

Attachment A: OBAG Regional Program Summaries

OBAG 3 programs under consideration for OBAG 4

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Growth Framework Implementation

Priority Development Area (PDA) Program and Priority Production Area (PPA) Pilot

Priority Development Areas (PDAs) are locally-identified areas well served by transit and prioritized for growth that form a cornerstone of MTC's *Plan Bay Area 2050* land-use element. The PDA program provides planning and technical assistance grants to local jurisdictions to support the development, adoption, and implementation of PDA specific plans. Since 2008, local governments have established more than 200 PDAs, which have accounted for two-thirds of recent housing growth in the Bay Area (despite representing only 3% of the land zoned for residential use). MTC's latest round of land-use grants awarded over \$9 million to 19 jurisdictions throughout the region to implement planning and rezoning for Transit-Oriented Communities (TOCs).



66%

Recent housing growth
located in PDAs

Priority Production Areas (PPAs) are locally nominated industrial areas of regional significance, primed for growth in middle-wage industries like manufacturing, utilities, clean energy and logistics. The PPA program supports MTC's *Plan Bay Area 2050*'s vision to shape the distribution of future job growth for the region and complements the housing and commercial development focus of PDAs. The PPA pilot program provided technical assistance and planning grants to 25 of the 35 Bay Area PPAs, primarily to assess existing infrastructure and identify financing strategies.

Regional Housing Technical Assistance (RHTA)



The Regional Housing Technical Assistance (RHTA) Program features a combination of local investments, regional technical assistance, cohorts, workgroups, and consulting support to assist local jurisdictions in the Bay Area with Housing Element compliance, rapidly evolving state housing laws, and MTC's Transit Oriented Communities (TOC) Policy. RHTA acts as a force-multiplier to achieve

regional economies of scale that allow local staff to concentrate their efforts on specific local implementations while advancing regional housing strategies in *Plan Bay Area 2050*. This award-winning program has produced over 300 technical assistance resources to date, including webinars that have been viewed over 1,700 times. MTC and ABAG received planning agency awards of excellence for the RHTA program from the American Planning Association (APA) California Chapter and Northern California Section.

300+

Technical assistance
resources produced

Climate, Conservation, & Resilience

Bikeshare

The MTC Bikeshare Program enhances and expands the regional Bay Wheels bikeshare system and other clean transportation options, supporting *Plan Bay Area 2050* greenhouse gas reduction goals. The MTC Bikeshare Program recently led efforts to add over 2,000 new e-bikes across the Bay Wheels system, electrify bikeshare stations, expand bikeshare to San Mateo County (Daly City), launch a student membership pilot at San Jose State University, and provide adaptive bikeshare programming for people with disabilities in San Francisco, Berkeley, Oakland, Emeryville, and San Jose. This suite of MTC investments have ultimately increase overall ridership by 74% from 2023 to 2025.

74%

Bikeshare ridership growth



Priority Conservation Area (PCA) Program



Priority Conservation Areas (PCAs) are locally identified, regionally significant lands prioritized for long-term protection or enhancement. For over a decade, MTC has provided PCA grants to advance the protection, restoration, and enhancement of open space and agricultural lands, support the agricultural economy, create and improve pedestrian and bicycle facilities, and implement urban greening projects like city parks and stormwater improvements. The PCA Program supports the Estuary Blueprint and *Plan Bay Area 2050* strategies to focus growth within established urban growth boundaries, protect and maintain open space and working lands, and improve equitable outdoor access and urban greening in existing communities. Previous PCA investments have supported the construction or improvement of over 68 miles of trails, sidewalks, and bikeways, including portions of regionally significant routes such as the Bay Area Ridge Trail, the San Francisco Bay Trail, and the Napa Valley Vine Trail. PCA projects have also supported the acquisition, restoration, and/or enhancement of over 6,900 acres of farmland and open space throughout the Bay Area. MTC and the San Francisco Estuary Partnership (SFEP) recently completed the PCA Refresh process which further incorporated goals for climate adaptation, urban greening, and equity into the program and informed the latest round of awards in November 2024.

