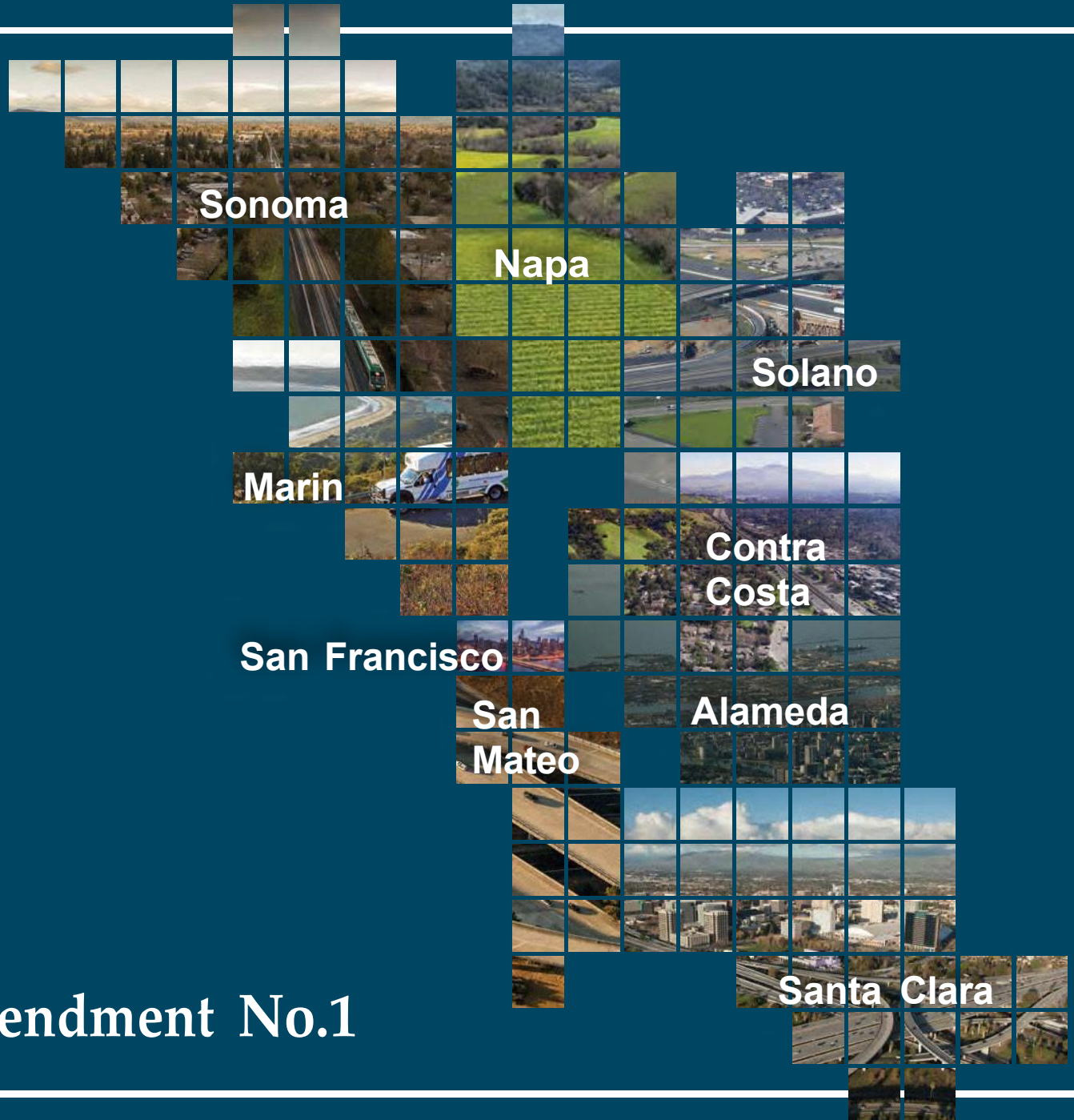


FY 2025–26 Metropolitan Transportation Commission

Overall Work Program

Includes Transportation Planning Activities for the Nine-County San Francisco Bay Area Region



Amendment No.1

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FY 2025–2026
OVERALL WORK PROGRAM
for the
San Francisco Bay Area

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December 2025

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LIST OF ACRONYMS

ABAG	Association of Bay Area Governments
AC Transit	Alameda-Contra Costa Transit District
ADA	Americans with Disabilities Act
AHSC	Affordable Housing and Sustainable Communities
Air District	Bay Area Air District (formerly the Bay Area Air Quality Management District)
Alameda CTC	Alameda County Transportation Commission
AMBAG	Association of Monterey Bay Governments
AQ	Air Quality
ARP	American Rescue Plan
AT	Active Transportation
ATP	Active Transportation Program
ATPTA	Active Transportation Technical Assistance Program
BAHA	Bay Area Headquarters Authority
BAHFA	Bay Area Housing Finance Authority
BAIFA	Bay Area Infrastructure Financing Authority
BARC	Bay Area Regional Collaborative
BART	San Francisco Bay Area Rapid Transit District
BASIS	Bay Area Spatial Information System
BATA	Bay Area Toll Authority
BCDC	San Francisco Bay Conservation and Development Commission
BusAID	Bus Accelerated Infrastructure Delivery
C/CAG	City/County Association of Governments of San Mateo County
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CARB	California Air Resource Board
CARE	Community Action Resource and Empowerment
CA S&H	California Streets and Highways Code
CARES Act	Coronavirus Aid, Relief, and Economic Security Act
CBO	Community-based Organization
CBTP	Community Based Transportation Program
CCTA	Contra Costa Transportation Authority
CFAC	California Freight Advisory Committee
CFMP	California Freight Mobility Plan
CFPG	California Federal Programming Group

CFR	Code of Federal Regulations
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Process
CRP	Carbon Reduction Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act
CPG	Consolidated Planning Grant
CS	Complete Streets
CSSLT	Carquinez Strait Scenic Shoreline
CTA	County Transportation Agency
CTC	California Transportation Commission
D4	Caltrans District 4
DA	Delegation of Authority
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
EIR	Environmental Impact Report (state)
EJ	Environmental justice
EMFAC	Emission Factor Model
EPA	Environmental Protection Agency
EPC	Equity Priority Communities
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FLMA	Federal Land Management Agency
FMS	Fund Management System
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year
GHG	Greenhouse Gas
GIS	Geographical Information System
HBP	Highway Bridge Program
HRA	High-Resource Area
HSIP	Highway Safety Improvement Program
HSR	High-Speed Rail
HUD	U.S. Department of Housing and Urban Development
IP	Implementation Plan
LBSRP	Local Bridge Seismic Retrofit Program
LCTOP	Low Carbon Transit Operations Program
LEP	Limited English Proficient

LTP	Lifeline Transportation Program
MAP	Major Projects Advancement Policy
MAP-21	Moving Ahead for Progress in the 21st Century
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
Muni	San Francisco Municipal Transportation Agency
NAAQS	National Ambient Air Quality Standards
NVTA	Napa Valley Transportation Authority
OA	Obligation Authority
OBAG	One Bay Area Grant Program
OWP	Overall Work Program
PBA	Plan Bay Area
PCA	Priority Conservation Area
PDA	Priority Development Area
PEA	Planning Emphasis Area
PEL	Planning and Environment Linkages
PIP	Productivity Improvement Program
PM _{2.5}	Particulate Matter 2.5
PMP	Pavement Management Program
PPA	Priority Production Area
PPP	Public Participation Plan
P-TAP	Pavement Management Technical Assistance Program
PUC	California Public Utilities Code
RAPC	Regional Airport Planning Committee
REAP	Regional Early Action Planning
RM 2	Regional Measure 2
RM 3	Regional Measure 3
RNM	Regional Network Management
RTCI	Regional Transit Capital Inventory
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
SACOG	Sacramento Area Council of Governments
SAFE	Service Authority for Freeways and Expressways
SamTrans	San Mateo County Transit District
SB 1	California Senate Bill 1: The Road Repair and Accountability Act of 2017

SB 375	California Senate Bill 375
SCS	Sustainable Communities Strategy
SCTA	Sonoma County Transportation Authority
SFO	San Francisco International Airport
SFMTA	San Francisco Municipal Transportation Agency
SIP	State Implementation Plan (for air quality)
SJCOG	San Joaquín Council of Governments
SOV	Single-Occupancy Vehicle
SRTP	Short-Range Transit Plan
STA	Solano Transportation Authority or State Transit Assistance
STBG	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
TA	Technical Assistance
TAC	Technical Advisory Committee
TAM	Transportation Authority of Marin
TAP	Transportation Alternatives Program
TCC	Transportation Cooperative Committee
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIP	Transportation Improvement Program (federal requirement)
TIRCP	Transit and Intercity Rail Capital Program
TM2	Travel Model 2
TOC	Transit-Oriented Communities
TOD	Transit-Oriented Development
TRA	Transit-Rich Area
TSP	Transit Signal Priority
TTAP	Transit Transformation Action Plan
USC	United States Code
VMT	Vehicle Miles Traveled
VTA	Santa Clara Valley Transportation Authority
WE	Work Element
WRDA	Water Resources Development Act

Metropolitan Transportation Commission **PROSPECTUS**

December 2025

FY 2025–2026

Introduction and Purpose

The Overall Work Program (OWP) guides the collaborative metropolitan transportation planning process, which involves the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG) and the California Department of Transportation (Caltrans), as well as more than 150 partner agencies and organizations in the nine-county San Francisco Bay Area region (region). Specifically, the OWP establishes the transportation planning objectives to be achieved and assigns the institutional responsibility and funding to complete the work for the region. The OWP structure includes:

Prospectus: In this section, MTC outlines objectives and institutional arrangements, as well as planning priorities, governance structure, engagement efforts and progress on 2024 MPO certification recommendations.

Overall Work Program: In this section, Caltrans and MTC describe activities to be undertaken during the year to accomplish the objectives; and

Budget: This section summarizes the regional planning funds available to MTC during FY 2025-26.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL) was signed into law in November 2021 and it requires metropolitan planning organizations (MPOs) to work cooperatively with federal and state agencies, local transportation agencies, local governments, public transit operators, Tribal governments and various stakeholders to develop regional transportation plans and transportation improvement programs for urbanized areas of the state.

The region produces two periodically-updated major documents that comply with federal requirements: the [Regional Transportation Plan \(RTP\)](#) and the [Transportation Improvement Program \(TIP\)](#). The Commission and ABAG Executive Board jointly adopted Plan Bay Area 2050, which serves as the current RTP, in October 2021. The [2025 TIP](#) was approved by the Commission in September 2024, and the most recent amendment to Plan Bay Area 2050 ([Amendment 1](#)) was approved by the Commission in October 2024 and by the ABAG Executive Board in November 2024. These documents provide for the development and integrated management and operation of transportation facilities that function as a regional system, as well as the state and national intermodal transportation systems.

MTC maintains a website at mtc.ca.gov that contains final reports for the work referenced in the OWP, as well as planbayarea.org that serves as a repository for Plan Bay Area deliverables developed in coordination with ABAG. The work elements provide additional links for specific work products.

Federal Planning Factors

The OWP works to accomplish the ten federal planning factors that include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
- Enhance travel and tourism.

Each FY 2025-26 OWP work element references the relationship between the upcoming tasks and the federal planning factors. Additionally, the following table displays the relationship between the planning factors and the MTC work elements across the OWP.

Federal Planning Factor	FY 2025–2026 OWP Work Elements Supporting Federal Planning Factor
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1212, 1511, 1512, 1522 1611, 1621, 1623, 1626, 1628 WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514
Increase the safety of the transportation system for motorized and non-motorized users	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1125, 1127, 1212, 1310, 1412, 1512, 1522, 1611, 1621, 1623, 1626, 1628 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514
Increase the security of the transportation system for motorized and non-motorized users	WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1125, 1127, 1212, 1512, 1621 WEs Funded by Federal/State Grants and Local Sources 1233, 1515 WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312

Federal Planning Factor	FY 2025–2026 OWP Work Elements Supporting Federal Planning Factor
<p>Increase the accessibility and mobility of people and for freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1413, 1511, 1512, 1522, 1611, 1621, 1623, 1626, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
<p>Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1611, 1621, 1623, 1626, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
<p>Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1122, 1124, 1125, 1127, 1212, 1310, 1413, 1511, 1512, 1522, 1611, 1621, 1623, 1626, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
<p>Promote efficient system management and operation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1125, 1127, 1212, 1310, 1413, 1511, 1512, 1522, 1621, 1623, 1626, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1311, 1312, 1514</p>
<p>Emphasize the preservation of the existing transportation system</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1125, 1127, 1128, 1212, 1310, 1412, 1413, 1511, 1512, 1522, 1621, 1623, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156, 1312, 1514</p>

Federal Planning Factor	FY 2025–2026 OWP Work Elements Supporting Federal Planning Factor
<p>Improve the resiliency and reliability of the transportation system; reduce or mitigate storm water impacts of surface transportation</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1124, 1127, 1128, 1212, 1412, 1413, 1512, 1611, 1621</p> <p>WEs Funded by Federal/State Grants and Local Sources 1233, 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>
<p>Enhance travel and tourism</p>	<p>WEs Funded by the Consolidated Planning Grant (CPG) 1112, 1113, 1121, 1125, 1127, 1413, 1512, 1522, 1611, 1621, 1628</p> <p>WEs Funded by Federal/State Grants and Local Sources 1515, 1612</p> <p>WEs Funded by State and Local Sources 1114, 1131, 1132, 1156</p>

Planning Emphasis Areas (PEAs)

FHWA and FTA are anticipated to release new Planning Emphasis Areas (PEAs) later in 2025, reflecting evolving priorities at the federal scale. A future amendment to the FY25-26 OWP can incorporate these PEAs once they are made available to Caltrans and MTC.

Plan Bay Area 2050 Guides Regional Planning Priorities

[Plan Bay Area 2050](#) — adopted by the Commission and ABAG Executive Board in October 2021 and most recently amended by MTC in October 2024 and by ABAG in November 2024 — serves as a next-generation plan for a resilient and equitable San Francisco Bay Area, laying out a pathway toward a better future for all residents through specific strategies, policies and investments related to transportation, housing, the economy and the environment. The final plan was informed by the input of over 23,000 Bay Area residents who submitted over 234,000 comments at over 450 public and stakeholder meetings and events held over the four-year planning process.

Plan Bay Area 2050 works to ensure that the Bay Area of 2050 is more affordable, connected, diverse, healthy and vibrant for all through its 35 strategies to be implemented at the local, county, regional and state levels over the next three decades. Totalling approximately \$1.4 trillion, the plan’s strategies rely on existing and reasonably-anticipated new monies — but fully realizing those revenues will be critical in the decade ahead to fully implement the adopted plan. If implemented, the final plan would significantly reduce housing and transportation costs for a typical household, shift approximately one-fifth of the workforce away from commuting by auto, provide more affordable housing, meet the state-mandated greenhouse gas (GHG) emissions reduction target, and improve intraregional jobs-housing balances, among other beneficial outcomes.

