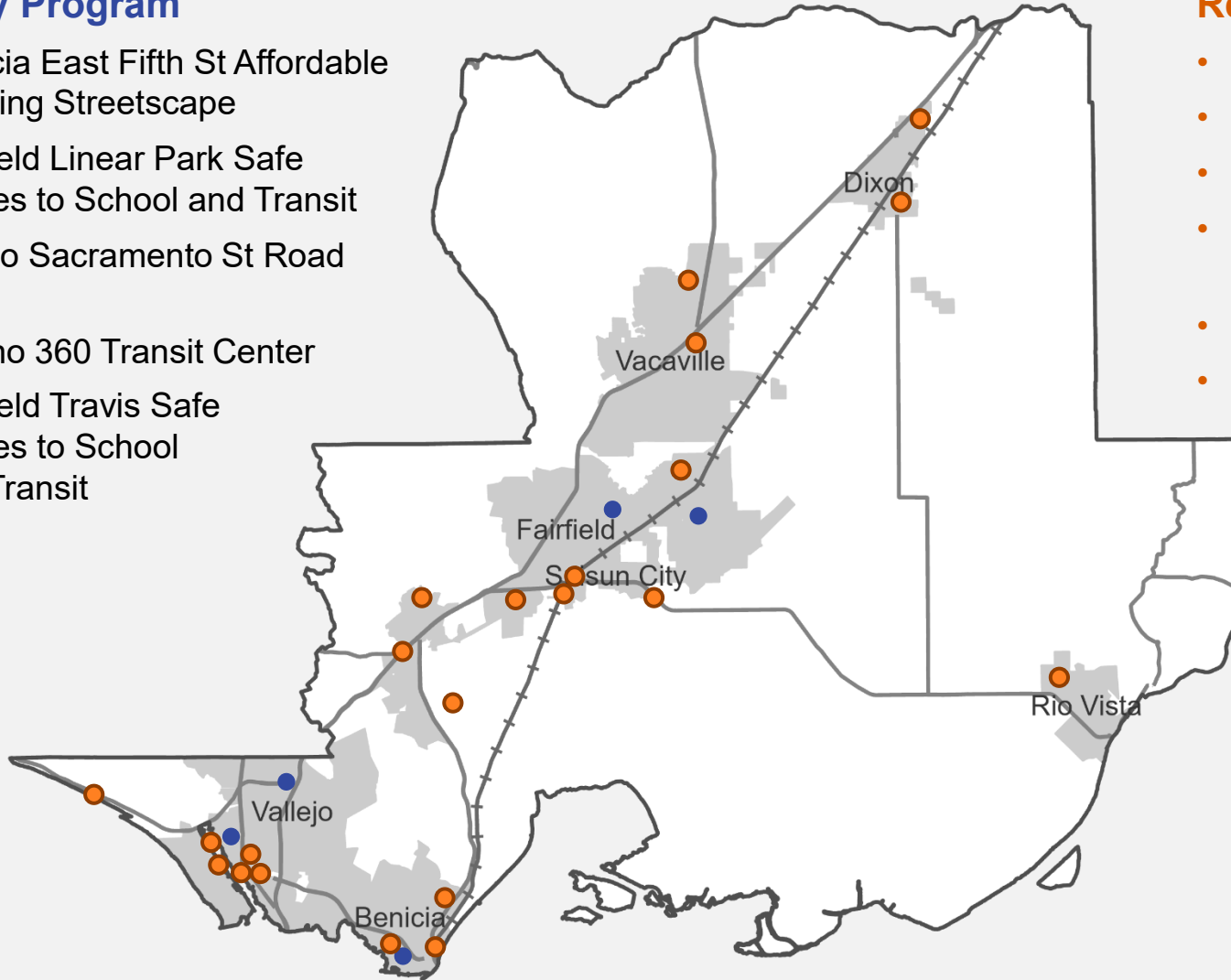
- San Jose Transit Signal Priority
- San Jose Bikeshare (Adaptive Pilot, E-Bike Expansion, Station Electrification, etc.)
- San Jose Senter Rd Boarding Islands
- BART Electric Fleet Planning
- US 101 Optimized Corridor Operations
- Palo Alto Transit Center Mapping & Wayfinding

- Morgan Hill, San Jose, Santa Clara TOC Station Access and Circulation Planning
- San Jose Curb Management Pilot
- Milpitas, San Jose, Santa Clara Parking Management Planning
- Coyote Valley Wildlife Connectivity Planning
- Santa Clara County Upper Stevens Creek Trail
- Rancho Canada del Oro Bay Area Ridge Trail
- SCVHA Richmond Ranch Acquisition
- Milpitas District Parks and Trails Master Plan
- Milpitas Main Street Sense of Place Plan
- Milpitas, Morgan Hill, San Jose, Santa Clara TOC Planning and Rezoning
- Morgan Hill TOC Housing Policy Development
- San Jose Data Driven Safety Campaign
- VTA Blossom Hill Mobility Hub

Solano County

County Program

- Benicia East Fifth St Affordable Housing Streetscape
- Fairfield Linear Park Safe Routes to School and Transit
- Vallejo Sacramento St Road Diet
- Solano 360 Transit Center
- Fairfield Travis Safe Routes to School and Transit



Regional Program

- Vallejo Mare Island Causeway Complete Street
- Adaptive Ramp Metering on I-80
- Benicia, Dixon, Vacaville Electric Fleet Planning
- Vallejo Transit Center/Ferry Terminal Mapping & Wayfinding
- Suisun-Fairfield Station Mapping & Wayfinding
- Vallejo Downtown/Waterfront Parking Management
- Solano County Farm to Market
- Pacific Flyway Walk in the Marsh
- Benicia Eastern Gateway Infrastructure Master Plan
- Fairfield Solano Rail Hub Residential Cluster
- Suisun City PDA Project Implementation
- Vacaville Allison Policy Plan
- Vallejo Downtown Streetscape
- Port of Benicia Modernization Plan
- Middle Wage Jobs and Housing Alignment
- Resilient SR 37