>6.9k

Acres of farmland and open space preserved, restored, and enhanced

Transportation Electrification

MTC supports local agency transportation electrification through capital grants for charging infrastructure



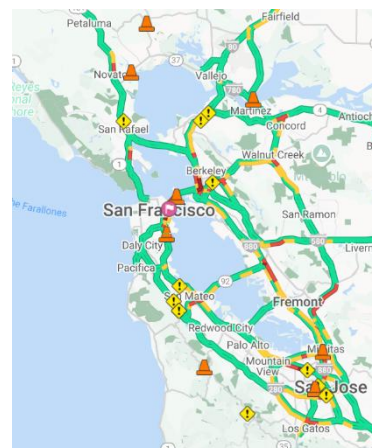
at transit stations and other publicly accessible locations, planning grants to accelerate local transportation electrification and convert local public fleets, and development of a regional electrification program strategy. The related *Plan Bay Area 2050* strategy to expand clean vehicle initiatives is a key component of MTC's greenhouse gas reduction efforts which is instrumental in attaining state-mandated targets. MTC recently awarded over \$35 million to install approximately 800 electric vehicle and bikeshare station chargers across the Bay Area and to support public fleet transition planning projects for 32 local agencies, most of which are already underway.

800

Chargers funded

511 Program

The regional 511 Program offers free multi-modal traveler information services via multiple dissemination platforms, including the federally dedicated 511 number, online at 511.org, on regional electronic signage, and as a data provider to numerous private sector traveler information providers. These platforms are a primary source for travelers and media during major disruptions and regional emergencies. The 511 program also serves as a digital presence for ongoing programs and services, such as the Bay Area Express Lanes Program, the Bay Area Commuter Benefits Program, Carpool and Vanpool initiatives, the Regional Transit Connection (RTC) Discount Card, the Mapping & Wayfinding Program, and the 511 Open Data Portal. These services support seamless mobility and transportation



1.2B+

Annual 511 API requests

demand management, consistent with *Plan Bay Area 2050* objectives. MTC recently launched a modernized 511 Interactive Voice Response (IVR) phone system and is currently redesigning the program website, including introducing a new map that will utilize 511's forthcoming Regional Mapping Data Service (RMDS) System. On average, the 511 system fields over 2 million phone requests, nearly 5 million web page views, and over 1.2 billion API data requests annually.

Commuter Benefits



MTC partners with the Bay Area Air Quality Management District (BAAQMD) to operate the Commuter Benefits Program consistent with state law, which requires participation by all employers in the region with 50 or more employees. The program supports MTC and the Air District's shared goal to reduce greenhouse gas emissions and vehicle-miles-traveled (VMT) from drive-alone commuting and is a key strategy in *Plan Bay Area 2050*. Through engagement collaboration with local agencies and other stakeholders, MTC has recently expanded employer participation by 6% and access to benefits for employees by 13%.

Mobility Hubs



Mobility Hubs are community anchors that enable travelers of all backgrounds and abilities to access multiple transportation options—including shared scooters, bicycles and cars, and transit—as well as supportive amenities in a cohesive space, oriented to the customer. Implementation of Mobility Hubs support *Plan Bay Area 2050* strategies related to seamless mobility, complete streets, and transportation demand management. MTC provides Mobility Hub planning and capital implementation grants to agencies throughout the region, including 13 capital awards totaling \$27 million and 17 awards for planning (\$5.3M) that support jurisdiction compliance with MTC’s Transit Oriented

Communities (TOC) Policy. Several pilot mobility hubs projects awarded in 2021 have been completed, including the Burlingame Square Caltrain Mobility Hub and the Millbrae Transit Center Micromobility Hub.

Parking Management

MTC supports local agencies through planning and capital grants to implement parking management strategies that support emission reductions, equity, safety, affordable housing development, and other regional goals consistent with *Plan Bay Area 2050*. In OBAG 3, MTC’s Parking Management program awarded 28 planning grants totaling over \$5.5 million, and 10 capital grants totaling around \$10 million. These recent Parking Management awards to local jurisdictions across the Bay Area also support compliance with MTC’s Transit Oriented Communities (TOC) Policy and associated parking requirements. Several of the early planning grantees are now reaching project completion.