Since its adoption in fall 2021, staff have focused on implementing this long-range plan, working with the Commission and its partners. In FY 2024-25, key milestones included completion of the [Next Generation](#)

[Bay Area Freeways Study](#) as well as near-completion of the [Transit 2050+ modal plan](#). Beyond planning studies, key implementation priorities related to [Regional Network Management \(RNM\)](#) and MTC's [Transit Oriented Communities \(TOC\) Policy](#) achieved notable milestones, with continued expansion of [Clipper BayPass](#) and the release of additional guidance on TOC planning requirements, among other highlights.

Focus on Plan Bay Area 2050+ and Transit 2050+

In addition to Plan Bay Area 2050 implementation, staff will continue efforts to finalize [Plan Bay Area 2050+](#), the limited and focused update to Plan Bay Area 2050, which began in FY 2023-24. In FY 2025-26, the Plan Bay Area 2050+ Final Blueprint will be analyzed through the environmental process, and the plan document, Environmental Impact Report (EIR) and Implementation Plan (IP) will be brought forward for adoption by the Commission and ABAG Executive Board.

Staff and the region's transit agencies also will work to finalize Transit 2050+, a parallel long-range planning effort to Plan Bay Area 2050+ that developed a plan to re-envision the future of the public transit network in the region. Early project phases related to needs/gaps/opportunities and project performance were completed in FY 2023-24, with finalization of a proposed network and early exploration of implementation priorities completed in FY 2024-25. Transit 2050+ has been integrated into the broader Plan Bay Area 2050+ Final Blueprint and Implementation Plan and will conclude with production of a Transit 2050+ supplemental report to Plan Bay Area 2050+ in FY 2025-26.

Additional FY 2025-26 High-Priority Action Areas

High-priority actions for FY 2025-26 include, but are not limited to:

- Adopting Plan Bay Area 2050+, including the Transit 2050+ modal plan, to serve as the new regional blueprint for transportation, housing, the economy and the environment. This includes the EIR and Implementation Plan as core components, as well as supplemental technical reports.
- Beginning development of white papers related to the regional growth framework, congestion management, and/or other key topics in advance of Plan Bay Area 2060, the next regional plan slated to be adopted in 2030.
- Updating financial forecasts related to transit operations to inform policy discussions about a potential 2026 regional transportation measure.
- Delivering additional mapping and wayfinding pilot projects and further advance transit priority policies and regional fare integration consistent with the [Transit Transformation Action Plan](#).
- Reviewing submittals from local jurisdictions to demonstrate compliance with MTC's 2026 deadline for the Transit Oriented Communities (TOC) Policy.
- Advancing a major refresh of MTC's [Equity Priority Communities](#) (EPCs) framework that is used for the statutorily-required Plan Bay Area effort, as well as related planning and funding processes, consistent with Title VI of the Civil Rights Act of 1964.

MTC Organization

This section provides a description of the planning area and the MTC organization structure (including its committees, citizen advisory council and myriad task forces) — illustrating the transportation planning

decision-making process. It also includes a description of the four-agency Bay Area Regional Collaborative (BARC).

Planning Area

The Bay Area region encompasses the nine counties that touch San Francisco Bay (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma) and includes 101 municipalities. Nearly 8 million people reside within its 7,000 square miles.

The region MTC serves is unique in that there are seven primary public transit systems, as well as numerous other local transit operators, which together carried over 300 million passengers in 2024. The region's varied geography has given rise to a diverse range of public transit modes: antique cable cars and historic streetcars; high-speed and electric-powered ferries; diesel commuter rail and electric-powered rapid transit rail; diesel and natural gas buses; and electric trolley buses. The combined annual operating budget of the transit agencies is over \$4 billion, placing this region among the top transit centers in the nation. In addition, there are numerous specialized services for elderly and disabled travelers (referred to as paratransit service), as well as nearly 20,000 miles of local streets and roads, 1,400 miles of highway, six public ports and three major international airports serving San Francisco, Oakland, and San José as well as regional airports serving Santa Rosa and Concord.

Metropolitan Transportation Commission

Created by the state legislature in 1970 (California Government Code § 66500 et seq.), MTC is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. MTC functions as both the regional transportation planning agency, a state designation, and, for federal purposes, as the region's metropolitan planning organization (MPO). The Commission Procedures Manual, dated November 25, 1981 and revised periodically by MTC resolution action, sets forth the agency's bylaws and rules. The manual outlines the Commission and commissioners, Commission officers, Commission meetings and the conduct of business, and the Commission committees (see [MTC Resolution No. 1058, Revised](#)).

The Commission's work is guided by a 21-member policy board, eighteen of whom are voting members. Oakland and San José each have a seat appointed by the respective city's mayor. Fourteen commissioners are appointed directly by local elected officials (each of the five most populous counties has two representatives appointed by the board of supervisors and the mayors of the cities within that county, respectively; the four remaining counties' respective board of supervisors appoint one commissioner each, selected from a list of three nominees furnished by the respective Mayor's Selection Committee to represent both the cities and the board of supervisors of that county). In addition, two members represent regional agencies — the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). BCDC's appointee is required to be a resident of San Francisco and approved by the mayor of San Francisco. The ABAG representative may not be from the counties of Alameda or Santa Clara or from the City and County of San Francisco. Finally, three non-voting members are appointed to represent federal and state transportation agencies and the federal housing department, i.e., the California State Transportation Agency (CalSTA), the U.S. Department of Transportation and the U.S. Department of Housing and Urban Development (HUD).

In July 2017, MTC and ABAG staff were consolidated. The staff consolidation was completed pursuant to a contract for services between the ABAG Executive Board and the Metropolitan Transportation Commission. Now a single staff serves two independent governing bodies with unique statutory requirements, policy positions, programs, assets and debts.

The commissioners also serve as the policy board for several MTC-affiliated authorities, including the Bay Area Toll Authority (BATA), the Service Authority for Freeways and Expressways (SAFE) and the Bay Area Housing Finance Authority (BAHFA).

MTC Standing Committees

Seven standing committees (comprising seven or more commissioners each) consider a wide range of questions on policies, planning and programs, and make recommendations to the full Commission. The seven committees are Administration, BAHFA Oversight, BATA Oversight, Joint MTC ABAG Legislation, Planning, Programming and Allocations and Regional Network Management. The responsibilities of these seven committees are listed below.

MTC Standing Committee	Responsibilities
Administration Committee	Oversees and approves MTC administrative tasks, including staff oversight, consultant contracts, budgeting and financial policies, and reports and audits.
BAHFA Oversight Committee	Oversees the work of the authority that is addressing the Bay Area’s chronic housing challenges (see Authorities below).
BATA Oversight Committee	Oversees the work of the authority that administers revenue from the region’s seven state-owned toll bridges (see Authorities below).
Joint MTC ABAG Legislation Committee	Brings together members from MTC and ABAG to oversee both agencies’ priorities, policies and legislative positions.
Planning Committee	Oversees MTC’s planning studies and programs and recommends revisions to Plan Bay Area — the region’s long-range transportation plan and Sustainable Communities Strategy (SCS).
Programming and Allocations Committee	Develops policies and recommendations about how to spend state and federal funds.
Regional Network Management Committee	Oversees the Regional Network Management framework and many of the programs MTC runs for the public, including MTC’s traveler services like 511 and Clipper®, as well as highways and major roads.

MTC Interagency Committees

MTC works with many partners to manage a transportation system that ranges from sidewalks to regional rail and that is owned and operated by dozens of government agencies. Strong collaboration creates better transportation systems for the Bay Area. The responsibilities of MTC’s various interagency committees are described in the table below:

MTC Interagency Committee	Responsibilities
Active Transportation Working Group	Works to get more people moving by foot, bike, skateboard, scooter, wheelchair and other forms of active transportation or “micromobility.”
Air Quality Conformity Task Force	Determines whether transportation projects and plans comply with state or federal air quality regulations.
Arterial Operations Committee	Discusses issues related to the major arterial streets and roads that connect us.
Bay Area Regional Collaborative	Addresses issues of regional significance, including climate change and social and economic injustice.
Bay Area Partnership Board	Gathers top executives from the region’s many transportation-related agencies to improve safety, mobility and air quality.
Bay Area Vision Zero Working Group	Strives to make the region’s streets safer for everyone, especially pedestrians and bicyclists.
Clipper® Executive Board	Policy, oversight, direction and authorization of significant business matters for the Clipper® fare payment system.
Fare Integration Task Force	Oversight for the Transit Fare Coordination & Integration Study.
MTC Planning Committee & ABAG Administrative Committee	Considers planning activities and work on issues assigned by the Commission and ABAG Executive Board.
Joint Local Streets and Roads / Programming and Delivery Working Group	A forum for CTAs and cities to collaborate on issues relevant to local streets and roads including state of good repair, safety, and programming/project delivery.
Mega-Region Working Group	A forum in which the Bay Area, the Sacramento Metro Area, and San Joaquin County and its cities join forces to tackle shared transportation challenges and achieve shared goals.
Regional Airport Planning Committee	Oversee the development of policies for commercial and general aviation airports.
Regional Network Management Council	Provides guidance on regional transit network management efforts, including programs, policies and other actions to improve the transit rider experience.
Transit Finance Working Group	Discusses new funding opportunities and issues that may affect transit agencies’ state of repair and operating costs.
Transportation Response Planning Committee	Prepares for disasters that could affect the Bay Area’s transportation infrastructure.

Authorities

MTC Authorities carry out projects to make the Bay Area better — like operating a network of Express Lanes and the Freeway Service Patrol, and managing toll revenue to keep the seven state-owned bridges safe. An MTC Authority is created by law to carry out specific duties or projects for residents of the Bay Area. Sometimes these projects have been voted on and approved by the public, and sometimes they are passed into law by the California State Legislature. MTC Authorities will often work together with other

agencies. These are called “joint powers authorities” and are partnerships between similar agencies across separate local or state governments.

Authority	Responsibilities
Bay Area Headquarters Authority (BAHA)	Manages and maintains the Bay Area Metro Center building in San Francisco.
Bay Area Housing Finance Authority (BAHFA)	Manages initiatives and programs to address the Bay Area’s chronic housing challenges, a root cause of traffic congestion and overall affordability challenges within the region.
Bay Area Infrastructure Financing Authority (BAIFA)	Oversees the financing, planning and operation of MTC Express Lanes and related transportation projects.
Bay Area Toll Authority (BATA)	Manages the toll revenues from the Bay Area’s seven state-owned bridges. BATA also manages FasTrak®, the electronic toll payment system.
Service Authority for Freeways and Expressways (SAFE)	Manages the Freeway Service Patrol tow trucks and the emergency roadside call box programs.

Policy Advisory Council

The Policy Advisory Council was created by the Commission in November 2009 to incorporate and supersede several MTC citizen advisory committees. The 27 council members are recruited from diverse backgrounds from all nine Bay Area counties and serve a 4-year term. The mission of the Policy Advisory Council is to advise the Commission on transportation policies in the Bay Area, incorporating diverse perspectives relating to the environment, the economy and social equity. The Council advises the Commission and its staff through the appropriate MTC standing committees on matters within MTC’s jurisdiction and as assigned by the Commission.

Membership of the Policy Advisory Council is structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member represents either category. In addition, at least five of the nine are from each of the five most populous Bay Area counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara.

In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low-income communities or environmental justice. Of these, four members represent communities of color, and four members represent environmental justice/low-income communities; the ninth member represents either category.

In addition, nine members (one from each county) represent issues related to transportation for older adults and people with disabilities. Four members represent older adults, and four members represent people with disabilities; the ninth member represents either category.

The Policy Advisory Council also has appointed two subcommittees. The Equity & Access Subcommittee advises the Commission on transportation policies, incorporating diverse perspectives relating to social equity and accessibility. The Regional Network Management (RNM) Customer Advisory Group evolved from the previous Transit Transformation Action Plan (TTAP) Subcommittee. 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.

Staff are currently working with the Policy Advisory Council, the Commission and the ABAG Executive Board to expand the scope of the Council to serve both MTC and ABAG via integration with ABAG's Regional Planning Committee (RPC), providing input not just on transportation but related housing and environmental plans and projects. This change is anticipated to go into effect in early 2026.

The Bay Area Partnership Board

The Bay Area Partnership Board is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county transportation agencies, city and county public works departments, ports, Caltrans, U.S. DOT) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for setting funding priorities for transportation improvements. This institutional framework ensures that widely varying local needs are recognized, but it also requires that the partner agencies work with each other to coordinate services where their systems intersect or overlap. The Bay Area Partnership is a forum for communication at many levels: at ad hoc meetings of the committee of the whole and regular meetings of its various staff technical committees.

Transit Representation on MTC Commission

In September 2016, MTC updated its Commission Procedures Manual to set forth the process for designating transit representatives for the Commission, as follows:

Effective September 28, 2016, any sitting commissioner who also serves on the board of a public transit agency shall be deemed to be a representative of a provider of public transportation within the meaning of the FAST Act ("Transit Representative"). After September 28, 2016, at the beginning of each Commission term, the Chair shall designate, and the Commission shall approve, any sitting commissioner who also serves on the board of a public transit agency as a Transit Representative. Upon a vacancy occurring during a Commission term of a commissioner then serving as a Transit Representative, the Chair shall designate, and the Commission shall approve, one or more representatives not then currently designated, if any, from the commissioners then currently on the board who are also serving on a board of a transit agency as a Transit Representative.

There are currently nine transit/rail operators represented on the MTC Commission:

1. Caltrain: Margaret Abe-Koga, Pat Burt, David Canepa
2. County Connection: Candace Andersen, Sue Noack
3. Golden Gate Bridge, Highway and Transportation District (oversees Golden Gate Transit and Golden Gate Ferry): Stephanie Moulton-Peters
4. Marin Transit: Stephanie Moulton-Peters
5. Napa Valley Transportation Authority (NVTa): Amber Manfree
6. SamTrans: David Canepa
7. Santa Clara Valley Transportation Authority (VTA): Margaret Abe-Koga, Pat Burt (ex-officio), Matt Mahan
8. Santa Rosa City Bus: Victoria Fleming

9. Soltrans: Mitch Mashburn

Overview of Public Participation and Involvement

The Metropolitan Transportation Commission's public involvement process aims to give the public and partners ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures.

Federal law requires MTC, when developing the RTP and the TIP, to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, [MTC's 2023 Public Participation Plan \(PPP\)](#) for the San Francisco Bay Area lays out a comprehensive vision for informing the public about the myriad of opportunities for getting involved in MTC's work and includes enhancements geared toward better reaching Equity Priority Communities, more comprehensive public information techniques and a refinement of MTC's guiding principles for engagement and engagement strategies. This latest iteration of the PPP also lists key partners that MTC aims to meaningfully engage in its policies, actions and decisions including Tribal Governments, Federal Land Management Agencies and many others (see Chapter 5 of the PPP). As required by law, the plan outlines milestones, key decision points and opportunities for engagement during the development of the TIP and the RTP as well as the process for consulting with affected local, regional, state and federal agencies and Tribal governments ([see Appendix B of the PPP](#)).