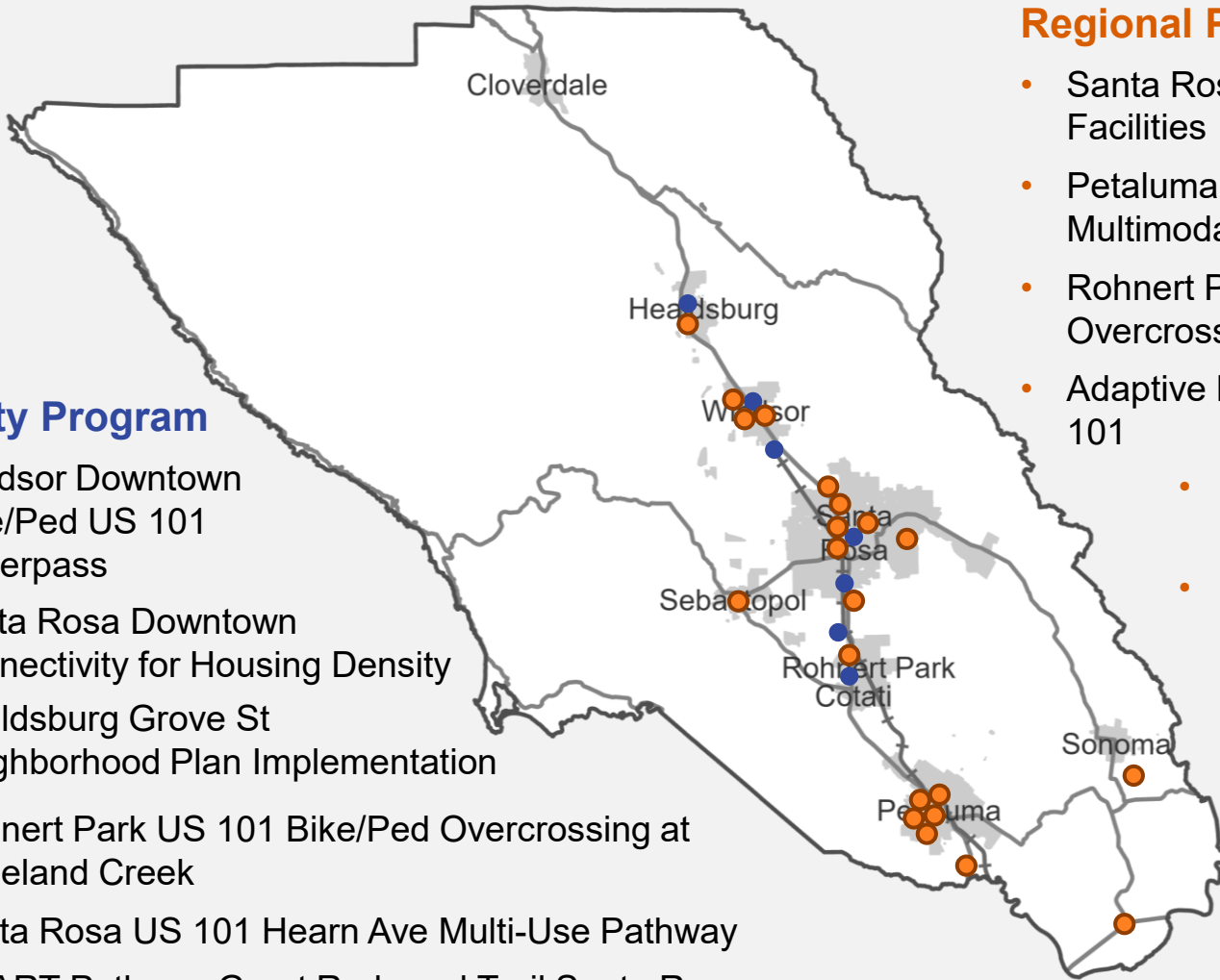
Sonoma County

County Program

- Windsor Downtown Bike/Ped US 101 Underpass
- Santa Rosa Downtown Connectivity for Housing Density
- Healdsburg Grove St Neighborhood Plan Implementation
- Rohnert Park US 101 Bike/Ped Overcrossing at Copeland Creek
- Santa Rosa US 101 Hearn Ave Multi-Use Pathway
- SMART Pathway Great Redwood Trail Santa Rosa
- Sonoma County Todd Rd and Standish Ave Intersection

Regional Program

- Santa Rosa Quick Build Bike Facilities
- Petaluma Lakeville Corridor Multimodal Improvements
- Rohnert Park US 101 Bike/Ped Overcrossing at Copeland Creek
- Adaptive Ramp Metering on US 101
- Sonoma County Electric Fleet Planning
- Santa Rosa Transit Mall/Downtown SMART Station Mapping & Wayfinding
- Petaluma, Windsor TOC Station Access and Circulation Planning
- Petaluma Downtown Parking Management Plan
- Santa Rosa Downtown Parking and Access Plan
- Santa Rosa, Windsor TOC Parking Management Planning
- Sonoma County Schellville Trail Design
- Santa Rosa Southeast Greenway
- Healdsburg, Petaluma, Santa Rosa, Sonoma County, Windsor TOC Planning and Rezoning
- Petaluma: Corona Road SMART Station PDA Specific Plan
- South Santa Rosa Specific Plan
- Sebastopol Workforce Housing Zoning
- Windsor TOC Housing Policy Development
- Resilient SR 37



Attachment 3: OBAG Regional Strategic Investments

Previous Investments

In addition to providing targeted local grant opportunities, the Commission has leveraged OBAG regional funds and STP/CMAQ from predecessor programs to make strategic investments in key projects around the region, promptly respond to emerging Commission priorities, and ensure competitive grant funding is not lost to the region. Selected examples are included in **Table 1** for reference. Staff recommend retaining sufficient capacity within the OBAG 4 program for similar purposes.