Bike to Wherever Day & Spare the Air Youth



MTC’s Bike to Wherever Day (formerly Bike to Work Day, BTWD) and Spare the Air Youth (STAY) programs are regional education and encouragement efforts designed to promote the use of alternative modes for day-to-day travel and reduce greenhouse gas emissions, consistent with the climate goals of *Plan Bay Area 2050*. BTWD is the centerpiece of National Bike Month celebrations each May, when MTC collaborates with various partners across the region to host events that promote bike travel. From 2023 through 2025, the region recorded an estimated total of 4.36

million trips, resulting in a reduction of approximately 1,726 metric tons of CO₂ emissions and 21.82 million vehicle miles traveled (VMT). Similarly, STAY is a partnership between MTC and the Air District to offer biking workshops, free bike repair and other Safe Routes to School programming to K-12 students and their families.

1.7k

*Tons CO₂ emissions reduced
from recorded BTWD trips*

Vanpool

MTC contracts with Commute with Enterprise (CWE) to provide commuter vanpool services throughout the Bay Area. CWE provides and maintains vanpool vehicles, works with employers to form and maintain vanpools, and collects and compiles vanpool data. The vanpool program reduces vehicle miles traveled (VMT) and provides a commute

53M

*Fewer annual vehicle
miles traveled*

alternative for long-distance commuters, supporting MTC's transportation demand management strategy from

Plan Bay Area 2050. In 2023, vanpool ridership was comparable to that of regional transit operators, reducing total VMT by over 53 million miles and generating over \$10 million in federal transit formula funds for the region.



Complete Streets & Community Choice

Community-Based Transportation Planning (CBTP) and Community Action Resource and Empowerment (CARE)

Through the CBTP program, MTC and ABAG partner with county transportation agencies to conduct community-driven planning efforts in Equity Priority Communities, providing a venue for residents and community-based organizations to shape planning recommendations and prioritize local investments that promote connectivity, affordability and health. This program aligns with the vision and goals of *Plan Bay Area 2050* and helps identify local projects for MTC discretionary grant opportunities. MTC has supported over 50 CBTPs in communities located in all nine Bay Area counties, including five plans currently in progress.



The Community Action Resource and Empowerment (CARE) Program is intended to develop community and multi-sector partnerships and support community-led solutions that improve livability for all people in the Bay Area, consistent with *Plan Bay Area 2050* equity goals. Staff are currently developing components of the CARE program, which is anticipated to include technical assistance for CBTP or Coordinated Plan projects, participatory budgeting and implementation for high-priority neighborhood-level projects, and community power-building and engagement. MTC has assembled a Community Advisory Working Group (CAWG) to inform further development of the CARE program.

Pavement Technical Assistance Program (PTAP) & StreetSaver Pavement Management Program (PMP)

MTC's pavement management program (PMP) software, StreetSaver, is used by all cities and counties in the Bay Area to make cost-effective improvements to local streets and roads. Through the annual PTAP program, MTC offers technical assistance to jurisdictions for pavement condition data collection to keep their information updated in StreetSaver.



44k

*Lane miles inventoried
using StreetSaver*

Jurisdictions use this system to develop pavement management plans, helping make efficient use of limited funds to maintain approximately 44,000 lane miles at the same average condition over the past ten years (regional weighted pavement condition index of 67, or fair). Timely pavement investments can save agencies up to six times the cost of deferred maintenance and support MTC's fix-it-first priority from *Plan Bay Area 2050*.

Regional Safety/Vision Zero



MTC's regional safety program includes (1) continued operation and improvement of the Bay Area Vision Zero Data System (BayVIZ), the region's integrated traffic data and analysis tool, (2) bringing together Bay Area public agency partners to share knowledge, best practices, and lessons learned through the Bay Area Vision Zero Working Group (VZWG), and (3) supporting local agency safety planning, outreach, and peer exchanges. Since its launch in 2023, BayVIZ has supported over 38 jurisdictions across the region in safety planning and analysis. The VZWG includes 50 jurisdictions and over 120 members, enabling collaboration across regional initiatives. For example,

MTC is supporting a regional education campaign for the speed safety camera pilot, which has already resulted in a 72% decrease in speeding on average in San Francisco (the first city to implement the pilot). MTC continues to strengthen collaboration with partners through the Active Transportation & Vision Zero Regional Coordination Project, which includes peer exchanges and best practices workshops across all nine counties. These activities advance MTC's Regional Safety/Vision Zero Policy (adopted in 2020), further MTC's Bay Area Vision Zero Action Plan (created in 2022), and support complete streets and safety strategies from *Plan Bay Area 2050*.