In addition, under state law (SB 375, Steinberg, Statutes of 2008), MTC and ABAG must jointly develop a Sustainable Communities Strategy (SCS) to integrate planning for growth and housing with long-range transportation investments, including goals for reducing GHG emissions for cars and light-duty trucks. SB 375 requires a separate Public Participation Plan for development of the RTP/SCS, which is included in the Public Participation Plan as [Appendix C](#). This plan is founded on the principles included in MTC's federally-required Public Participation Plan (Appendix B), along with the requirements outlined in SB 375, and it focuses on the following guiding principles:

- 1. Effective engagement has a clear purpose.**
Defining the purpose for engaging the public, understanding the context and identifying the audience of those affected is imperative to ensure meaningful engagement from the standpoint of the agency and the participants.
- 2. Effective engagement requires two-way education and relationship building.**
Acknowledging the expertise that exists within a given community and boosting engagement with activities that increase mutual education fosters more productive conversations. Ongoing, mutual education improves outcomes and requires cultivating relationships with partners and communities to build trust and achieve consensus.
- 3. Effective engagement is not one-size-fits-all.**
Efforts must be tailored to each unique project and audience to enhance community engagement while making every effort to increase participation opportunities for those most impacted by past and current decisions.
- 4. Clear communication is essential in effective engagement.**
Public engagement must be conducted through clear and compelling communications that are

appropriate for the intended audience. Leveraging inclusive storytelling builds shared understanding.

5. **Effective engagement demands accountability.**

Informing the public of opportunities to participate in the process and clearly demonstrating how community voices have influenced planning and policy decisions builds confidence in the public process.

6. **Engagement requires openness and transparency.**

An open and transparent public participation process empowers low-income communities and communities of color to participate in decision-making that affects them (this guiding principle was adopted as an environmental justice principle by the Commission in 2006).

Coordination With Federal Land Management Agencies

As previously noted, MTC aims to meaningfully engage the public and all its partners in its projects, plans and programs. Some Federal Land Management Agencies, including the United States Fish and Wildlife Service and the United States Army Corps of Engineers, have been key partners on MTC projects. MTC is committed to cultivating and growing collaborative partnerships with other FLMA to ensure that this important priority is incorporated during the regional planning process. In 2024, MTC worked with federal and state partners to create an FLMA contact database that was used to invite relevant FLMA partners to participate in various projects.

In addition, MTC is committed to further building relationships with and engage the following relevant agencies on the regional transportation planning process:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service
- National Park Service

Consultation With Native American Tribal Governments

MTC is committed to furthering meaningful partnerships with the Tribes of the nine-county Bay Area and consulting with Tribal governments prior to making decisions, taking actions, or implementing programs that may impact their communities. Our work strives to ensure that programs and activities avoid or minimize adverse impacts to cultural and other important Tribal resources.

There are six federally recognized Native American Tribes in the San Francisco Bay Area:

- Cloverdale Rancheria of Pomo Indians
- Dry Creek Rancheria Band of Pomo Indians
- The Federated Indians of Graton Rancheria
- Kashia Band of Pomo Indians of the Stewarts Point Rancheria
- Lower Lake Rancheria Koi Nation
- Lytton Rancheria Band of Pomo Indians

MTC is committed to consulting with our region’s Tribal governments on our major plans and in projects of priority to Tribes. However, MTC encourages the Tribes to request government-to-government consultation at any time and on any project, program, action or decision. MTC commissioners and executive staff will participate in government-to-government consultation with Tribal governments and will conduct consultation and/or engagement activities in locations convenient for the Tribal governments.

The groundwork for engagement and consultation with our region’s Tribal governments will occur early in an engagement process and will be conducted according to Tribal preference. MTC will continue to host Tribal Summits as an opportunity for Tribes to collaborate with MTC and ABAG and other regional and local agencies. Staff will work with Tribal leaders and their representatives to co-create agendas and will present topics of interest to the Tribes. Additionally, MTC commits to conducting individual meetings with each Tribe, upon request.

It is important to note that there are many other Tribes with connections to the lands that make up the nine-county San Francisco Bay Area, including Tribes that are not recognized by the federal government. MTC recognizes these Tribes as important stakeholders in the regional planning process who also are affected by our work and decisions. As such, MTC is committed to building relationships with and engaging the many Tribes connected to our region, including the:

- Amah Mutsun Tribal Band
- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Big Valley Rancheria/Big Valley Band of Pomo Indians
- Cachil Dehe Band of Wintun Indians of the Colusa Indian Community
- Coastanoan Rumsen Carmel Tribe
- Coyote Valley Band of Pomo Indians
- Guidiville Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Lone Band of Miwok Indians
- Kletsel Dehe Band of Wintun Indians
- Mishewal-Wappo Tribe of Alexander Valley
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- North Valley Yokuts Tribe
- Pinoleville Pomo Nation
- Potter Valley Rancheria
- Redwood Valley Rancheria
- Robinson Rancheria of Pomo Indians
- Scotts Valley Band of Pomo Indians
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Torres Martinez Desert Cahuilla Indians
- United Auburn Indian Community of the Auburn Rancheria
- Wilton Rancheria
- Yocha Dehe Wintun Nation

Advancing Progress on 2024 MPO Certification Recommendations

On May 1, 2024, MTC received certification from FHWA and FTA jointly on its planning process, demonstrating compliance with 23 USC 134 and 49 USC 5303. Going forward, three recommendations were included in the certification that MTC is actively working to implement over the coming years. Staff have included a summary of how each recommendation is being implemented below:

Recommendation #1: “Plan Bay Area 2050 is a complex document in which many of the required information is embedded in supplemental reports. In order to ensure that all the necessary information is clearly identifiable, we recommend the following:

- **Clearly define regional needs and how the scenarios address those regional needs in the MTP document.**
- **Clarify that the transportation element of the plan is not dependent on the other elements in the MTP document.**
- **Clearly define the project prioritization process for all projects and ensure that they align with goals/ strategies identified in the plan.**
- **Clearly define the regional vision for transit. There is an opportunity in the Transit 2050+.”**

Status Update: In Progress. Staff are continuing to develop Plan Bay Area 2050+, which will include the final document and a series of complementary technical reports. When released in early 2026, these materials will clarify how regional needs for system maintenance and operations are captured under Plan Bay Area 2050+ Strategy T1, delineate differences between the Transportation Element of the long-range plan and other elements, and summarize the project performance process conducted via Transit 2050+ during calendar year 2024. Furthermore, the Transit 2050+ process is nearing completion, which defined a new post-pandemic regional vision for transit; the Final Network was adopted by the Commission in January 2025 and a report summarizing the process, analyses, and recommendations will be published in early 2026 alongside Plan Bay Area 2050+. Staff anticipates completing action items related to this recommendation by early 2026.

Recommendation #2: “The Federal Team recommends that MTC continue to work in partnership with Caltrans and FHWA to update the contact list for the federal land management agencies. MTC is encouraged to continue developing relationships with the tribes in the ways that each tribe wants to be engaged with.”

Status Update: In Progress. As noted above, MTC worked in 2024 with federal and state partners to create an FLMA contact database that was used to invite regional FLMA partners to focus group discussions. MTC is committed to further expanding engagement with FLMAs, especially as the agency advances into a major plan update as part of Plan Bay Area 2060 in calendar year 2026, as well as ongoing consultation with tribal governments.

Recommendation #3: “Improve transparency of the project prioritization process for MTP by integrating the performance monitoring tools (Vital Signs) into the project selection/prioritization process.”

Status Update: In Progress. As noted under recommendation #1, staff will produce supplemental reports, including a Performance Report, for Plan Bay Area 2050+ that improves transparency on the existing transportation project prioritization process. However, a more substantive set of revisions to that framework is only possible as part of a major plan update, given that project performance assessment was already well underway when these recommendations were received in mid-2024. This has been identified as a priority for FY26-27, alongside a potential white paper focused on congestion management, as part of the Plan Bay Area 2060 process.

Metropolitan Transportation Commission

Staffing Organization as of February 28, 2025

MTC Commission
Sue Noack
Chair

ABAG Executive Board**
Belia Ramos
President

** ABAG contracts with MTC for services. MTC's Executive Director reports to the ABAG Executive Board and MTC Commission.

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Matthew Lavrinets
John Myers
Scott Spansail

Theresa Chiong
Crystal Matson
Cynthia Segal
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Chief Deputy Executive Director
Alix Bockelman

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Sandy Guerra

Nadia Chan
Beth Frankland
Vacant-1

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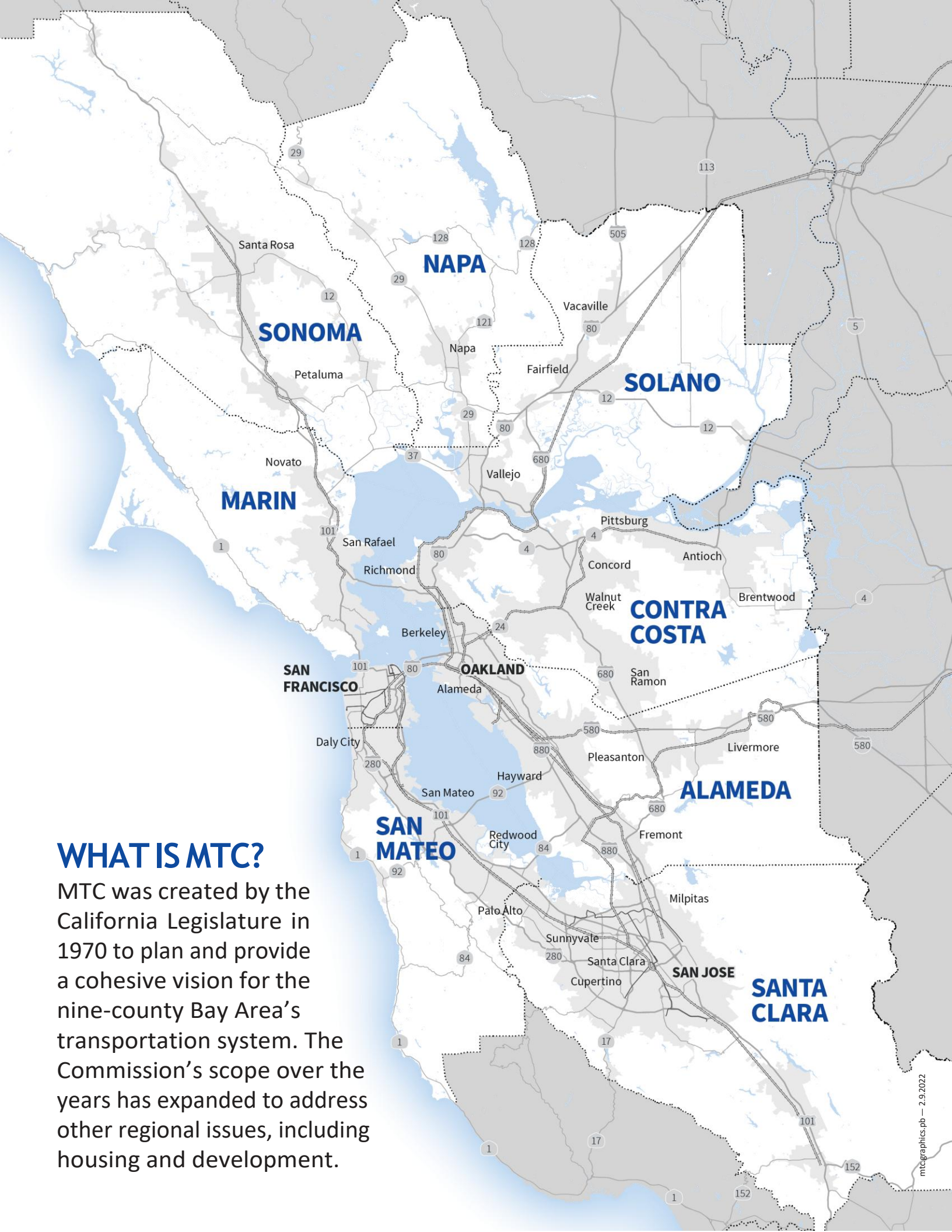
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428 FY 25 Positions (Regular, Time-limited, Tier 1-ongoing)

* General Counsel advises Commission and Executive Board Directly
** BARC is a multi-agency regional board



WHAT IS MTC?

MTC was created by the California Legislature in 1970 to plan and provide a cohesive vision for the nine-county Bay Area's transportation system. The Commission's scope over the years has expanded to address other regional issues, including housing and development.

California Department of Transportation **OVERALL WORK PROGRAM**

FY 2025–2026

Caltrans Work Elements

Goals and Objectives

The California Department of Transportation's (Caltrans) Overall Work Program (OWP) Work Elements support the 2024–2028 Caltrans Strategic Plan's mission to improve lives and communities through transportation. The program strives toward five key goals: Safety, Equity, Climate Action, Prosperity, and Employee Excellence.

The California Transportation Plan (CTP) 2050 serves as the guiding document for statewide and regional transportation policy, both shaping and being shaped by other state and regional plans. Caltrans Work Elements advance departmental objectives across various transportation plans, including the CTP 2050, six modal plans (Bicycle and Pedestrian, Rail, Aviation, Freight Mobility, Interregional Transportation, and Statewide Transit), and key initiatives like the Climate Action Plan for Transportation Infrastructure (CAPTI), the Climate Change Scoping Plan, and the Strategic Highway Safety Plan. The CTP integrates and expands on these efforts, supporting state policies across sectors while ensuring inclusive planning that prioritizes Tribal Governments and underrepresented communities. Additionally, it is Caltrans' responsibility to steward federal and state transportation planning funds, stressing the inclusion of Tribal Governments and under-represented communities of concern in the planning processes.

Caltrans planning activities align with regional transportation planning guidelines adopted by the California Transportation Commission (CTC) and legislation related to State climate action goals, including Assembly Bill 32 and Senate Bill 375. Reducing greenhouse gases (GHG) has become one of the key priorities in the transportation planning process, contributing to improved transportation mobility, addressing federal air quality criteria pollutants, and meeting the mobility and economic needs of Tribal, local, regional, and statewide communities.

Another key legislation guiding state planning is Senate Bill 391, which requires the CTP to identify the integrated multimodal transportation system needed to achieve maximum feasible GHG emissions reductions. Caltrans prepared CTP 2050, signed by the Secretary of the California State Transportation Agency (CalSTA) in February 2021. The CTP presents a long-term vision with a set of supporting goals, policies, and recommendations to help guide transportation-related decisions and investments to meet the State's future mobility needs and reduce greenhouse gas emissions.

The CTP aims to eliminate transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Significant disparities exist in how communities

of color have been impacted by transportation decisions, affecting access to housing, education, health care, and other essential services.

Caltrans acknowledges that historically and contemporary marginalized communities of color have experienced fewer benefits and a disproportionate share of negative impacts from the state's transportation system. Many of these disparities stem from past transportation decision-making, policies, planning, and construction that have divided communities, created barriers, and amplified racial inequities, particularly among Black/African-American and Latino communities.

To advance social equity, the CTP 2050 actively directs support, resources, and protections to disadvantaged communities, ensuring that the highest quality transportation options are available to those who need them most. Caltrans recognizes its leadership role and responsibility in eliminating barriers and providing more equitable transportation for all Californians.

Former Governor Jerry Brown signed Senate Bill (SB) 1 into law in April 2017, also known as the Road Repair and Accountability Act of 2017. This state transportation funding bill provided roughly \$50 billion in revenues to maintain and integrate the state's multimodal transportation system. SB 1 allocated \$25 million in additional Caltrans Sustainable Communities Grant funds. About half of the funding provided for each fiscal year was distributed to the Metropolitan Planning Organizations (MPOs) on a formula basis. The formula grant funding is aimed at supporting and implementing Regional Transportation Plans (RTP) and Sustainable Communities Strategies (SCS) efforts where appropriate and helped achieve the state's greenhouse gas (GHG) reduction targets of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively.