Table 1: Previous Regional STP/CMAQ Strategic Investments (Selected)

County/ies	Project	Amount
Alameda	SR-238 Widening (580-880)	\$17.5M
Alameda, Contra Costa	AC Transit ZEB Demonstration	\$7.8M
Alameda	I-580 EB HOT Lanes	\$7.5M
Alameda, Contra Costa	AC Transit Bus Replacement	\$4.6M
Alameda	Ed Roberts Campus	\$4.5M
Alameda, Contra Costa	SR-24 Caldecott Tunnel Fourth Bore	\$103.3M
Contra Costa	Richmond Rail Connector	\$6.3M
Contra Costa	I-680 Bollinger Cyn-Sycamore Aux Lanes	\$5.5M
Contra Costa	I-680 NB Express Lanes	\$4.0M
Marin	US-101 Marin-Sonoma Narrows B7	\$63.7M
Marin	US-101 HOV Gap Closure	\$33.8M
Napa	Napa Valley Forwards SR 29	\$7.0M
Marin, Napa, Solano, Sonoma	Resilient SR 37	\$10.0M
Marin, Solano, Sonoma	Adaptive Ramp Metering US 101, I-80	\$2.0M
Alameda, Contra Costa, San Francisco, San Mateo	BART Car Replacement	\$45.4M
San Francisco	US-101 Doyle Drive Replacement	\$49.0M
San Francisco	SFMTA Central Subway	\$35.0M
Marin, San Francisco	Golden Gate Bridge Median Barrier	\$20.0M
Marin, San Francisco	Golden Gate Bridge Suicide Deterrent	\$24.9M
San Mateo	SamTrans - Caltrain ROW Payment	\$26.3M
San Mateo	SR-92 Half Moon Bay Widening	\$2.4M
Santa Clara	VTA ZEB Demonstration	\$6.2M
Santa Clara	SR-237/I-880 HOT Connector	\$3.5M
Santa Clara	SR-85 HOT Lanes	\$3.3M
Santa Clara	I-280 Interchanges Improvements	\$1.5M
Solano	I-80 Express Lanes	\$68.2M
Sonoma	US-101 Marin-Sonoma Narrows B2 Ph 2	\$15.4M
Sonoma	US-101 Steele Interchange	\$8.3M
All	Total (not exhaustive)	\$586.9M

Note: selected STP/CMAQ investments from 2005 - 2026, list is not comprehensive.

SB 125 Transit Gap Funds

Last year, the Commission advanced approximately \$100 million in OBAG 4 capacity as part of a funding package to maintain capital commitments and sustain near-term transit operations. This package included \$1.2 billion in state funds provided through Senate Bill 1 (SB 1) and \$300 million in regional discretionary funds (\$100 million OBAG 4 and \$200 million from other sources). The Commission distributed these funds as follows:

- \$776 million for near-term transit operations throughout the Bay Area,
- \$375 million to VTA for BART to Silicon Valley Phase II, and
- \$350 million to BART's Core Capacity project.

The Commission's use of regional discretionary funds helped secure the \$1.2 billion in state support, which benefited all counties (**Table 2**). In addition, the strategic investment in BART to Silicon Valley Phase II helped preserve federal funding, supporting a regionally significant project in Santa Clara County.

Table 2: SB 125 Benefit by County

County	SB 125 Benefit*
Alameda	\$378M
Contra Costa	\$190M
Marin	\$20M
Napa	\$2M
San Francisco	\$415M
San Mateo	\$71M
Santa Clara	\$394M
Solano	\$26M
Sonoma	\$5M
Total	\$1.501B

**Benefit by rider residence for operations funding, excluding Santa Clara County for BART; rider residence excluding Santa Clara County for BART Core Capacity; and project location in Santa Clara County for BART to Silicon Valley Phase II*

Attachment 4: Draft OBAG 4 Policy Summary

Draft General Policies

The Commission will consider adoption of detailed OBAG 4 program guidelines in a future month, including general policies as drafted below. Draft policies may be subject to change based on stakeholder feedback and Commission direction.

Policy Area	Change(s)	OBAG 4 Draft Proposal for Consideration February 2026
Structure	<ul style="list-style-type: none"> Clarify and simplify program categories from OBAG 3 	<ul style="list-style-type: none"> Organize the regional program into five simplified categories by project type and goal area: planning and implementation, growth framework, environment, complete streets, and multimodal network Continue to organize the county program by county
Project Delivery	<ul style="list-style-type: none"> Introduce new obligation deadline extension request process to formalize current practice and respond to requests for flexibility and clarity 	<ul style="list-style-type: none"> Continue implementation of the Regional Project Delivery Policy (MTC Resolution No. 3606), including requirements related to the Single Point of Contact (SPOC), Resolution of Local Support, Transportation Improvement Program (TIP), and Annual Obligation Plan (AOP) and associated corrective actions Establish September 30, 2031 obligation deadline Formalize obligation deadline extension request process for unforeseen and extraordinary circumstances, subject to staff approval and limited to one extension of up to 24 months
Project Requirements	<ul style="list-style-type: none"> Accommodate pending Transit Priority Policy for Roadways (anticipated) and associated updates to the Complete Streets checklist and procedures Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to ensure that projects comply with applicable state and federal requirements, including federal STP/CMAQ eligibility, <i>Plan Bay Area</i> consistency, public participation and civil rights compliance, minimum non-federal match, TIP inclusion, Air Quality Conformity, environmental clearance, and CMAQ air quality benefit calculations Continue to ensure that projects comply with applicable regional policies and requirements, including: <ul style="list-style-type: none"> MTC's Complete Streets Policy (MTC Resolution No. 4493) MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739)
Project Requirements	<ul style="list-style-type: none"> Accommodate pending Transit Priority Policy for Roadways and associated updates to the Complete Streets checklist and procedures Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to ensure that projects comply with applicable state and federal requirements, including federal STP/CMAQ eligibility, <i>Plan Bay Area</i> consistency, public participation and civil rights compliance, minimum non-federal match, TIP inclusion, Air Quality Conformity, environmental clearance, and CMAQ air quality benefit calculations Continue to ensure that projects comply with applicable regional policies and requirements, including: <ul style="list-style-type: none"> MTC's Complete Streets Policy (MTC Resolution No. 4493) MTC's Transit Priority Policy for Roadways (MTC Resolution No. 4739)

Policy Area	Change(s)	OBAG 4 Draft Proposal for Consideration February 2026
Fund Exchanges	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to allow STP/CMAQ exchanges with non-federal funds on a case-by-case basis consistent with MTC's exchange policy (MTC Resolution No. 3331)
Regional Fund Management	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue regional management of OBAG 4 programming years and fund source assignment subject to availability and consistent with longstanding priorities Continue to pursue interregional STP/CMAQ apportionment loans when mutually beneficial for delivery Continue to permit MTC projects to expedite project delivery using Advance Construction (AC) procedures when appropriate

Draft Regional Program Policies

The Commission will consider adoption of detailed OBAG 4 program guidelines in a future month, including regional program policies as drafted below. Draft policies may be subject to change based on stakeholder feedback and Commission direction.