72%

*Reduction in speeding
from safety camera pilot
supported by MTC*

Bay Trail and Active Transportation Technical Assistance



MTC's Active Transportation Technical Assistance program supports local jurisdictions with bicycle and pedestrian projects through grant application development, capital project design, and peer exchanges and workshops. These efforts advance implementation of MTC's 2023 Regional Active Transportation Plan, which includes MTC's Complete Streets Policy, the Regional Active Transportation Network, and the companion 5-year Implementation Plan. MTC's support helps local agencies overcome barriers to active transportation project delivery and build a pipeline of competitive projects. Through these OBAG investments, MTC has supported 24 jurisdictions in planning and conceptual design to advance the development of 25 projects. In addition to direct technical assistance, MTC is also providing peer exchanges and best practice workshops in each county through the Active Transportation & Vision Zero Regional Coordination project.

25

*Projects
accelerated*

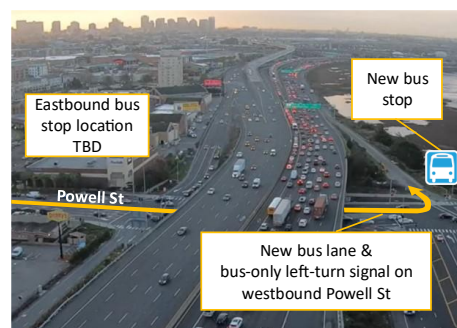
MTC active transportation investments also support local agency implementation of Bay Trail projects by providing planning support, general design guidance, project-level technical assistance, and operations and maintenance resources. Continued development of the Bay Trail system advances MTC's *Plan Bay Area 2050* urban greening, complete streets, and safety strategies. MTC recently updated the Bay Trail Design Guidelines and Toolkit and completed the Bay Trail Strategic Plan. The program is currently developing Phase III of the Bay Trail Equity Strategy, which promotes a Bay Trail that is accessible and welcoming to all people in the Bay Area and works with community-based organizations to discern local needs and advance information-sharing for improvements.

Multimodal Systems Operations & Performance

Forwards and Transit Priority Highways

The Bridge Forwards and other highway transit priority projects are capital and operations improvements focused on improving efficiency, reducing delays, and moving more people in fewer vehicles through key freeway and arterial corridors. These programs are designed to improve transit travel time and reliability, support mode shift to transit and carpooling, and reduce greenhouse gas emissions, consistent with *Plan Bay Area 2050* and the recommendations from the Transit Transformation Action Plan.

For example, MTC is partnering with the Alameda County Transportation Commission to deliver the I-80 Powell St Transit Access Improvement Project, which includes the construction of a dedicated transit lane on Powell Street, new bus stops with improved pedestrian and bicycle access, and dedicated transit-only signals and detectors at the ramp intersections. Other examples include the I-580 westbound HOV lane extension project in Alameda County, approaching the Bay Bridge, and transit priority improvements on the I-80 corridor in Alameda and Contra Costa counties include HOV lane access restrictions, bus on shoulder and bus lane projects. These projects are estimated to provide up to 4-7 minutes of travel times savings for buses and carpools.



4-7

*Minutes of bus and
carpool time savings*

Bus Accelerated Infrastructure Delivery (BusAID) & Innovative Deployments to Enhance Arterials through Transit Signal Priority (IDEA TSP)

The BusAID and IDEA TSP programs assist local agencies in implementing transit priority improvements through quick-build infrastructure and traffic signal priority and timing adjustments. These programs support the goals of *Plan Bay Area 2050* and the Transit Transformation Action Plan by enhancing bus and light rail speed and reliability, improving the rider experience and providing more equitable and sustainable transportation options. The first round of BusAID in 2024 invested over \$13 million in five transit priority projects throughout the Bay Area to improve bus and light rail travel times and reliability. Projects include a variety of infrastructure, such as transit signal priority and signal timing optimization, transit lane installation and delineation, and transit stop reconfiguration. Also in 2024, IDEA TSP awarded \$2M to five projects that will add transit signal priority to more than 125 intersections in the city of San Jose and Contra Costa County, conduct two county-wide studies on implementing TSP in Marin and San Mateo counties, and develop a concept of operations for Coordinated Adaptive Traffic Signals along the I-680 corridor. Transit riders are already benefitting from reconstructed transit boarding islands along the K-Ingleside light rail line in San Francisco due to BusAID investments, and some BusAID and IDEA TSP projects may be completed as early as mid-2026.