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Work Element 6.1 – California Transportation Plan (CTP) – Regional Liaison

Objectives

To assist the Caltrans headquarters Division of Transportation Planning (Sacramento) in meeting the goals and intent of Senate Bill (SB) 391 (Liu) and federal requirements for the development of a statewide California Transportation Plan (CTP) every five years.

To disseminate the latest information on any state plan update, new guidelines, annual implementation progress report, etc., to the Department's internal functional units and external partners, including tribal governments.

To provide a liaison role and strengthen connections between the Department's long-range planning efforts and the Metropolitan Transportation Commission's (MTC) regional planning, programming, and project selection processes.

To work with Caltrans programs, divisions, districts, and state partners to track progress on CTP implementation and Climate Action Plan for Transportation Infrastructure (CAPTI) alignment efforts.

Similar to requirements for regional plans under SB 375 (Steinberg, 2008), SB 391 (Liu, 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill (AB) 32.

In response to these statutes, Caltrans prepares the California Transportation Plan (CTP) to articulate the State's vision for an integrated, multimodal, and interregional transportation system that complements regional transportation plans and land use visions. The CTP integrates the State's long-range modal plans and Caltrans-sponsored programs to achieve a safe, sustainable, and efficient system to enhance California's economy and livability over a 20-year horizon.

Previous and Ongoing Related Work

Work with HQ staff to continue sharing information on the state's initiatives relating to the update of the California Transportation Plan.

Tasks

- Review & comment on Draft Materials.
- Participate in Monthly Teleconference updates.
- Share the CTP updates with the Metropolitan Transportation Commission and other stakeholders including the Tribal Governments.
- Assist HQ in coordinating HQ/District-MPO meeting (s).
- Assist HQ in coordinating any public workshops held in the District in-person or virtually.

Products

- CTP Implementation Element

Estimated Completion Date

N/A

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.2 – System Planning

Objectives

Continue to serve as the principal mechanism for Caltrans's long-range transportation planning at the corridor and system levels.

Serve as Caltrans transportation planning liaisons with regional agencies and County Transportation Agencies (CTAs).

Incorporate and propose long-range solutions to the impacts of projected growth in the Bay Area in System Planning documents.

Analyze the multimodal system to integrate plans to enhance the movement of people and freight at both interregional and regional levels.

Conduct transportation corridor planning that accomplishes the following:

1. Define how a travel corridor is performing.
2. Understand why a travel corridor performs in its current/historical condition.
3. Recommend system management strategies to address issues and challenges within a collaborative long-range planning vision and advance social equity and the State's climate goals.

Incorporate Complete Streets in System Planning processes and products by addressing the transportation needs, safety, and efficient access of all system users.

Incorporate equity considerations into System Planning processes and products and recommend solutions prioritizing equity-focused communities.

Support Sustainable Community Strategies (SCS) by incorporating Smart Mobility Framework principles into the System Planning process and products.

Identify and address emerging transportation issues, trends, and opportunities, such as Transportation System Management and Operations (TSMO), as well as threats like the impacts of Climate Change on transportation infrastructure.

Represent the State's interests by addressing region-to-region transportation needs, including the movement of people and freight to and through different regions.

Integrate the principles of the Interregional Transportation Strategic Plan (ITSP) into the analysis and evaluation of all State highway corridors within District 4.

Assist Program Management in coordinating and presenting information on:

1. The Interregional Improvement Program (IIP) through a focused analysis of the Interregional Road System (IRRS) corridors traversing District 4.
2. The Regional Improvement Program (RIP) and corridors defined in coordination with MTC and the CTAs.

Respond to special assignments initiated at the federal, State, regional, or local level, including developing plans, priorities, and project lists based on new funding and programming opportunities.

Work with the Office of Advance Planning on the development of Project Initiation Documents, reflecting long-term System Planning priorities in Comprehensive Multimodal Corridor Plans (CMCPs) and other Corridor Plans, in addition to local, regional, and statewide planning documents such as the District System Management Plan (DSMP) and Managed Lane System Plan (MLSP).

Integrate State modal and District 4 active transportation plans into System Planning processes and products to support multimodal projects.

Assist in securing project funding from various federal and State programs, including, but not limited to, ITIP and SB 1 competitive programs.

Tasks

- Develop and/or update CMCPs and other corridor plans for the State highway corridors in the District.
- Lead the development of the MLSP, DSMP, and the accompanying Multi-Objective Non-SHOPP Transportation Equity Report (MONSTER) List.
- Participate in and assist in corridor planning efforts led by partner agencies that involve State highway corridors.
- Represent Caltrans through regular attendance at monthly regional coordination meetings and CTA Technical Advisory Committee meetings, engage in the planning process, and respond to partner agencies and public requests.
- Lead or participate in efforts that better align proposed or planned projects with Caltrans Strategic Goals, CTP 2050 Goals, the Climate Action Plan for Transportation Infrastructure (CAPTI) Guiding Principles, and the Caltrans System Investment Strategy.
- Participate in project prioritization and nomination for various federal and State funding programs, including, but not limited to, ITIP and SB 1 competitive programs.

Assist in the following process:

1. Relinquish existing State Highway System route segments to local agencies.
 2. Adopt existing local arterials or newly constructed road facilities as route segments into the System. Relinquishment and route adoption are to be implemented only by mutual agreement between the State and appropriate local agencies.
 3. Review relinquishment legislation bill proposals and advise whether to remove relinquishment authority in law descriptions for relinquished routes.
 4. Rescind State Highway System route segments from the Freeway/Expressway system that are supported by the District, Headquarters, and external stakeholders.
- Review Caltrans documentation, including, but not limited to, Project Initiation Documents, Project Reports, Caltrans Excess Land requests, and other transportation-based documents regarding System Planning issues.
 - Provide System Planning input on environmental reports relating to local development projects and their impacts on the State Highway System.
 - Participate in developing HQ's statewide plans and guidance, including but not limited to the ITSP, DSMP Guidelines, Corridor Planning Emphasis Area Guide documents, and MLSP Guidelines.
 - Collaborate with HQ to develop research proposals, studies, policies, and procedures to address changes in transportation demand, system characteristics, and the role of the State in project planning, development, and delivery

Products

- Corridor Plan
- Managed Lane System Plan

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.3 – Overall Work Program Management

Objectives

To fulfill the State's responsibility for reviewing, monitoring, and approving the Metropolitan Transportation Commission's (MTC) Overall Work Program (OWP)/Overall Work Program Amendment (OWP/OWPA) and Regional Transportation Plan (RTP), in collaboration with Caltrans headquarters Office of Regional and Community Planning.

Description

Regulations and statutes authorizing regional transportation planning are primarily found in Titles 23 and Title 49 of the United States Code (USC), as well as in Section 65080 et seq. and 29532 et seq. of the California Government Code. Governing regulations can be found in the Code of Federal Regulations (CFR) and the California Code of Regulations.

Federal accounting and auditing requirements are outlined in Titles 48 and 49 USC, CFR, Office of Management and Budget (OMB) guidelines, and Federal Transit Administration (FTA) Circulars and guidance. State accounting and auditing requirements are specified in the Government Code, the Public Utilities Code, the Public Contracts Code, and the Health and Safety Code.

Previous and Ongoing Related Work

Monitor the development and progress of OWP/OWPA planning activities and products.

Administer FHWA PL and FTA Section 5303 formula funds.

Monitor other federal funding awards distributed for OWP/OWPA activities/projects.

Coordinate with HQ-ORCP and MTC staff to identify necessary changes to improve the process and content in Request for Reimbursement (RFR) and Quarterly Progress Reporting (QPR) submissions.

Consult and coordinate with HQ-ORCP and FHWA/FTA to implement an early consultation process regarding MTC's preparation for the next fiscal year's OWP/OWPA.

Communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP to address unresolved/recurring issues from previous OWPs.

Communicate and coordinate with MTC, FTA, FHWA, and HQ-ORCP to comply with resolutions on the recertification process conditions of approval.

Assist Planning Managers in administering FHWA and FTA Strategic Partnership grants under the Caltrans Sustainable Transportation Planning Grant Program.

Attend workshops/seminars to update and improve processes and best practices for efficient and complete work products.

Tasks

- Transmit federal and state guidelines to MTC for developing the annual OWP.
- Transmit to MTC the initial allocation estimate (range) for the Consolidated Planning Grant (CPG) for FHWA PL and FTA 5303 annual grants as it becomes available from FHWA/FTA and/or ORP.
- Transmit to MTC the final allocations for the CPG as they become available.
- Review the draft OWP to ensure it meets the needs of and complies with statewide programs, initiatives, and/or policies.
- Circulate the draft OWP with a comment transmittal memo to HQ ORP District Liaison and other reviewers.
- Collect all draft OWP comments in a comprehensive letter to MTC.

- Ensure the inclusion of all comments in the Final OWP/OWPA.
- Develop/update Caltrans District 4 Work Elements for the region's planning activities.
- Submit quarterly reports on Caltrans Work Elements to MTC.
- Review MTC's quarterly reports for consistency and progress towards completing their deliverables as noted in the OWP and submit them to HQ ORCP District Liaison.
- Facilitate the OWP/OWPA Coordination and Development meeting with FHWA, FTA, and Caltrans HQ-ORCP at MTC and ABAG's office building.
- Provide recommended OWP/OWPA approval letters, Drafts, and Final OWPs to HQ ORCP and FHWA/FTA by their respective due dates.
- Approve and send all additional OWP/OWPA documents, i.e., Amendments, Certifications, Approved Board Resolutions, Certifications, Assurances, etc., to ORCP HQ Liaison.
- Review all RFRs to ensure expenditures are accurate for eligible activities, for delivered products, and completed per work elements in the OWP/OWPA and federal and state requirements.
- Review, approve, and submit MTC's Year-End Package or Certificate of Expenditures (COE) to HQ ORCP.
- Assist Caltrans Work Element Managers in administering discretionary program funds.
- Monitor and administer Caltrans Sustainable Transportation Planning Grants awarded to MTC—Sustainable Communities, competitive and formulary awards, Strategic Partnerships, and Climate Adaptation Planning grants. Collaborate, Coordinate, and review the Regional Transportation Plan.

Products

- Caltrans Work Elements for the OWP/OWPA annual update
- Progress reports on Caltrans OWP/OWPA activities
- Reimbursement of CPG and Discretionary funds
- Participation at policy level meetings
- Amendment Approval
- Close-out packages for Discretionary funded projects
- Reconciliation Letter

Estimated Completion Date

- February 2025
- Quarterly
- Monthly/Quarterly
- As Needed
- Periodic
- As Needed
- Annual

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.4 – Local Development Review (LDR)

Objectives

To implement SB 743 requirements, which aims to reduce vehicle miles traveled (VMT) and, subsequently, greenhouse gas emissions via the following:

- Ensure that development-related safety impacts to users of state transportation facilities are identified and mitigated to the maximum extent feasible.
- Achieve Caltrans Strategic Plan targets of increasing non-auto mode transportation shares.
- Advance the California Transportation Plan goals of providing multimodal accessibility for all people.
- Support a vibrant economy and improve public safety.

District 4's Land Development Review (LDR) promotes transportation choices by applying the Caltrans Smart Mobility Framework, the Metropolitan Transportation Commission's Sustainable Communities Strategy, and the Association of Bay Area Government's Priority Development Areas to CEQA reviews. D4 LDR programs achieve these goals by reviewing and commenting on federal, state, and local environmental documents prepared according to the National Environmental Policy Act and the California Environmental Quality Act (CEQA).

Description

LDR is a mandated ongoing collaboration between public and private stakeholders focused on reducing vehicle trips resulting from local development. Accordingly, LDR promotes transit, intercity rail passenger service, walking, and bicycling. LDR experts collaborate with stakeholders to achieve a shared vision of sustainable land use development patterns that accommodate a sufficient housing supply near population and job centers. LDR experts consult with local jurisdictions early and often, providing timely and technically accurate information, and sharing analytical methodologies with stakeholders, including local government decision-makers.

Previous and Ongoing Related Work

LDR experts coordinate the review of environmental and technical documents for local development projects with various experts from different disciplines. We collect, analyze, and transmit comments to Lead Agencies (LAs) as “CEQA letters” that identify potential impacts to state facilities. LDR experts advocate for mitigating traffic impact fees, implementing Transportation Demand Management programs, and enhancing options for transit, bicycling, and walking. Local Development/Inter-governmental Review experts liaise with LAs, developers, and consultants whenever possible, review encroachment permits to comply with CEQA, and ensure that the agreed-upon mitigation measures are implemented.

Tasks

- LDR experts engage with stakeholders, including Caltrans functional units, discipline experts, project proponents, Lead Agencies (LAs), and Congestion Transportation Agencies (CTAs), through strategic partnerships to implement the SB 743 focus on VMT, address potential safety impacts from local development, and actively pursue fair share mitigation fees with local partners (*Meeting New Challenges through Teamwork*).

- Through strategic partnerships with stakeholders, including Lead Agencies, consultants, and project proponents, LDR experts collaborate on traffic analysis through early consultation, including support for establishing multimodal and regional impact fees.
- Leverage LDR professional training and expertise to maximize opportunities to enhance bike, pedestrian, ADA, transit, and Transportation Demand Management improvements through CEQA review of environmental documents; this supports Caltrans Strategic Plan targets of increasing active transportation (*Sustainability, Livability & Economy*).
- Proactively engage stakeholders, including Caltrans’ functional units, Army Corps of Engineers, Department of Fish & Wildlife, and the Bay Conservation Development Commission, in evaluating the environmental consequences of Sea Level Rise to Caltrans facilities and project delivery (*Sustainability, Livability, and Economy*).
- Utilize leadership by representing Caltrans on Technical Advisory Committees; develop strategic partnerships with LAs and CTAs to collaborate on land use and transportation projects affecting Caltrans.
- Collaborate with Environmental Analysis, System Planning, Permits, Project Management, Right of Way, numerous Engineering disciplines, and other functional units by providing project history and previous responses to LAs.
- Engage with Headquarters and the Office of Planning and Research for training, interpreting, and implementing SB 743-mandated changes to CEQA analysis.
- Proactively works with tribal governments to mitigate traffic impacts from proposed tribal projects (*System Performance*).

Products

- Written comments to LAs on their proposed projects and environmental documents.
- Documents on Tribal government-to-government relations

Estimated Completion Date

Ongoing
Ongoing

Estimated cost by funding source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.5 – Caltrans Project Planning

Objective

To provide a safe, sustainable, integrated, and efficient transportation system by enhancing the movement of people, goods, and services.

Description

The principal activity for this work element is the preparation and delivery of Project Initiation Documents (PIDs) in an appropriate form, including Project Initiation Report (PIR) as well as Project Study Reports – Project Development Support (PSR-PDS). PIDs study the proposed projects, including the following tasks:

- Identify the deficiencies of existing facilities.
- Define project purpose and needs.
- Determine project scopes to address the purpose and needs.
- Develop and evaluate different alternatives, including preliminary traffic operation assessments, environmental studies, traffic safety reviews, and constructability and maintenance reviews.
- Propose tentative project development schedules and estimate support and capital costs for programming purposes.
- Assess potential project development risks that will impact the project deliveries.
- Ensure that transportation projects are feasible, constructible, and viable.