Policy Area	Change	OBAG 4 Draft Proposal for Consideration February 2026
Calls for Projects	<ul style="list-style-type: none"> Formalize best practices for regional calls for projects coordination 	<ul style="list-style-type: none"> Introduce the following guidelines for regional calls for projects: <ul style="list-style-type: none"> Outreach: standard call for project notice to working groups and on website Coordination: standard of one coordinated call for projects per year Timeliness: standard to conduct calls for projects between FY 2027 and 2029

County Program

The Commission will consider adoption of detailed OBAG 4 program guidelines in a future month, including county program policies as drafted below. Draft policies may be subject to change based on stakeholder feedback and Commission direction.

Policy Area	Change	OBAG 4 Draft Proposal for Consideration February 2026
Roles	<ul style="list-style-type: none"> No changes from OBAG 3 	<ul style="list-style-type: none"> Continue to implement the county call for projects as a partnership between MTC and the CTAs, with <ul style="list-style-type: none"> CTAs responsible for administering the call for projects within their respective counties, including public outreach, initial project screening and evaluation, project nominations to MTC, and sponsor support and coordination throughout project delivery MTC responsible for administering the overall call for projects, final project evaluation and selection, and implementation of regional requirements throughout project delivery

Policy Area	Change	OBAG 4 Draft Proposal for Consideration February 2026
Eligible Activities	<ul style="list-style-type: none"> Minimal clarifications from OBAG 3 	<ul style="list-style-type: none"> Continue broad project eligibility consistent with federal fund sources Continue to exclude select project types consistent with regional priorities, including air quality non-exempt projects, new roadways, roadway extensions, right-of-way acquisition for future expansion, operations, and routine maintenance
CTA Planning	<ul style="list-style-type: none"> Revise the CTA base planning formula to rely on total program capacity and other independent factors, rather than escalation from prior cycles 	<ul style="list-style-type: none"> Continue county program funding to support CTA planning and program implementation activities, including: <ul style="list-style-type: none"> Base planning amounts for each county determined by formula Optional augmentations to base planning funds, by CTA request Update the formula for determining CTA base planning amounts to incorporate: <ul style="list-style-type: none"> \$41 million in total funding (5% of OBAG 4 capacity) \$3.5 million minimum funding for each county Proportionate distribution of remaining funds over \$3.5 million minimum relative to county nomination target shares
Nomination Targets	<ul style="list-style-type: none"> Update nomination targets using current population and housing data with the same formula as prior cycles 	<ul style="list-style-type: none"> Continue the same CTA nomination target formula and factors using updated data, establishing target shares based on: <ul style="list-style-type: none"> Population (50%) Recent housing production (30%) by building permits Planned growth (20%) by Regional Housing Needs Allocation (RHNA) targets Additional weight in housing production and RHNA target factors for affordability Continue to set CTA nomination targets based on 120% of available county program funds, excluding CTA base planning amounts
Outreach	<ul style="list-style-type: none"> Minor updates consistent with federal requirements 	<ul style="list-style-type: none"> Continue to require CTAs to conduct equitable public engagement and agency coordination for their county call for projects consistent with MTC's Public Participation Plan (MTC Resolution No. 4174) and applicable federal requirements

Policy Area	Change	OBAG 4 Draft Proposal for Consideration February 2026
Sponsor Requirements	<ul style="list-style-type: none"> • Introduce new compliance escalation process to formalize current practice and respond to requests for flexibility and clarity • Clarify update frequency for safety plans (LRSPs) per state requirements (every 5 years) • Eliminate self-certification resolution for state housing laws (MTC to monitor state reporting) 	<ul style="list-style-type: none"> • Continue sponsor requirements from previous cycles, including: <ul style="list-style-type: none"> ○ Compliance with general project requirements and delivery processes (above) ○ State housing law compliance: ongoing state housing element certification, Annual Progress Report submission, compliance with the Housing Accountability Act and state laws related to surplus lands, accessory dwelling units, and density bonuses ○ Safety planning: complete and maintain a Local Roadway Safety Plan (LRSP) that satisfies California Highway Safety Improvement Program (HSIP) requirements, including updates within 5 years ○ Pavement management: ongoing MTC certification of a Pavement Management Program (PMP), participation in statewide local streets and roads needs assessment surveys ○ Performance reporting: submission of annual traffic count data for the federal Highway Performance Monitoring System (HPMS) • Eliminate the state housing law self-certification resolution requirement • Formalize a process for delaying, withholding, and rescinding awards from sponsors that do not comply with ongoing requirements listed above
Project Requirements	<ul style="list-style-type: none"> • No changes from OBAG 3 	<ul style="list-style-type: none"> • Continue project requirements from previous cycles, including: <ul style="list-style-type: none"> ○ Compliance with general project requirements and delivery processes ○ Minimum award size of \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara Counties) and \$250,000 for remaining counties (Marin, Napa, San Francisco, San Mateo, Solano, Sonoma Counties)
Geographic Minimums	<ul style="list-style-type: none"> • Introduce TOCs as an eligible geography (in addition to PDAs) and increase thresholds for counties outside of the North Bay (70% to 80%) • Remove other targets for active transportation and safe routes to school investment 	<ul style="list-style-type: none"> • Modify the minimum investment thresholds for projects supporting growth geographies to include projects within a mile or less of a Priority Development Area (PDA) or Transit-Oriented Community (TOC), requiring that: <ul style="list-style-type: none"> ○ 50% of investments in each of the North Bay counties (Marin, Napa, Solano, and Sonoma) are PDA or TOC supportive ○ 80% of investments in each of the remaining counties (Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara) are PDA or TOC supportive • Continue to require that CTA nominations meet or exceed these minimum thresholds, excluding countywide programs or activities