Mapping & Wayfinding



The Regional Mapping & Wayfinding project aims to simplify transit and increase its visibility with unified signs and maps to help all riders navigate seamlessly around the region. A regionally harmonized mapping and wayfinding system is a key action item from the Transformation Action Plan, complementing other Regional Network Management initiatives related to fare coordination, transit priority, and accessibility. New signs and maps at El Cerrito del Norte, the Santa Rosa Transit Mall, and the Downtown Santa Rosa SMART station have significantly improved riders' ability to use transit and find needed information. Nearly 90% of survey respondents said it is now "easy" or "very

easy" to find their way around the test locations with the new signs and maps — an improvement of up to 32 percentage points. MTC plans to expand new wayfinding to additional transit hubs and bus lines across the region over the next two years.

90%

Transit riders easily navigated pilot sites

Freeway Operations and Adaptive Ramp Metering

MTC is leading a regional freeway operations program in partnership with Caltrans, county transportation agencies, local agencies to improve our system reliability and efficiency and reduce delays for transit, carpool, and other users of congested corridors in the region. This program aligns with strategies in *Plan Bay Area 2050*, supporting regional goals to maintain and optimize the existing transportation system by addressing freeway bottlenecks and improving system efficiency. Key projects include the implementation of adaptive ramp metering on Marin-Sonoma US 101, Solano I-

3-7%

Reduction in delays

80, Santa Clara SR 237, Contra Costa SR 4 and I-680, optimized corridor operations on I-880 and San Mateo/Santa Clara US 101, and other system operational improvement strategies. On freeway corridor with adaptive ramp metering, vehicle hours of delays (VHD) have decreased by 3% to 7%, reducing GHG emissions by up to 5%.



Incident Management



MTC's Incident Management program supports the Bay Area Traffic Incident Management Task Force (IMTF), a multi-agency group of Caltrans, CHP, and first responder agencies that work together to improve incident response and clearance. Current efforts align with the 2023 Traffic Incident Management Five-Year Strategic Plan and support *Plan Bay Area 2025* strategies related to safety, state of good repair, and system performance. This program supports implementation of the Strategic Plan, including developing corridor-specific working groups and data-informed strategies to enhance the safe and quick clearance of traffic incidents. In 2024, a total of 367 participants from 57 unique agencies/departments attended over 15

meetings/trainings/demonstrations, with average attendance of 25 participants per event, resulting in collaborative, action-oriented discussions and improvements.

Design Alternative Assessment (DAA) and Active Operation Management (AOM)

The purpose of the Design Alternative Assessment (DAA) and Active Operation Management (AOM) program is to conduct pre-environmental phase planning and design assessments of various multi-modal operational projects and policies, including bus priority improvements, congestion pricing, shared mobility strategies, safety technologies; first/last mile gap closures, demand management strategies, and HOV/express lane implementation and enforcement. These strategies, consistent with *Plan Bay Area 2050* goals, aim to increase person throughput, reduce greenhouse gas emissions,

89

*Miles of congested
freeways assessed*

support mode shift to transit/carpooling, optimize corridor operations, improve safety, reduce congestion, and improve mobility and access to transportation. DAAs are conducted in partnership with Caltrans, local agencies, and transit operators, with recent efforts leading to several key regional initiatives, including Resilient SR 37, Innovate 680, and the Bay Bridge and Dumbarton Forwards. To date, five DAAs have been completed, covering 89 miles of congested highways across the Bay Area.



ITS Architecture



MTC's Intelligent Transportation System (ITS) Architecture is the foundation for coordinating and integrating ITS projects across the Bay Area. It helps agencies plan, develop, and deliver projects in a way that improves efficiency and ensures systems work together. Bay Area agencies that implement ITS projects using Federal transportation funds must be consistent with the Bay Area ITS Architecture (pursuant to 23 CFR 940.9 and 940.11). The purpose of the Architecture is to accurately represent the region's existing and future use of

information, technology, and automated systems to improve safety and efficiency for travelers and the agencies providing transportation services across all modes. To better serve our regional partners, MTC is modernizing the ITS Architecture platform to make it easier for stakeholders to access accurate, up-to-date project information and improve planning and collaboration. The upgrade of the platform is currently in design and development.