Previous and Ongoing Related Work

- Implement guidance and requirements of legislations such as SB 45, AB 1477, and SB 960.
- Work in partnership with appropriate regional and local agencies (including Tribal Governments) on designated projects needed on the state or regional transportation systems.
- Prepare or oversee the development of PIDs for proposed projects that are included in the current Regional Transportation Plan (RTP), Countywide Plans, or other transportation planning documents and are candidates for the State Transportation Improvement Program (STIP), voter-approved tax measures for transportation improvement funding, and other funding sources/programs.
- Implement updated guidance to streamline the PID process for locally funded projects on state facilities. Implement updated PID guidance to streamline the process for State Highway Operations and Protection Program (SHOPP) projects.
- Implement Deputy Directives such as DD-064-R2 for Complete Streets.
- Prepare PIDs for projects currently listed in the SHOPP 10-Year Project Book.

Tasks

- Implement procedures established in the MOU between Caltrans and MTC covering PSR-PDS.
- Provide expertise to local agencies on initiating transportation projects.
- Coordinate engineering, highway operation, environmental, and right-of-way functions in developing PIDs.
- Provide analysis of alternatives to eliminate fatal flaws.

- Include value analysis reviews whenever appropriate.
- Coordinate the formation of project development teams to ensure stakeholder input into project initiation and preprogramming phases.
- Coordinate with the Bay Area Toll Authority (BATA) on prioritized toll bridge rehabilitation projects. Implement Complete Streets Decision Document and Vehicle Mile Traveled Decision Document processes when appropriate.
- Implement AB 1282 - Early Engagement for Environmental Permitting by working with transportation and permitting agencies to provide early coordination in the Caltrans project delivery process.
- Include Climate Change Risk and Adaptation Reports in PIDs. The Climate Change Risk and Adaptation Report provides additional climate change considerations to ensure projects become more climate resilient. Additionally, it provides alignment with recently completed efforts such as the Climate Change Emphasis Area for Corridor Planning Document and the Transportation Planning Scoping Information Sheet (TPSIS).
- Conduct PID level Equity - Public Engagement activities as determined by the Project Development Teams (PDTs).
- Evaluate Local-Sponsored PIDs, which are part of the Caltrans System Investment Strategy (CSIS), to ensure project alignment with state goals and priorities at the project's initial stage of development. This project evaluation process should result in early consultation with the project sponsors on the project scope and documentation of project alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI) and California Transportation Plan goals.
- In accordance with SB 960, ensures SHOPP PIDs advance the state's transportation goals by enhancing and incorporating bicycle, pedestrian, and transit facilities on the state highway system, and documenting the performance measures for these improvements.

Products

- New projects and special studies are subject to priorities and resources provided for those specific purposes

Estimated Completion

Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.6 – Native American Liaison

Objectives

Establish clear lines of communication with the six federally recognized tribes in District 4.
Be cognizant of issues relating to Tribal Governments, non-federally recognized Tribes, and Native American organizations, groups, and individuals.
Establish clear roles and responsibilities within Caltrans District 4 and coordinate with the District's Native American Coordinators.
Partner/formulate with MTC on best practices for Tribal Government inclusion in the region's transportation planning process.
Coordinate and consult with Tribal Governments, involving them in the process.
Share funding and training opportunities, as well as federal and state initiatives, with the Tribes.
Respond promptly to requests from Tribes and coordinate with appropriate internal functional units in the response.
Engage in early involvement with Tribal Governments in the transportation planning process.

Description

Federal directives such as Executive Order 13175 of November 6, 2000; Executive Order Number 12898 of February 11, 1994; and the State of California Executive Order W-26-92 of April 8, 1992; Assembly Concurrent Resolution 185, Battin (September 2000); Caltrans Director Policy 19 (August 2001); Executive Order N-15-19 (September 2020); and AB 923 (September 2022) provide the foundation for working with California Tribes and communities.
Provide liaison staff to implement the following: implement State and Federal laws and directives that are sensitive to Native American interests, encourage active participation by Tribal Governments, non-federally recognized tribal representatives, and Native American organizations, groups, and individuals in developing and implementing transportation plans and projects.

Previous and Ongoing Related Work

District general consultation with Tribal governments.
Provide Tribal Governments and Native American communities with relevant transportation planning guidelines and information through tribes and tribal community-based organizations.
Assist in developing Tribal transportation plans and transportation planning efforts when Tribal Governments request it.
District participation in the Department's Native American Advisory Committee (NAAC).
District participation in quarterly District Native American Liaison teleconferences.
Attend meetings and coordinate with Native American Tribal Governments.
Provide a conduit for addressing Tribal Government concerns regarding the assessment, cleaning, and repair of areas damaged by continued storms and flooding. The Tribal Government has expressed concerns about flooding and potential damage to properties of religious and cultural significance. The Tribe wants to serve as a Tribal monitor for the entire work process within their sacred and cultural sites.

Tasks

- District participation in the Departmental Native American Advisory Committee (NAAC).
- Develop and maintain active working relationships with Native American organizations, communities, groups, and individuals by encouraging participation in transportation planning and programming processes through Public Participation efforts.

- Establish and maintain government-to-government relations with Tribal Governments through coordination and consultation efforts.

Products

- Improve working relationships and communication between the Department/District and local Native American tribal governments, community-based organizations, groups, and individuals.
- Documentation of Tribal government-to-government relations.

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

Work Element 6.7 – Equity, Justice, and Public Engagement

Objectives

To support the principles of equity, as outlined in various state and federal statutes and directives, in the transportation investment decisions made by Caltrans and other public agencies and private organizations.

To seek innovative and context-sensitive solutions to transportation issues, problems, and constraints.

To promote more equitable involvement by community groups and traditionally underrepresented and underserved populations; including elderly, disabled, low-income, and minority (i.e., African-American, Hispanic, Asian-American, American Indian/Alaskan Native, and Pacific Islander) individuals, in transportation planning and decision-making. Also, to prevent or mitigate disproportionate adverse impacts of transportation projects while improving mobility, access, and quality of life for diverse communities.

Description

Caltrans supports equity in compliance with the Federal Transportation Planning goals under Title 23, U.S. Code, and Section 134, consistent with federal orders (Executive Orders 12898, 13985, and 14008, DOT Order 5610.2, and FHWA Order on EJ dated December 1998).

Environmental Justice Planning supports and encourages efforts by all diverse communities to integrate land use and transportation decisions, projects, plans, and activities.

Environmental Justice Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. Caltrans will achieve widespread public involvement and equity in individual transportation choices by balancing transportation investments, economic prosperity, community livability, and environmental protection.

Tasks

- Interface with the MTC, local agencies, Native American Tribal Governments, private and non-profit organizations, community-based organizations, and transit agencies to address Equity, Environmental Justice, Smart Growth, and Livable Communities issues.
- Coordinate with the MTC regarding inclusion and engagement with the equity priority community needs in the region's transportation planning and programming processes.
- Coordinate with Caltrans Headquarters regarding Equity, Environmental Justice, Smart Growth, Livable Communities, and Public Participation concepts and policies.
- Coordinate, support and facilitate equitable engagement practices of other Department functional units as appropriate and needed.
- Coordinate, facilitate and support outreach efforts to equity-priority communities such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander) community groups and leaders.

Caltrans Planning Public Engagement Resources Efforts

The sixth Caltrans Statewide Planning Public Engagement Contract (PPEC) was awarded in October 2022. Under this \$1.9 million contract, work was authorized for well-defined public outreach and engagement

efforts related to transportation plans, programs, and projects in the early planning stages. The on-call contract has supported the most high-profile, complex transportation planning efforts and currently may provide technical support and capacity building for Caltrans staff to conduct more day-to-day outreach and engagement work. While the PPEC has proven important for staff capacity building, further in-house supports are being developed by the Office of Transportation Equity and Community Engagement through the Equity, Engagement and Health branch at Headquarters, including resource materials, trainings on-demand and the Community Engagement Coordinator staff positions in each district. These elements provide staff support, training, and resources to all Divisions within Caltrans to support equitable engagement resources during all parts of the project development process.

An important standard with the public outreach and engagement processes is to use plain language, translating complex planning and design issues into easy-to-understand content. The focus of our Departmental outreach remains engagement of all stakeholders, especially those that are traditionally underserved. This inclusive approach means that more people are aware of the transportation projects in their communities and have the tools to remain invested in the process.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.8 – Community Planning

Objectives

To effectively link transportation and land use planning at the community level.

To seek innovative solutions to transportation issues, problems, and constraints.

To actively involve all segments of the public through outreach efforts to traditionally underrepresented and underserved populations such as the elderly, disabled, low-income, and minority community groups and leaders in transportation planning and decision-making.

To provide a forum for discussing issues related to the function of conventional state highways as main streets with cities, counties, and other local agencies.

Description

The Community Planning Branch supports and encourages community efforts to integrate land use and transportation decisions, projects, plans, and activities. Community Planning is a collaborative, comprehensive, and integrated process. The results of this process are intended to ensure that transportation investments promote sustainable communities, provide for a resilient economy, foster the highest and best land uses, and equitably expand transportation choices to people in all segments of society. It promotes balanced transportation investments, economic prosperity, community livability, and environmental protection.

Tasks

- Coordinate with Caltrans Headquarters to organize an annual grant application solicitation cycle for the Caltrans Transportation Planning Grant Program. Provide feedback to agencies interested in vying for Sustainable Transportation Planning grants and evaluate applications received.
- Coordinate with Caltrans Headquarters regarding context-sensitive solutions, Complete Streets Policy implementation, and regional growth issues and impacts.
- Coordinate meetings on context-sensitive solutions and complete street design for conventional highways with local agencies and district staff from various functional areas.
- Review local land use plans and development proposals and comment on reducing regional vehicle miles traveled and improving pedestrian and bicycle access to regional transit facilities.
- Provide the district with information on current regional growth and community planning issues and prepare fact sheets as required for district management.
- Act in an advisory role to other branches requesting public participation in process information or usage of the Headquarters Planning Public Engagement Contract services.

Caltrans Sustainable Transportation Planning Grant Program

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) in its current mission to provide a safe and reliable transportation network that serves all people and respects the environment. State-funded Sustainable Communities grants support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies/Alternative Planning Strategies (SCS/APS) (where applicable) and aim to ultimately achieve the state's greenhouse gas (GHG) reduction targets of 40% and 80% below 1990 levels by 2030 and 2050, respectively.

The Caltrans Sustainable Transportation Planning grant program supports the California Department of Transportation (Caltrans) in its current mission to provide a safe and reliable transportation network that serves all people and respects the environment.

State-funded Sustainable Communities grants support and implement Regional Transportation Plan (RTP) Sustainable Communities Strategies/Alternative Planning Strategies (SCS/APS) (where applicable) with the ultimate goal of achieving the state’s greenhouse gas (GHG) reduction targets of 40% and 80% below 1990 levels by 2030 and 2050, respectively.

State-funded Climate Adaptation Planning grants, enacted with Senate Bill 198, support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans, as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

The federally-funded Strategic Partnerships and Strategic Partnership Transit grants (\$4.5 million) support Federal Planning Factors and address state highway/transit issues of regional, interregional, and/or statewide significance in partnership with Caltrans.

For more information, visit the Caltrans Sustainable Transportation Planning Grants internet page::

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

See Appendix A for project descriptions of the active Transportation Planning Grant projects and the OWP Work Element number of Active Strategic Partnerships Grants. See Appendix C for project descriptions of the active Climate Adaptation Planning Grant projects.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.9 – Pedestrian Coordination

Objectives

Improve pedestrian safety, access, and mobility on and across Caltrans facilities.

Engage external and internal stakeholders in developing Caltrans pedestrian policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning pedestrian travel and safety.

Description

The District Planning staff works to improve pedestrian safety, access, and mobility by performing planning and design reviews for projects proposed for the State highway system. Additionally, the District Planning staff collaborates with Headquarters staff on tasks associated with the Complete Streets Implementation Action Plan, meaningfully involving stakeholders in these activities to achieve better outcomes.

Previous Related Work

Reviewed Caltrans transportation corridor concept reports, project initiation documents, and project reports; participated in project development teams; and provided comments on projects regarding pedestrian needs and in support of walkable communities.

The District participated in meetings with local agencies regarding pedestrian design and operational issues at the conceptual development phase of various projects on the state highway system.

Planning staff supported the District 4 Pedestrian Advisory Committee, which consists of stakeholders from Bay Area public agencies and local communities. Furthermore, District planning staff coordinated Committee meetings where Caltrans projects, policies, guidance, and standards were reviewed and provided comments.

The District continuously coordinates with Caltrans Headquarters regarding Complete Streets implementation and related guidance development and revisions.

Initiate project proposals for potential funding from the Active Transportation Program and other programs.

Implement the completed (2021) Caltrans District 4 Pedestrian Plan, identifying and prioritizing pedestrian improvements on the State highway system in District 4.

Tasks

- Continue to perform work listed above in the “Previous Related Work” section.

Products

- Reviewing and commenting on Caltrans regarding pedestrian needs
- Providing staff support for District 4 Pedestrian Advisory Committee meetings

Estimated Completion Date

Ongoing projects

Quarterly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.10 – Bicycle Planning and Coordination

Objectives

Improve bicycle safety, access, and mobility on and across Caltrans facilities. Engage external and internal stakeholders in developing Caltrans bicycle transportation policies, guidance, best practices, and project design. Provide input on Caltrans corridor and project planning and design concerning affecting bicycle travel and safety.

Description

The District Planning staff, along with Caltrans district functional units and Headquarters staff, collaborate to enhance bicycle access and safety on State highways. This collective effort includes reviewing planning and design documents, participating in Project Development Teams and statewide policy-level committees, and coordinating with local and regional agencies, as well as other stakeholders, to address bicycle transportation needs during project selection, planning, and design.

Previous Related Work

Advised and assisted in implementing the Caltrans Complete Streets Policy, the California Strategic Highway Safety Plan, the California Blueprint for Bicycling and Walking, and the Active Transportation Program.

Reviewed and provided input on district planning, project initiation, design documents, Caltrans standards, guidance, and procedures affecting bicycle travel.

Provided input and shared information regarding:

- existing roadway deficiencies and needed bicycle safety upgrades, and
- new policies and revisions were about bicyclists.

Planning staff coordinates quarterly Caltrans District 4 Bicycle Advisory Committee meetings, which consist of Bay Area transportation agencies and advocacy groups. The committee's role is to review Caltrans projects and policies aimed at improving bicycle safety, mobility, and access on and across the State Highway System.

Planning staff coordinated Caltrans' participation in Bike to Work Day.

Initiated project proposals for potential funding from the Active Transportation Program and other programs.

Developing the Caltrans District 4 Bicycle Plan, which will identify and prioritize bicyclists' safety and mobility needs on the State highway system in District 4.

Tasks

- Continue to perform work listed above in the “Previous Related Work” section.