Policy Area	Change	OBAG 4 Draft Proposal for Consideration February 2026
CTA Evaluation	<ul style="list-style-type: none"> • Simplify CTA minimum criteria to increase flexibility and emphasize local expertise, addressing other considerations through the MTC evaluation process • Include specific references in support of stormwater management and ADA transition plans • Formalize CTA nomination requirements for clarity • Extend the nomination deadline from OBAG 3 	<ul style="list-style-type: none"> • Continue to require CTAs to screen applications for eligibility with project requirements • Reduce and simplify the minimum CTA evaluation criteria to include: <ul style="list-style-type: none"> ○ Need and benefits: safety, multi-modal accessibility, emission reduction, resilience, stormwater management, and state of good repair ○ Local priorities: community support demonstrated through Community-Based Transportation Plans, PDA plans, other local planning or project prioritization processes, letters of support, and/or other means determined by the CTA ○ Equity impacts: benefits to Equity Priority Communities or similar local designations, alignment with agency ADA transition plans, and/or other means determined by the CTA • Continue to permit CTAs to incorporate additional considerations and criteria • Formalize and clarify the requirement that CTAs nominate a single list of projects, scored on a scale from 0 to 75 points • Establish a October 31, 2026 CTA nomination deadline
MTC Evaluation	<ul style="list-style-type: none"> • Incorporate regional considerations previously included in the minimum CTA criteria 	<ul style="list-style-type: none"> • Modify and clarify regional evaluation criteria to include: <ul style="list-style-type: none"> ○ CTA priorities (75 points): CTA scores normalized across counties ○ Regional alignment (10 points): support for <i>Plan Bay Area</i> strategies, the Regional Safety/Vision Zero Policy (MTC Resolution No. 4400), MTC's Equity Platform, the Complete Streets Policy (MTC Resolution No. 4493), the Bay Area Transit Transformation Action Plan, and the regional Transit Priority Policy for Roadways (anticipated) ○ Federal performance goals (5 points): safety, infrastructure condition, system reliability, freight movement and economic vitality, congestion reduction, and environmental sustainability ○ Deliverability and risk (10 points): sponsor capacity and expertise, recent delivery of regional funds, and risks to the project schedule or delivery plan ○ Air quality benefits (10 points): relative cost-effectiveness in reducing criteria air pollutants, for CMAQ-eligible projects for the purpose of assigning CMAQ funding • Continue program balancing procedures to adjust award recommendations as needed to: <ul style="list-style-type: none"> ○ Satisfy minimum growth geography investment targets by county ○ Accommodate the relative availability of STP and CMAQ funds ○ Represent an equitable distribution of project types and geographic spread

Attachment 5: Draft OBAG 4 Regional Programs

Draft Regional Programs

The Commission will consider approval of the OBAG 4 regional program categories and funding amounts in a future month. Draft categories, goal areas, and specific programs as summarized below are subject to future Commission direction.

OBAG 4 Regional Category	Draft Amount
Planning and Implementation <ul style="list-style-type: none"> <u>Goal</u>: provide dedicated resources and staff support to carry out OBAG 4 programs and other performance-based planning and programming activities <u>Example Programs</u>: MTC planning and implementation activities 	\$40 million
Growth Framework <ul style="list-style-type: none"> <u>Goal</u>: assist local efforts to create a range of housing options that align with <i>Plan Bay Area</i> growth geographies <u>Example Programs</u>: Transit Oriented Community (TOC) planning grants, regional housing technical assistance, county planning collaboratives, Doorway housing portal 	\$35 million
Environment <ul style="list-style-type: none"> <u>Goal</u>: reduce greenhouse gas emissions from transportation and protect and enhance open space <u>Example Programs</u>: transportation electrification, station access and parking management, bikeshare, Priority Conservation Area (PCA) grants, regional employer transportation demand management, Bike to Wherever Day, Spare the Air Youth 	\$90 million
Complete Streets <ul style="list-style-type: none"> <u>Goal</u>: maintain and improve local streets and roads for all users, with a focus on safety and equity <u>Example Programs</u>: pavement technical assistance program, StreetSaver pavement management program, community action resource and empowerment, active transportation and regional trails, regional safety/Vision Zero 	\$35 million
Multimodal Network <ul style="list-style-type: none"> <u>Goal</u>: improve mobility options and services across the Bay Area's multimodal transportation system, with an emphasis on transit transformation <u>Example Programs</u>: multimodal corridor capital, operations, and planning; 511 traveler information, regional transit transformation, local transit priority 	\$115 million
Set-Asides <ul style="list-style-type: none"> <u>Goal</u>: incentivize and reward TOC Policy implementation progress, address the unique transportation and land use needs of rural communities <u>Example Programs</u>: TOC set-aside incentive, North Bay augmentation 	\$50 million
Total	\$360 million

Attachment 6: Draft OBAG 4 County Program

Draft County Program

The Commission will consider approval of the OBAG 4 county program targets and CTA base planning amounts in a future month. Draft targets and amounts as summarized below are subject to future Commission direction.

County	CTA Base Planning	County Target Share	Illustrative County Award*	North Bay Augment Target**	Illustrative County Total
Alameda	\$5,368,000	20.3%	\$64,770,000	-	\$70,138,000
Contra Costa	\$4,868,000	13.6%	\$43,418,000	-	\$48,286,000
Marin	\$3,850,000	2.9%	\$9,275,000	\$1,250,000	\$14,375,000
Napa	\$3,850,000	1.5%	\$4,823,000	\$1,250,000	\$9,923,000
San Francisco	\$4,957,000	14.8%	\$47,213,000	-	\$52,170,000
San Mateo	\$4,558,000	9.5%	\$30,208,000	-	\$34,766,000
Santa Clara	\$5,849,000	26.7%	\$85,271,000	-	\$91,120,000
Solano	\$3,850,000	4.8%	\$15,275,000	\$1,250,000	\$20,375,000
Sonoma	\$3,850,000	5.9%	\$18,747,000	\$1,250,000	\$23,847,000
Total	\$41,000,000	100%	\$319,000,000	\$5,000,000	\$365,000,000

**Targets do not guarantee shares for any county; idealized scenario amounts shown for reference only*

***Regional program targets for reference*

One Bay Area Grant (OBAG 4) Framework Adoption



Metropolitan Transportation Commission
Agenda Item 13a-26-0112
January 28, 2026

Agenda

Topics

- OBAG 4 review
 - Context
 - Development timeline
 - Principles
 - Regional programs
- Proposal
 - Approval process
 - OBAG 4 funding framework
- Next steps
 - TOC Policy decisions
 - OBAG 4 guidelines

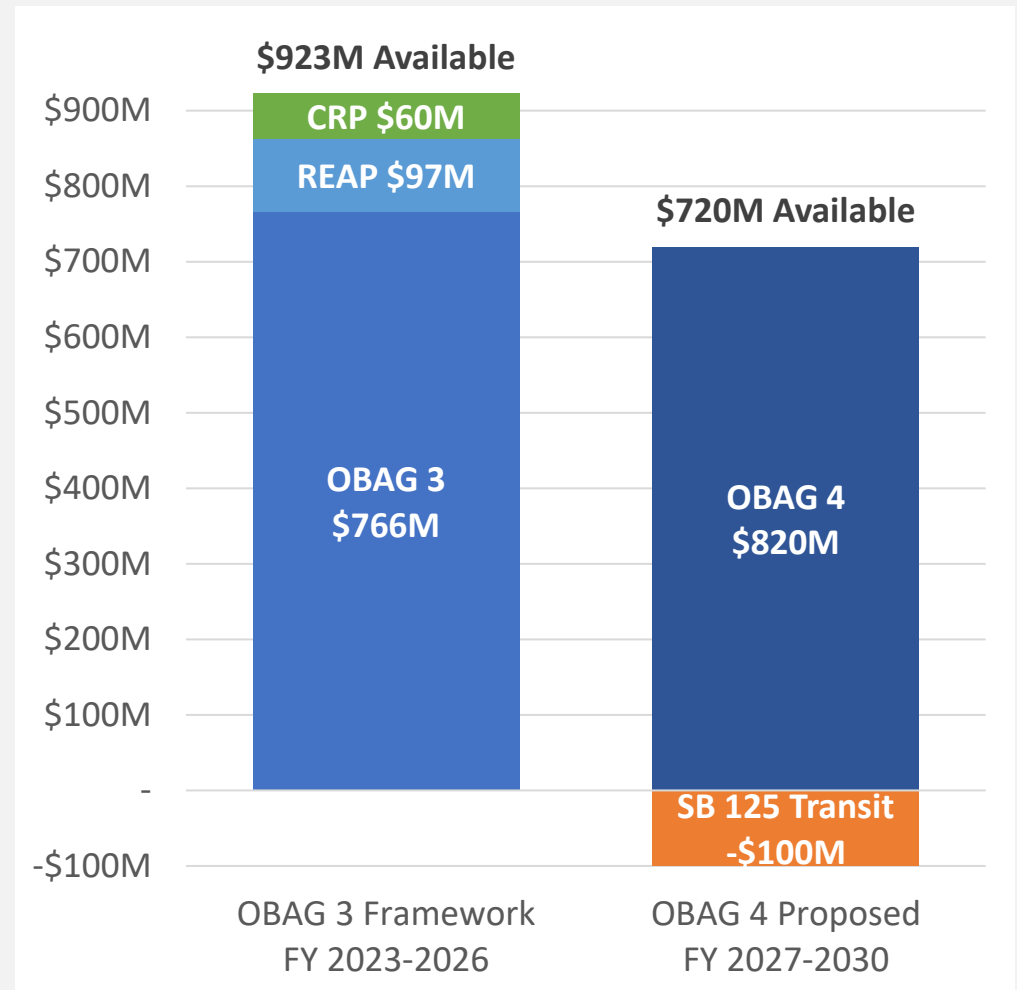


OBAG 4 Context

Key Considerations

- Reduced capacity
 - \$100 million pre-commitment to sustaining transit (SB 125)
 - ~\$160 million loss of complementary funds (REAP/CRP)
- TOC Policy implementation
 - Set-aside incentive
 - North Bay augmentation
 - Credit for work in progress, housing protection policies, recent state laws

OBAG 4 Capacity



OBAG 4 Development Timeline

Quarter	Commission	Stakeholders
Winter 2025	<ul style="list-style-type: none"> Dec 2024: SB 125 programming Jan: OBAG 4 update 	<ul style="list-style-type: none"> Dec 2024: Partnership Board OBAG 4 kickoff
Spring 2025	<ul style="list-style-type: none"> Mar: OBAG 4 overview and key considerations 	<ul style="list-style-type: none"> Feb-Apr: CTA county program options and discussion
Summer 2025	<ul style="list-style-type: none"> Jul: OBAG 4 update, OBAG 3 regional program review Aug-Sept: TOC kitchen cabinet mtgs 	<ul style="list-style-type: none"> Jul 2025: CTA regional programs review and discussion
Fall 2025	<ul style="list-style-type: none"> Oct workshop: OBAG 4/TOC Nov: OBAG 4/TOC refinements Dec: OBAG 4/TOC ad hoc discussion 	<ul style="list-style-type: none"> Oct: CTA workshop preview and discussion Dec: CTA OBAG 4 county recap
Winter 2026	<ul style="list-style-type: none"> Jan: OBAG 4/TOC ad hoc discussion Jan: OBAG 4 framework adoption Feb: TOC requirement adoption, OBAG 4 guidelines, regional programs 	<ul style="list-style-type: none"> Jan-Feb: CTA/stakeholders review draft OBAG 4 guidelines Mar: MTC/CTA review and initiate OBAG 4 county calls for projects

OBAG 4 Principles

Purpose: collaboratively **implement *Plan Bay Area 2050+*** priorities for transportation, housing, and the environment through complementary local and regional investments that improve connectivity, equity, and sustainability.