Products

- Review and provide input on planning and design level documents
- Coordinate District 4 Bicycle Advisory Committee
- Caltrans District 4 Bike Plan Update

Estimated Completion Date

Ongoing
Quarterly
Spring 2025

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Month & Cost

N/A

Work Element 6.11 – Transit Coordination

Objectives

To encourage alternative modes of transportation on the State Transportation Network and leverage existing infrastructure to promote and enhance alternative transportation opportunities and needs in District 4.

Description

The Transit Coordination Branch seeks to increase mobility options within the State Transportation Network (STN). This function assists the Department in meeting goals associated with AB 32, SB 375, SB 391, and SB 960 by promoting alternative transportation modes to decrease vehicle miles traveled and associated greenhouse gas emissions and increasing the efficiency of the STN. Specifically, emphasis is placed on three areas:

1. Leveraging the existing STN to promote faster and more reliable transit service.
2. Promoting connectivity and integration of all rail systems.
3. Enhancing the existing District Park and Ride program.

Internally, this office works with other functional units to ensure that transit/rail/Park and Ride accommodations are included in Caltrans plans and projects. The Transit Coordination Branch collaborates internally with the Division of Transportation Planning (DOTP) and the Division of Research, Innovation & System Information (DRISI) to address statewide modal issues. Externally, this office develops partnerships with other agencies to promote and enhance strategies that encourage alternative modes of transportation.

Previous Related Work

Caltrans coordinated with the Capitol Corridor on planning for a new station at the Ardenwood Park-and-Ride lot in the City of Fremont. Caltrans completed the D4 Mobility Hub Concept Study in 2024. This study examined the potential for creating mobility hub facilities on Caltrans ROW in the Bay Area. Additionally, Caltrans is managing the consultant contract to develop the Caltrans Bay Area Transit Plan. This plan will establish a comprehensive approach for transit-supportive infrastructure on the STN in District 4.

Tasks

- Coordinate with local agencies to enhance the State Transportation Network for optimizing alternative modes of transportation.
- Review Caltrans project development documents to ensure the consideration and accommodation of alternative modes of transportation wherever feasible.
- Provide project management support for transit projects on the State Transportation Network and participate in Project Development Teams (PDTs) for projects with transit components.
- Seek partnership opportunities to enhance and expand the District's Park and Ride (P&R) system, including planning for improved and new P&R lots. Participate in PDTs for projects involving Park and Ride components.

Estimated cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.12 – Goods Movement Planning/ Partnerships

Objectives

The primary responsibility of the District 4 Freight and System Planning Branch is to serve as the District's policy and technical specialist concerning the development of projects, strategies, and plans related to the international, national, regional, and local movement of freight. The Branch considers all modes of freight transport, including trucking, rail, aviation, and maritime travel, as well as access to and from Bay Area seaports, airports, intermodal, and warehouse facilities. Additionally, the Freight and System Planning Branch represents the District through cooperation and coordination with federal, state, regional, county, and local partner agencies, supporting a multi-jurisdictional transportation planning process.

Description

The Freight and System Planning Branch develops strategies, policies, and methodologies to enhance the efficient movement of freight commodities through the state's multimodal transportation system. All freight modes and intermodal connections are considered in the ongoing effort to facilitate efficient, sustainable, and equitable movement of freight within and through the region.

The Branch closely collaborates with various departments at Caltrans Headquarters, including the Office of Technical Freight and Project Integration and the Office of Strategic Freight Planning within the Division of Transportation Planning, the Division of Research, Innovation and System Information, the Division of Aeronautics, the Division of Rail, and the Division of Traffic Operations. In partnership with agencies such as FHWA, USMARAD, CalSTA, Metropolitan Transportation Commission, County Transportation Agencies, seaports, airports, industry stakeholders, and the public, the Branch participates in and manages freight-focused transportation planning studies and grant application development aimed at enhancing the performance of the multimodal freight system. Additionally, the unit develops Caltrans System Planning products for areas experiencing higher freight traffic demand and reviews project development reports and local development proposals with regard to freight considerations.

Tasks

- Maintain a district liaison role by attending various federal, State, regional, and local agency committees focused on improving freight movement.
- Facilitate oversight and coordination of district contracts for freight-focused transportation planning studies.
- Coordinate the Branch's involvement in discretionary grant funding programs relating to the Infrastructure Investment and Jobs Act (IIJA) / Bipartisan Infrastructure Law (BIL) and California Senate Bill 1 – Trade Corridor Enhancement Program.
- Provide support and oversight for the development of Comprehensive Multimodal Corridor Plans (CMCP) and Transportation Concept Reports (TCR).
- Review and coordinate internal and external project development documents for freight system consideration, including reviews and reports from Local Development (LD) relating to project development.
- Promote and support the development and implementation of Zero-Emission Vehicles/Zero-Emission Trucks (ZEV/ZET) and alternative fuel infrastructure for the freight industry.

Products

- Internal/external project and policy documents
- Interstate 580 Truck Access Study

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Completion Date

Ongoing

November 2026

Estimated Person-Months and Cost

N/A

Work Element 6.13 – Transportation Conformity and Air Quality Planning

Objectives

Participate in developing the State Implementation Plans to demonstrate how the San Francisco Bay Area air basin achieves applicable federal air quality standards.

Work with MTC to ensure that the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) conform to the purpose of the State Implementation Plan (SIP) through the transportation conformity process mandated by Section 176(c) of the Clean Air Act (42 USC 7506(c)).

Participate with federal, state, regional, and local agencies in interagency consultation on transportation conformity and related air quality planning.

Participate with federal, state, regional, and local agencies in interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area.

Description

Whenever MTC develops or amends the RTP and/or TIP for the region, they must prepare a Transportation-Air Quality Conformity Analysis to demonstrate the following:

- 1) How the transportation activities in the RTP and TIP will not cause new air quality violations.
- 2) How they will not worsen existing violations.
- 3) How they will not delay timely attainment of the national ambient air quality standards.

Transportation conformity ensures that Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and public transportation activities consistent with air quality goals. The air quality standards addressed in the conformity analysis include ozone, carbon monoxide, and fine particulate matter (PM2.5) standards.

MTC Resolution No. 3757 outlines procedures undertaken by MTC, the U.S. Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), FHWA, FTA, and state and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through the Air Quality Conformity Task Force.

MTC Resolution No. 3946 outlines procedures undertaken by MTC, EPA, Caltrans, FHWA, FTA, and state and local air agencies regarding interagency consultation procedures for PM2.5 hot-spot analyses for the Bay Area. Interagency consultation on project-level PM2.5 conformity is also facilitated through MTC's Air Quality Conformity Task Force. Because the Bay Area is designated as a PM2.5 non-attainment area, Bay Area project sponsors must undergo project-level conformity determinations for PM2.5 if their project meets specific criteria for projects of air quality concern.

Previous and Ongoing Related Work

We reviewed the Transportation Air Quality Conformity Analysis for the Plan Bay Area 2050, which is the current RTP and the 2025 Transportation Improvement Program. Additionally, We consulted with department project sponsors on the preparation and submittal of PM2.5 Project Assessment forms. We also participated in Statewide Air Quality Conformity Working Group meetings.

This revision maintains the same information but presents it in a clearer and more organized manner.

Tasks

- Participate in interagency consultation regarding transportation conformity, PM2.5 project-level conformity, and other air quality issues through the Transportation Air Quality Conformity Task Force. The Task Force meets monthly.
- Participate with regional and local partner agencies to prepare the PM2.5 State Implementation Plan.
- Work with Department project sponsors in developing and submitting PM2.5 Hot Spot Analysis Project Assessment forms for Transportation Air Quality Conformity Task Force consideration.
- As needed, we participate with HQ, CARB, BAAQMD, and other state and federal agencies on state air quarterly planning issues.

Products

- Air Quality Conformity Task Force Decision
- RTP/TIP Transportation Conformity Analysis Input
- PM2.5 Project Assessment Forms

Estimated Completion Date

Monthly
As Needed
As Needed

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.14 – Climate Change Adaptation Planning

Objectives

Caltrans District 4 coordinates with the Climate Change Branch in the Caltrans Headquarters Division of Transportation Planning and partner agencies in the region to accomplish the following: plan, develop, and implement projects and programs that aim to reduce greenhouse gas and criteria pollutant emissions from the transportation sector, and develop resilient adaptation responses to protect state highway assets and infrastructure; further, the Bay Area's climate protection goals, improve our region's air quality and public health, and prepare for sea-level rise.

Description

The Global Warming Solution Act of 2006 created a comprehensive, multi-year program to reduce GHG emissions in California. The Department works closely with the California Air Resources Board and the Administration's Climate Action Team (CAT) to support the development and implementation of the California Climate Action Program. The Department also collaborates with local and regional agencies, academic and research institutions, non-governmental organizations (NGOs), and other environmental and energy stakeholders to advance the State's climate change objectives.

Governor Schwarzenegger's 2008 Executive Order (EO) S-13-08 directed state agencies to plan for sea-level rise and climate impacts, calling for enhancements to the State's management of climate impacts from sea level rise, increased temperatures, shifting precipitation, and extreme weather events.

Climate change is expected to significantly affect the Bay Area's public health, air quality, and transportation infrastructure through rising sea-levels and increasingly frequent and extreme weather. In the Bay Area, the single largest source of GHG emissions is fossil fuel consumption in the transportation sector. The transportation sector, mainly emissions from cars, trucks, buses, trains, and ferries, contributes over 40 percent of total GHG emissions in the region. [California Executive Order \(EO\) B-30-15](#) (2015) directs State agencies to integrate current and future climate conditions into all planning and investment decisions. [AB-1482 Climate Adaptation](#) (2015) requires all state agencies and departments to prepare for the impacts of climate change.

Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) jointly adopted Plan Bay Area 2050 in October 2021. As required under SB 375, this Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) lays out how land use and transportation can work together to reduce GHG emissions. Within this context, this plan will help develop innovative strategies, evaluate strategy effectiveness for reducing GHG emissions, and inform the SCS development for the 9-county Bay Area region.

In September 2010, Caltrans District 4, in partnership with the San Francisco Bay Conservation and Development Commission (BCDC) and Metropolitan Transportation Commission (MTC), was awarded a \$300,000 grant from FHWA to field test FHWA's conceptual model for conducting climate change vulnerability and risk assessments of transportation infrastructure in a Bay Area sub-region. Caltrans, MTC, and BCDC completed the final report in November 2011.

In May 2011, Caltrans released the "Guidance on Incorporating Sea Level Rise: for use in the planning and development of Project Initiation Documents." The guidance is intended for Caltrans Planning staff and Project Development Teams to determine whether and how to incorporate sea-level rise concerns into the programming and design of Department projects. An update to this guidance is underway. In 2013, Caltrans District 4, in partnership with BCDC, MTC, and BART, was awarded a \$300,000 FHWA grant funding a study titled "Climate Change and Extreme Weather Adaptation Options for Transportation Assets in the

Bay Area." Caltrans, BCDC, and MTC completed the study in December 2014. In 2017, Caltrans released the District 4 Climate Change Vulnerability Assessment. The Summary Report provides a high-level review of potential climate impacts on the State Highway System. At the same time, the Technical Reports present details on the technical processes used to identify these impacts. Released in 2020, the Caltrans District 4 Adaptation Prioritization Report was the next phase in addressing climate change after completing the Vulnerability Assessment. This report prioritizes District 4 assets exposed to climate hazards through a detailed asset-level climate assessment. The climate hazards used in this report's prioritization methodology are as follows: temperature, riverine flooding, wildfire, sea-level rise, storm surge, and cliff retreat. This report's physical asset categories include bridges, large culverts, small culverts, and roadways.

In 2020, BCDC released The Adapting to Rising Tides (ART) Bay Area report. It is the first-ever regional comparison of the impacts of sea-level rise on people, the environment, and the regional systems we rely on. This report provides a better understanding of vulnerable areas and lays out a pathway to plan for the future. The study was a collaborative effort between BCDC, MTC, and BARC. It was funded by a Caltrans Sustainable Transportation Planning Grant and supplemented with funding provided by the Bay Area Toll Authority.

Adopted in October 2021 after years of intensive consensus-building and robust community outreach, BCDC's Bay Adapt Joint Platform is a consensus-based strategy comprising nine actions and 21 tasks to protect people and the natural and built environment from rising sea levels. Rather than specifying individual projects, the Joint Platform lays out regional strategies focusing on overcoming barriers and identifying factors for successful adaptation outcomes in the Bay Area region. In 2022, MTC/ABAG held regular workshops to explore regional funding needs and various discussions to better inventory state and federal funding landscapes, an effort taken on by the Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.

In January of 2023, BCDC embarked on the Regional Shoreline Adaptation Plan (RSAP). The Plan proposes a vision for the entire Bay coastline and includes guidelines for the creation of "Subregional Shoreline Adaptation Plans." The creation of the RSAP was partially in response to SB 272 (Laird, 2023), which requires Shoreline Adaptation Plans to be adopted along the coast of California and the coast within the Bay Area. Caltrans District 4 was a member of the Advisory group to BCDC that provided input on creation of the RSAP. Subregional Shoreline Adaptation Plans are required to be adopted by their respective subregions by January 1, 2034, and Caltrans intends to be a partner in the creation of these plans through educating partners about funding opportunities such as the STPG Program and by offering input and technical assistance.

Previous and Ongoing Related Work

Caltrans District 4 provided input to the 2009 California Climate Adaptation Strategy.

Caltrans District 4, BCDC, and MTC completed work on the Transportation Risk Assessment Pilot Study.

Caltrans District 4, BCDC, MTC, and BART completed the FHWA-funded Adaptation Options Study.

Caltrans completed the District 4 Climate Change Vulnerability Assessment.

Caltrans completed the District 4 Adaptation Priorities Report.

BCDC, MTC, and BARC completed the ART Bay Area Study.

BCDC adopted the Bay Adapt Joint Platform.

Bay Area Regional Collaborative (BARC) Shared Work Plan and regular coordination meetings.

MTC/ABAG Sea Level Rise Adaptation Funding & Investment Framework Technical Advisory Group.

BCDC Sea Level Rise Project Database and CBO Directory.

BCDC released the Regional Shoreline Adaptation Plan (RSAP)

Tasks

- Staff will continue monitoring and providing updates to the California Climate Adaptation Strategy and Climate Action Team Reports to the Governor and Legislature.
- Monitor and evaluate the effectiveness of programs and projects outlined in the 2021 RTP/SCS for reducing GHG emissions.
- Staff will assist with and ensure that Project Initiation Documents incorporate sea-level rise concerns per the May 16, 2011, guidance and as needed. The District will utilize the best and most current sea-level rise science, including the projections from the 2018 Ocean Protection Council’s Sea Level Rise Guidance for State Agencies.
- Staff will remain engaged with BCDC in continued implementation efforts related to Adapting to Rising Tides projects, the ART Bay Area Study, and the Bay Adapt Joint Platform.
- Staff will continue working with HQ and local and regional partners on planning and implementing effective climate change resiliency strategies.