County Program

- Partner with **County Transportation Agencies** on planning and implementation
- Fund **local priority projects** including roadway safety, complete streets, and state of good repair improvements
- Provide **effective incentives** for progress on regional goals

*Balanced
and mutually
reinforcing*

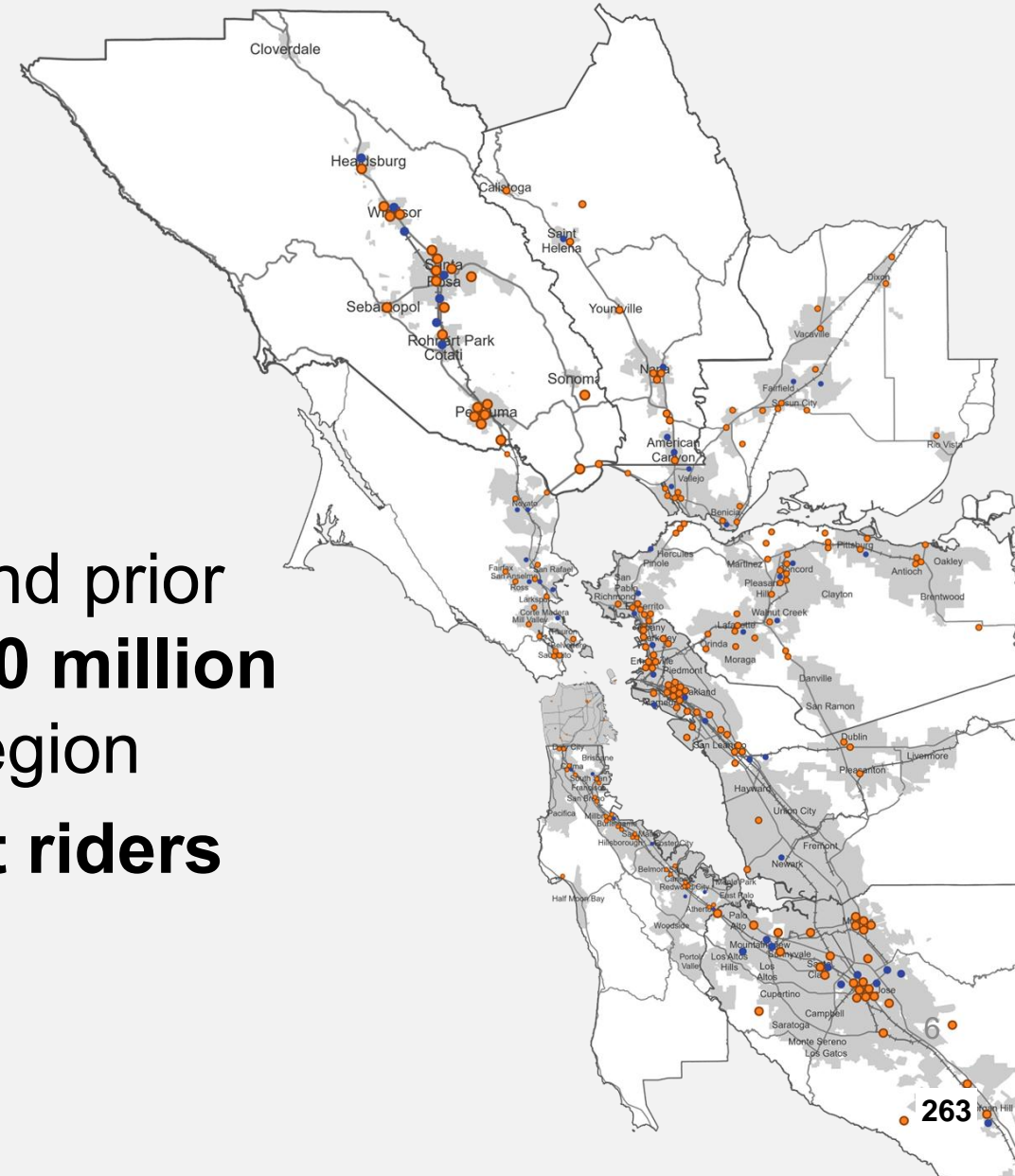
Regional Program

- Implement **effective initiatives and services** that advance housing, environment, and mobility goals
- Offer **targeted local grants** that complement county investments
- Provide **regional leadership and strategic support** for inter-jurisdictional challenges

OBAG Regional Programs

Regional Investment, Local Benefits

- Approximately **75%** of OBAG 3 funding is dedicated to **local or countywide projects** (including ~50% of regional program funds)
- Regional program funds from current and prior OBAG cycles have supported over **\$580 million in strategic investments** across the region
- SB 125 commitments benefitted **transit riders from all counties** across the Bay Area



Proposed Approval Process

Two-step approval for OBAG 4:

- **Funding (January):** funding framework, including SB 125 distribution and TOC incentive program amounts
- **Policies (February):** OBAG 4 guidelines, TOC evaluation framework

Benefits of proposed approach:

- Discrete decisions on key topics
- Timely OBAG 4 county call for projects
- More certainty for jurisdictions and partners



Proposed OBAG 4 Funding Framework

Recommendation: adopt the OBAG 4 framework (Reso 4740), including:

- **SB 125 off the top:** deduct the transit pre-commitment 50/50 from the regional and county components, leaving \$360 million each
- **Regional TOC incentive program:** set aside \$50 million in regional funds for TOC implementation, including:
 - \$45 million TOC set-aside incentive
 - \$5 million North Bay augmentation

Program Element	Amount
Initial county capacity	\$410M
SB 125 transit gap	(\$50M)
Remaining county capacity	\$360M
Initial regional capacity	\$410M
SB 125 transit gap	(\$50M)
TOC set-aside	(\$45M)
North Bay augmentation	(\$5M)
Remaining regional capacity	\$310M

- **No county program TOC impacts:** OBAG 4 county program would *not* incorporate TOC progress

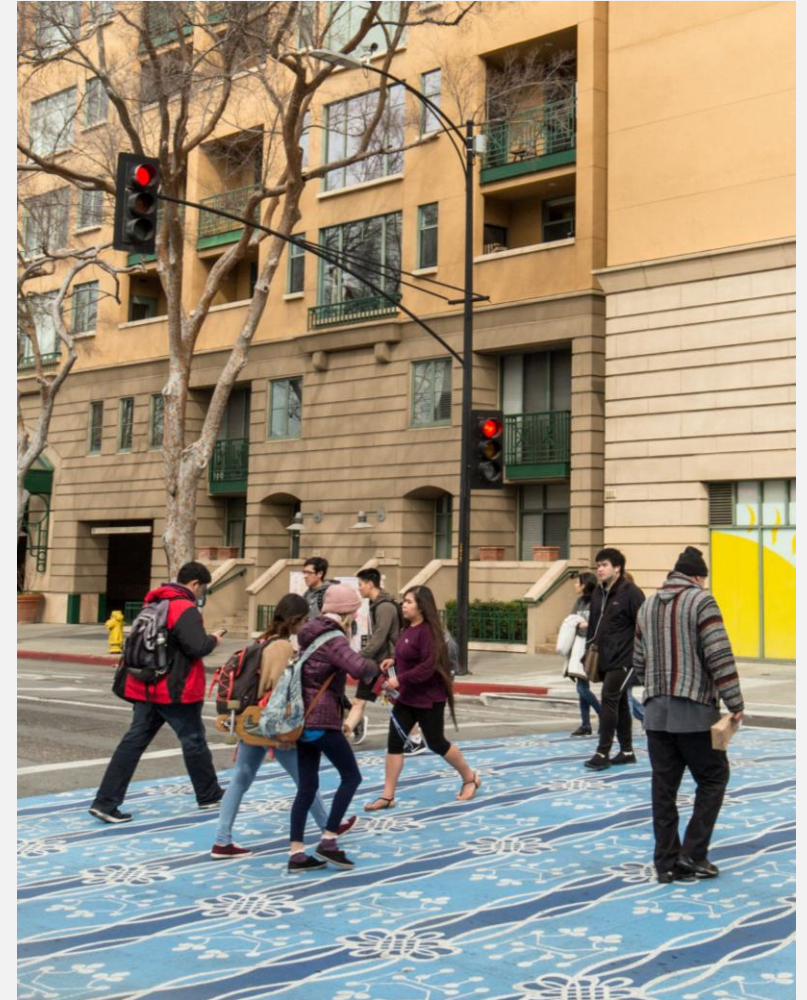
February Preview – Draft OBAG 4 Guidelines

Simplify and standardize expectations and processes to **respond to feedback** and reflect **current best practices**

- County evaluations
- Regional calls for projects
- Flexible requirements

Accommodate **new regional policies**

- Transit Priority Policy (anticipated)
- Complete Streets Policy (updates)



February Preview – Draft County Program

County	CTA Base Planning	County Target Share	Illustrative County Award*	North Bay Augment Target**	Illustrative County Total
Alameda	\$5.4M	20.3%	\$64.8M	-	\$70.1M
Contra Costa	\$4.9M	13.6%	\$43.4M	-	\$48.3M
Marin	\$3.9M	2.9%	\$9.3M	\$1.3M	\$14.4M
Napa	\$3.9M	1.5%	\$4.8M	\$1.3M	\$9.9M
San Francisco	\$5.0M	14.8%	\$47.2M	-	\$52.2M
San Mateo	\$4.6M	9.5%	\$30.2M	-	\$34.8M
Santa Clara	\$5.8M	26.7%	\$85.3M	-	\$91.1M
Solano	\$3.9M	4.8%	\$15.3M	\$1.3M	\$20.4M
Sonoma	\$3.9M	5.9%	\$18.7M	\$1.3M	\$23.8M
Total	\$41.0M	100%	\$319.0M	\$5.0M	\$365.0M

**Targets do not guarantee shares for any county; idealized scenario amounts shown for reference only*

***Regional program targets for reference*

February Preview – Draft Regional Programs

Category and Goal Area	Draft Amt
Planning and Implementation: Carry out OBAG 4 programs and other performance-based planning and programming activities	\$40M
Growth Framework: Assist local efforts to create a range of housing options that align with Plan Bay Area growth geographies	\$35M
Environment: Reduce greenhouse gas emissions from transportation and protect and enhance open space	\$90M
Complete Streets: Maintain and improve local streets and roads for all users, with a focus on safety and equity	\$35M
Multimodal Network: Improve mobility options and services across the multimodal system, emphasizing transit transformation	\$115M
Set-Asides: incentivize and reward TOC implementation progress, address unique transportation and land use needs in North Bay	\$50M
Total	\$360M

February Preview – TOC Policy Topics

1. TOC Policy Evaluation Framework *(action)*

Regarding eligibility for the \$45 million TOC set-aside, consider TOC credit for work in progress, State housing protection laws, County housing protection programs, SB 79 density standards

2. TOC Policy Submission Deadline *(action)*

Establish timeline for demonstrating TOC Policy progress and Commission distribution of OBAG 4 incentive program funds

3. TOC Policy Resolution No. 4350 Amendment *(action)*

Amend TOC consistency deadline for transit extensions

4. TOC Policy Administrative Guidance Updates

Staff Recommendation

Adopt the **O BAG 4 framework** (Reso 4740), including:

- **SB 125 off the top:** deduct the transit pre-commitment 50/50 from the regional and county components, leaving \$360 million each
- **Regional TOC incentive program:** set aside \$50 million in regional funds for TOC implementation, including:
 - \$45 million TOC set-aside incentive
 - \$5 million North Bay augmentation



Metropolitan Transportation Commission

Legislation Text

375 Beale Street, Suite 800
San Francisco, CA 94105

File #: 26-0185, **Version:** 1

Subject:

Update on Governor's Budget and the Bay Area Transit Loan

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

Presenter:

Andrew Fremier

Recommended Action:

Information