Products

- BCDC ART Project
- Caltrans District 4 Vulnerability Assessment
- Caltrans District 4 Adaptation Priorities Report
- BCDC ART Bay Area Report
- BCDC BayAdapt Joint Platform
- Regional Shoreline Adaptation Plan Advisory Group
- BCDC ART Bay Area Adapting to Rising Tides Program

Estimated Completion Date

- Complete
- Complete
- Complete
- Complete
- Complete
- Complete
- Complete

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Caltrans Climate Adaptation Planning Grants

Caltrans Sustainable Transportation Planning Grant Program received \$50 million through a one-time funding cycle in FY 2022-23 via a budget trailer bill in SB 198 for the FY 23-24 State Budget, which is available to local, regional, and tribal governments. Due to under-subscription of the CAPG, Caltrans awarded \$18.1 million to applicants in FY 23-24 Cycle 1. Caltrans had \$31.9 million available to award in FY 24-25 Cycle 2. Caltrans has \$3.7 million available to award in FY 25-26 Cycle 3. This new Climate Adaptation Planning Grant funding is available to support local and regional identification of transportation-related climate vulnerabilities through the development of climate adaptation plans and project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

Caltrans Sustainable Transportation Planning Grants internet page:

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants>

See Appendix C for project descriptions of the active Climate Adaptation Planning Grant projects.

Work Element 6.15 – Strategic Investment Planning

Objectives

The Caltrans District 4 Strategic Investment Planning (SIP) branches have a fundamental role in developing and implementing investment strategies and identifying projects in need of funding. As part of the strategic investment process, the SIP branches track various federal and State discretionary grant programs and nominate projects for these programs to advance State goals and policies. This includes utilizing Corridor Plans and other planning documents to identify and recommend projects that align with the guiding principles of the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans System Investment Strategy (CSIS) (a requirement under CAPTI), the Caltrans Strategic Plan 2024-2028, and the California Transportation Plan (CTP) 2050. CAPTI supports the CTP 2050 goals that work to meet the State’s ambitious climate change mandates, targets, and policies set forth by Executive Order N-19-19 and N-79-20, signed by Governor Gavin Newsom in 2019 and 2020, respectively. These goals and policies include expanding multi-modal transportation options, improving safety and equity across communities, and addressing climate change and associated risks.

Description

The District 4 SIP branches coordinate with Caltrans Headquarters, District 4 functional units, regional and local agencies such as the Metropolitan Transportation Commission (MTC), the nine County Transportation Agencies (CTA), adjoining Caltrans Districts, and greater Northern California mega-region Metropolitan Planning Organizations (e.g., SJCOG, SACOG) to identify relevant projects that meet various funding criteria to be nominated and selected for application development. Once approved by Caltrans HQ to proceed with application development, District 4 SIP prepares funding applications in collaboration with partner agencies and district functional units. The branches manage funding applications to comply with SB 1 guidelines for State programs and meet requirements outlined in Notice of Funding Opportunities (NOFOs) for various federal programs, as well as other necessary documents based on guidance from the United States Department of Transportation (USDOT), California Transportation Commission (CTC), and Caltrans Department of Transportation Planning (DOTP).

The branches announce NOFOs and Caltrans calls for letters of support (LOS) and partnership letter requests for federal discretionary grant programs to local partners. These letters are reviewed by the branch and any relevant subject matter experts before signature request to either the Caltrans district director or director.

The branches also review Locally Sponsored Project Initiation Documents (PID) for reimbursed work to promote early collaboration and project alignment with the 10 CAPTI Guiding Principles in early project initiation phase.

Previous and Ongoing Related Work

- The District coordinated with internal and external staff on submitting SB 1 intake forms to nominate projects for Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) Cycle 4 for CSIS scoring. Once scored, applications were developed for selected projects for SCCP and TCEP in collaboration with partner agencies and district staff.
- The branches collaborated with the District 4 Office of Transit and Active Transportation and external partners to nominate projects for Active Transportation Program Cycle 7.
- The branches continue to process letter of support (LOS) requests and partnership letter requests for various federal and regional grant programs and developed an LOS tracking method and dashboard.

- The branches coordinated discussions regarding potential project nominations for State-sponsored Non-State Highway Operation Protection Program (SHOPP) Project Initiation Document (PID)
- The branches are developing a SIP desktop reference as part of the Strategic Investment Strategy.

Tasks

- Process any LOS and joint application requests from CTAs, MTC, and organizations applying for State or federal discretionary grant programs.
- Disseminate information to district staff and partner agencies about upcoming state and federal grant programs.
- Nominate projects for PID development and competitive grant programs.
- Lead the development of grant applications by coordinating with Caltrans Headquarters (HQ), district functional units, and external partners.
- Participate in the development of statewide tools and guidance for the Caltrans System Investment Strategy (CSIS).
- Coordinate CSIS alignment workshops and implementation of recommended ideas from the workshops to ensure transportation projects meet statewide goals and objectives as applicable.
- Participate in webinars, training related to funding programs, and other meetings hosted by HQ and the United States Department of Transportation (USDOT).
- Evaluate and establish collaboration for Locally Sponsored PIDs for reimbursed work to ensure CAPTI alignment with local partner agencies. This process is currently a pilot established by Caltrans HQ and will be further refined. An alignment memo is drafted for all Locally Sponsored PIDs by the branches to document the conceptual alignment determination, justification of how the project meets CAPTI alignment, recommendations to be explored further in PID development if needed, and potential risks.

Products

- Alignment memos for Locally Sponsored PIDs (for reimbursed work)
- Letters of Support and Partnership Letters
- Discretionary Grant Funding Applications

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.16 – Sustainability

Objectives

Coordinate with Caltrans District 4 Divisions to ensure that sustainability principles are consistently applied in the planning, design, construction, maintenance, and operation of the District’s integrated multimodal transportation system in accordance with Caltrans policies and equity principles.

Previous and Ongoing Related Work

The Office of Sustainability was established in April 2023. Since then, the focus has been on establishing the District Sustainability Working Group to develop the Action Plan for Sustainability. Additionally, work related to SB 743 compliance is ongoing.

Tasks

- Develop and implement the District’s Action Plan for Sustainability.
- Develop district-level policies, directives, action plans, and strategies for implementing the District’s Sustainability Program. Compile and update information on the sustainability activities of each division and the progress made toward furthering sustainability goals.
- Compile and update information on the sustainability activities of each Division and the progress made toward furthering sustainability goals.
- Track efficiencies and cost savings associated with implementing sustainable practices.
- Participate in various district committees related to sustainability, including the Statewide SB 743 Working Group, Bay Area SB 743 Working Group, Statewide Sustainability Working Group, Statewide ZEV Working Group, District’s Sea Level Rise Task Force, the Complete Streets Working Group, and the Bay Area Sustainability Working Group.
- Educate District 4 employees on sustainability activities and initiatives. Provide guidance and information to District staff to effect change in business practices and culture to achieve the District’s sustainability goals across all functions. Conduct policy research to develop recommendations for implementing policy and program interventions that advance climate action, sustainability, and equity within the District.
- Identify funding opportunities and assist other Divisions in applying for alternative funding sources for sustainability initiatives.
- Monitor initiatives focused on Vehicle Miles Traveled (VMT) reduction, greenhouse gas mitigation, climate adaptation and resilience, and performance measures related to sustainability outcomes.
- Develop and update the District 4 Sustainability web page and prepare a quarterly sustainability newsletter for District 4 staff outlining activities, accomplishments, and opportunities.

Products

- District Action Plan for Sustainability
- Branch Chief/Office Chief Sustainability Updates
- Sustainability Newsletter

Estimated Completion Date

Q2 FY 2024-2025
Ongoing, bi-yearly
Ongoing, bi-yearly

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 6.17 – Federally Funded State Planning Studies

Objectives

State Planning and Research (SPR) Special Studies are planning-level studies that help Caltrans perform transportation planning activities.

Proposed studies should be consistent with Caltrans' planning responsibilities; Mission, Vision and Goals, as outlined in the most current Caltrans Strategic Management Plan, CTP 2050, modal plans, other State transportation planning documents, and Federal Planning Factors.

SPR Special Studies should promote transportation solutions that prioritize the needs of communities most affected by poverty, air pollution, and climate change. They should also integrate community values with transportation safety and performance while encouraging and ensuring public involvement in the transportation decision-making process.

Caltrans also performs studies that are funded by the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program. Requires each State to use at least 2% of its PROTECT Formula Program funding each fiscal year for specified types of resilience-related planning activities, such as developing a resilience improvement plan; resilience planning, predesign, or design; technical capacity-building; or evacuation planning and preparation.

Description

SPR Special Studies are open to Caltrans districts, HQ Planning programs, and modal programs that support the state transportation planning process. All special studies submitted for consideration undergo a competitive review process. The HQ State Planning and Research staff assembles a steering committee team, which includes Caltrans headquarters and district staff. Reviews and approvals are also provided by Office Chiefs, Assistant Division Chiefs, and the Transportation Planning Division Chief.

The process for SPR Special Studies begins with a Call for Proposals to the districts and HQ offices and programs. Following review by HQ, final selected proposals are included in an Annual Work Program and further developed in the form of contractual scopes of work for competitive solicitations and interagency agreements.

Funding

The federal share of a special studies contract/project carried out with State PR Part I funds is 80%, while the 20% is a non-federal (State) match. The SPR Part I Planning program utilizes funds from the Public Transportation Account (PTA) to cover the 20% non-federal match.

Current State Planning and Research Special Studies in Caltrans District 4 (Bay Area)

- Interstate 980 Corridor Alternatives Study (Vision 980 Study-Phase 1)
- District 4 Transit Plan
- Interstate 580 Truck Access Study
- San Francisco Oakland Bay Bridge Sea Level Rise Adaptation Study*
- Marin US 101 Sea Level Rise Adaptation Planning Study*
- Marin Hwy 1/Bolinas Lagoon Sea Level Rise Adaptation Planning Study*

*Funded with PROTECT 2% set-aside for Resilience-Related Planning

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 7.1 – State Funding for Transit and Intermodal Improvements

Objective

District 4 assists local agencies in obtaining programmed State funds for transit capital projects and monitors fund use.

Description

Management of funds programmed by the California Transportation Commission (CTC) earmarked for transit capital projects. Funds are disbursed to local agencies using agreements. Funding sources include Senate Bill (SB) 1, Traffic Congestion Relief Program (TCRP), State Highway Account (SHA), Public Transportation Account (PTA), and Propositions 1A, 1B, and 116.

Previous and Ongoing Related Work

We will continue to monitor projects funded by the sources listed above.

Tasks

- Prepare Local Agency allocation requests for funds allocated by the CTC.
- Coordinate reviewing agencies and projects under SB 580, Government Code (GC) Sec. 14085-14088.
- Prepare and monitor agreements with local agencies to allow the disbursement of State funds in compliance with CTC resolutions and policies, as well as policies and contractual requirements of the Department.
- Provide support services to the Caltrans Planning and Modal Programs.
- Attend Advisory Committee meetings as required.
- Coordinate programming amendments.
- Review and approve project scopes of work.
- Monitor the progress of projects.
- Review project Monitoring Reports from grant recipients.
- Monitor applicants for compliance with CTC's "Timely Use of Funds" policies.
- Implement CTC policies regarding state transit funding.

Products

- CTC allocation requests
- Master Agreements and Program Supplements
- Auditable records of all disbursements made

Estimated Completion Date

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process.

Estimated Person Months and Cost

N/A

Work Element 7.2 – Federal Assistance for Public Transportation Projects in Non-Urbanized Areas

Objective

Administer Federal funding to assist transportation providers in non-urbanized areas with a population under 50,000.

Description

The Federal government has established the Federal Transit Administration's (FTA) Section 5311 grant program to provide financial assistance to transportation providers in non-urbanized areas. This work element includes administering this program to participating transportation providers in the District.

Previous and Ongoing Work

Administer and monitor the FTA Section 5311 grant program.

Tasks

- Serve as the liaison between Division of Rail and Mass Transportation (DRMT) and local transit agencies in District 4. Participate in Roundtable/Teleconference meetings and transit training classes, studies, and workshops, including those regarding regional transportation plans and sustainable communities' strategies.
- Provide quarterly reports updating DRMT on district efforts.
- Track and report finalized work and complete reports in a timely manner. Assist transit grant recipients with program requirements and all Federal and State compliance.
- Review and monitor sub-recipient compliance for all transit grant projects as described in executed standard agreements and 49 United States Code (U.S.C.) Chapter 53.
- Collect, review, and develop comprehensive list of semi-annual Disadvantaged Business Enterprise (DBE) Utilization data and provide to DRMT.
- Review agency websites to ensure FTA compliance and that services posted on the website accurately reflect services currently in operation.
- Conducted 5311 Agency Monitoring oversight: Performed agency monitoring of three Section 5311 grant sub-recipient agency for their 5311-funded rural transit routes, including demand response and fixed route services.
- Conducted 5311 Vehicle Monitoring oversight: Scheduled & conducted vehicle monitoring of three Section 5311 grant sub-recipient agencies for their 5311-funded rural transit routes and worked with the agency to resolve deficiencies found during the in-person monitoring performed during the prior reporting period. Uploaded vehicle/bus inspection forms to BlackCat for these inspections.
- Conducted 5311 monitoring oversight planning: Continued internal planning, scheduling, and coordination activities for future monitoring visits of the Section 5311 grant sub-recipient agencies.

Products

- Improved transportation access and services in non-urbanized areas through the purchase of specialized vehicles, the construction of transit shelters and station facilities, and the provision of operating assistance funding.

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person Months and Cost

N/A

Work Element 7.3 – Park-and-Ride Program

Objectives

Provide park-and-ride facilities to encourage ridesharing and optimize the effectiveness of the existing transportation system in the Bay Area by reducing vehicles on local streets and the state highways system (SHS). Park-and-ride facilities provide a location for individuals to park their vehicles or bicycles, join carpools, and access bus and rail services. The Caltrans park-and-ride network increases the mobility options of travelers and increases person throughput through the transportation system. These facilities support reduced vehicle trips, energy consumption, and congestion and improve air quality.

Description

The District 4 Park-and-Ride Program seeks to accomplish the following: manage the operations at Caltrans park-and-ride lots, guide proposed improvements and appropriate planning and development of additional facilities. Activities include coordination of maintenance, vehicle code enforcement, and review of non-rideshare and permitted use requests. Coordination requires interaction with other Caltrans functional units, transit providers, citizens, and public or private entities.

Previous and Ongoing Related Work

Operate and coordinate maintenance & parking enforcement of State-owned park-and-ride facilities. Participate in Project Development Teams (PDTs) to address operational issues during the conceptual development phase of planning for improved or new P&R projects. Provide program guidelines and respond to requests for rideshare and facility information.

Tasks

- Address ongoing requests and inquiries for park-and-ride lot maintenance and services.
- Perform annual inventory surveys and prepare usage reports for existing park-and-ride lots.
- Maintain the District 4 park-and-ride computer databases, reports, maps, web pages, and files related to park-and-ride lot projects and inventory.
- Operate an exclusive park-and-ride 1-800 telephone number to provide rideshare and facility information and address user concerns.
- Coordinate park-and-ride facility rehabilitation and operational or safety improvements with Caltrans functional units.
- Work with Advance Planning, Local Transportation Authorities, Project Managers, Complete Streets Office, and HQ Mobility Programs on Mobility Hub projects.
- Request California Highway Patrol enforcement of traffic and parking regulations at facilities as needed and address safety and security issues.
- Coordinate maintenance and assign bicycle lockers at Caltrans park-and-ride lots.

Products

- Annual Census Report
- Annual Program Inventory

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.1 – Traffic Operations System

Objectives

To implement, operate, monitor, and maintain the Traffic Operations System (TOS) for the Bay Area freeways, as stipulated in the Caltrans TMS Master Plan, with the goal of improving vehicle operating speeds and reducing freeway delays caused by incidents and recurring congestion

Description

The TOS serves as a management tool aimed at enhancing the operation of the highway system by optimizing efficiency through maintaining consistent traffic speeds, minimizing congestion, and swiftly addressing incident-related obstacles. The TOS comprises the operation and integration of the following components:

1. A Transportation Management Center (TMC) responsible for overseeing the TOS.
2. A ramp metering management system for controlling access to the highway facilities.
3. A traffic surveillance system, which includes electronic roadway detectors, closed-circuit TV (CCTV) cameras, and motorist call boxes.
4. A motorist information system, which includes changeable message signs and highway advisory radio.
5. A motorist service patrol tasked with promptly removing disabled vehicles to restore highway capacity.

Previous and Ongoing Related Work

Operate a Traffic Management System for the SFOBB and its Oakland and San Francisco approaches from the TMC in the Oakland District Office.

Operate the TMC at the Oakland District Office.

Operate Ramp Metering Systems in all nine Bay Area Counties (Alameda/Contra Costa/Marin/Napa/San Francisco/San Mateo/Santa Clara/Solano/Sonoma Counties).

Tasks

- Develop corridor operational plans and traffic management strategies in collaboration with the MTC, Congestion Management Agencies, cities, counties, transit agencies, and freight operators.
- Implement the Bay Area TOS.
- Operate the TMC (Regional Transportation Management Center - RTMC).
- Provide assistance in data retrieval and support for the 511 Program.
- Offer facilities management support to the 511 Program.
- Operate ramp metering systems.

Products

- TOS projects in nine counties and seven toll bridges
- Operate ramp metering system

Estimated Completion Date

Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.2 – Freeway Service Patrol

Objectives

Together, Caltrans, the California Highway Patrol (CHP), and the MTC Service Authority for Freeways and Expressways (MTC SAFE) developed the Freeway Service Patrol (FSP) program on Bay Area Freeways in 1992. The FSPs assist in transportation system management efforts, relieve traffic congestion, reduce traffic accidents, expedite removing freeway impediments, and improve air quality.

Description

The Freeway Service Patrol (FSP) is a free service to the public, providing emergency towing and assistance to help keep critical routes flowing smoothly. The Bay Area FSP was initiated in August 1992, with three tow trucks servicing 10 miles of freeways. Over the years, Caltrans, CHP, and MTC have modified and expanded the Bay Area FSP program:

- In April 1994, Caltrans expanded the program to 40 trucks covering 168 miles of freeways.
- By March 1995, the service expanded to 50 trucks covering more than 218 freeway miles.
- In 1997, coverage extended to over 235 miles, and by August 1998, the program had 51 tow trucks covering 264 miles of freeway.
- The FSP service continued to expand, reaching 63 trucks covering over 332 miles in 1999.
- In 2001, the fleet increased to 70 tow trucks, extending coverage to 390 freeway miles.
- The program further expanded in 2002-03 to 83 trucks and 454 freeway miles.
- By 2011-12, the fleet reached 85 trucks, covering 530 miles. Subsequently, in 2012-13, the number of trucks was reduced to 79, but coverage expanded to 541 miles.
- From 2014 to 2018, the number of trucks decreased to 72, covering 500 miles. However, in 2019-2023, the FSP expanded again, with the number of trucks increasing to 78, covering 575 miles with SB1 funds.

Previous and Ongoing Related Work

Continue improving the communication and incident reporting systems for tow trucks, CHP dispatchers, and other emergency services.

The District integrates the computer-aided dispatch (CAD) and automatic vehicle location system (AVL) into its operations.

Tasks

- The District conducts ongoing evaluation of the FSP program regarding modifications of operating hours, beat assignments, locations, and numbers of trucks per beat to provide more effective service levels.
- Coordinate the dispatch of FSP vehicles based on information received at the Transportation Management Center (TMC) regarding the need for services and record the information on the CAD.
- Develop the FSP impact/evaluation procedures, including specific data needs and methodology to evaluate program benefits.
- Gather data and develop a process and criteria for determining tow truck drivers' performance and motorist (user) satisfaction with the service.
- Maintain FSP System Database to incorporate any change of vehicle identification number, mobile data terminals, radio frequencies, schedules, and troubleshooting.

- Assist in evaluating 13 Tow Service contracts (Request for Proposals) for 2025.
- Assist in evaluating the replacement automatic vehicle locator and Mobile Data Tablet subsystem.
- Assist in the evaluation of the FSP telecommunication system and management reporting system.
- Develop a strategy for servicing electric vehicles within the FSP program.

Products

- Collect and report statistical data on the number of, location, and type of assists and services
- Rating average time waiting for FSP to arrive.

Estimated Completion Date

Monthly

Monthly

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 8.3 – SMART Corridor Project

Objectives

The District assists local and regional SMART Corridors (such as the Silicon Valley SMART Corridor, East Bay SMART Corridor, SFGo, San Mateo SMART Corridor, and I-580 SMART Corridor) in enhancing cooperation, improving traffic flow, managing incident-related traffic, and reducing demand for single-occupant vehicles (SOVs).

Description

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives: The district is exploring several options, including real-time traffic surveillance and data collection, signal coordination, transit enhancements, and HOV improvements.

Previous and Ongoing Related Work

The SMART Corridor agencies are developing solutions to improve traffic conditions in critical Bay Area corridors and achieve the following objectives:

Several options are being developed, including real-time traffic surveillance and data collection, signal coordination, transit enhancements, and HOV improvements. The District participates in the Fremont-Milpitas SMART corridor project, the SV-ITS Enhancement project, and coordinates with the City of San Francisco on the SFGo project. Additionally, the District monitors construction in the East Bay Smart Corridor along San Pablo and International Blvd./Hesperian corridors and participates in the development of the I-580 Tri-Valley Smart Corridor. Furthermore, we are involved in the San Mateo SMART Corridor project.

Tasks

- Attend steering committee meetings.
- Provide existing traffic and TOS information

Products

- Silicon Valley Smart Corridor Phases 1, 2 and 3
- East Bay SMART Corridor construction on State

Highway

• Operation of field equipment and links
resolution of security issues between local agencies
and Caltrans TMC

- Implementation of ramp metering in Corridors

Estimated Completion Date

Completed

Completed and on-going

Pending

Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person Months and Cost

N/A

Work Element 9.1 – Travel Demand Modeling and Traffic Forecasting

Objectives

The Districts Regional Modeling Coordination aims to accomplish the following:

- Produce the Truck Traffic Data needed to generate pavement designs for all District 4 projects.
- Produce more detailed traffic forecasts for projects that impact traffic operations throughout District 4.
- Review traffic forecasts prepared by others for District 4 Caltrans Projects.
- Review traffic forecasts prepared by others for District 4 Caltrans Projects.
- Provide technical guidance concerning traffic modeling and forecasting to functional units throughout District 4.
- Improve the Bay Area travel demand modeling.
- Coordinate county models with Bay Area models.
- Integrate American Community Survey data into the Bay Area travel demand modeling.
- Model SB 375 Sustainable Community Strategies land uses.

Description

The Traffic Modeling and Forecasting Branch performs these tasks for all District 4 projects.

The Regional Modeling Working Group is a sub-committee of The Bay Area Partnership, composed of representatives from the Metropolitan Transportation Commission (MTC), the Association of Bay Area Governments (ABAG), the nine County Congestion Management Agencies (CMAs) in the region, and Caltrans, District 4. The group ensures quality and consistency in regional and sub-regional transportation demand forecasting practices throughout the Bay Area.

They coordinate regional efforts to comply with SB 375, SB 743, and other recent greenhouse gas legislation. As a significant part of this effort, they also coordinate the MTC's activity-based travel demand model and its impact on the Bay Area counties' travel demand models.

Previous and Ongoing Related Work

These tasks are the Modeling and Forecasting Branch's duties for many years.

The Regional Model Working Group has been meeting for years, aiming to improve regional models and address various ongoing issues.

Tasks

- The Modeling and Forecasting Branch pursues its objective continually.
- We discuss how Sustainable Community Strategies will be modeled.
- Discuss forecasting methods to meet SB 743 requirements.
- Continue coordinating existing county models with the new MTC Activity-based Model.
- Continue discussions of CMA and County Model updates.
- Participate in model consensus-building efforts.

- Participate in discussions of uses for and integration of Census 2020 and American Community Survey data.
- The Regional Modeling Group is working on a Best Practices Manual for Travel Demand Forecasting.

Products

- Travel Forecasts and reviews for District 4 Projects
- Travel Demand Model for Sustainable Community Strategy Land Use

Estimated Completion Date

N/A
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.2 – Data Management and Coordination Activities

Objectives

Develop, collect, and maintain spatially enabled datasets that support various analytical capabilities to facilitate timely and effective decision-making across all aspects of the Department's activities, including Planning, Design, Project Management, Operations, and Maintenance.

Develop, collect, and maintain spatially enabled datasets that support Department activities and enable effective communication and data-sharing opportunities with key regional, state, and federal stakeholders.

Description

Federal, state, regional, and local governments are keen to implement an effective and efficient transportation system. The Department's data and analysis tools developed and maintained support project, corridor, and regional-level planning efforts.

Analytical tools and the supporting data require constant maintenance and updates. The Department collaborates internally and with external partners to ensure that the geospatial transportation-related data in its Geographic Information System (GIS) remains current and relevant.

The Department develops and maintains vast amounts of geospatial data in GIS format. However, much of this data is not easily accessible to staff and management in its current format. Therefore, the Department strives to make geospatial data available in various accessible formats to facilitate data-driven, effective decisions.

Previous and Ongoing Related Work

Participate in internal GIS coordination meetings, including the Statewide GIS Coordinator's meeting, the Enterprise Data Steward Committee, and District GIS User Group meetings.

Participate in external GIS coordination meetings, including BayGEO, the SF Bay Area GIS User Group, and local GIS Day activities.

Work with the HQ Office of GIS to develop and implement geospatial platforms that facilitate access to spatial data and promote data sharing.

Tasks

- Enhance and maintain files in a geospatial data library.
- Convert GIS-formatted data on Google Earth/Maps, Microstation, CADD, and web-based mapping platforms.
- Train and support internal staff using GIS tools for their functional responsibilities.
- Develop a repository of geospatial data in multiple formats with widespread accessibility.
- Conduct outreach with stakeholder agencies to facilitate spatial data and information sharing.
- Support collection of geospatial transportation asset data in Maintenance programs.
- The District collaborates with the appropriate HQ functional units and partner agencies to review and process requests for Functional Classification changes.

Products

- GIS data library
- Google Earth data layer and Imagery library
- Develop and Maintain Web Map Services
- County STIP/SHOPP Project Location Maps

Estimated Completion Date

Complete – Ongoing Maintenance
Complete – Ongoing Maintenance
Ongoing
Ongoing

- Corridor Planning Maps
- SB 1 Maps
- Functional Classification Changes/Updates

Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through the OWP process

Estimated Person-Months and Cost

N/A

Work Element 9.3 - Transportation Monitoring

Objectives

The District collects and analyzes data on the performance of the transportation system, using this information in the transportation planning effort to develop improvements.

Description

The transportation monitoring effort conducts traffic volume counts and monitors high occupancy vehicle (HOV)/Express lane performance, as well as congestion on the State highway.

Previous and Ongoing Related Work

- Establish travel trends and provide datasets for project-related documents such as project reports and environmental documents.
- Develop baseline data for modeling and forecasting purposes.
- Determine usage, violation, and vehicle occupancy rates on State highways with managed lanes.
- Determine the magnitude of congestion and delay trends on State highways.

Tasks

- Obtain counts from 13 Permanent Count Stations in the District to provide continuous daily counts throughout the year.
- Conduct counts at approximately one-third of the 376 Control Stations in the District four times a year for one week each.
- Conduct counts at approximately one-third of the 3,091 Ramp Count Locations in the District once a year for one week each, focusing on routes where Control Station counts are conducted for that year, if resources allow.
- Conduct counts at approximately one-third of the 521 Profile Point Locations in the District for one week each year, if resources allow. Profile point locations are situated between control stations and are scheduled to be counted along with their respective stations
- Conduct yearly counts at only 1/3 of the District's 543 truck classification locations, if resources permit.
- Monitor and manage all District mainline managed lanes and toll bridges, collecting data on vehicle volumes, occupancy, travel time, and time savings as resources allow.
- Monitor all District freeways and collect data on congestion delays, including duration and length of congestion, as resources permit.

Products

- Annual Managed Lane Report
- Quarterly Mobility Performance Report
- Annual Traffic Volumes on CA State Highways
- Annual Ramp Volumes on CA State Highways
- Annual Average Daily Truck Traffic on CA State Highways
- State Highways

Estimated Completion Date

Ongoing
Ongoing
Ongoing
Ongoing
Ongoing

Estimated Cost by Funding Source

Not funded through OWP process

Estimated Person-Months and Cost

N/A

Metropolitan Transportation Commission **OVERALL WORK PROGRAM**

FY 2025–2026

WORK ELEMENTS FUNDED BY THE CONSOLIDATED PLANNING GRANT (CPG)

FY 2025–2026

Work Element 1112: Implement Public Information Program and Tribal Government Coordination

Project Managers: John Goodwin and Leslie Lara-Enríquez

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$2,310,583		\$2,490,676	\$ 180,093
Benefits		1,016,657		1,095,897	79,240
Indirect		1,658,960		1,788,265	129,305
Consultants		2,325,962		2,445,962	120,000
Total Expenses		\$7,312,162		\$7,820,800	\$ 508,638

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$1,060,675		\$615,594	\$ (445,081)
<i>Toll Credit Match</i>	121,659		\$70,609		(51,050)
Federal Transit Administration (FTA) 5303 (FY 2025-26)		919,623		952,081	32,458
<i>Toll Credit Match</i>	105,481		\$109,204		3,723
Federal Transit Administration (FTA) 5303 (FY 2024-25) (Carryover)		194,457		196,166	1,709
<i>Toll Credit Match</i>	22,304		\$22,500		196
Bay Area Toll Authority (BATA) Regional Measure 2		475,000		475,000	-
Bay Area Toll Authority (BATA) Reimbursement		441,760		441,760	
Bay Area Infrastructure Financing Authority (BAIFA)		48,914		48,914	-
General Fund		4,171,733		5,091,285	919,552
Total Revenues		\$ 7,312,162		\$7,820,800	\$ 508,638

Federal Share

29.74%

22.55%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a “soft match” substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC’s public information and engagement program aims to give the public ample opportunities for early and continuing participation in critical transportation projects, plans and decisions, and to provide full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission’s own internal procedures. MTC’s engagement is guided by the agency’s current [Public Participation Plan](#) — adopted by the Commission in 2023.

Federal law requires MTC — when developing the Regional Transportation Plan (RTP) and the Transportation Improvement Program (TIP) — to engage in a planning process that creates opportunities for public involvement, participation and consultation. State statutes also require MTC to coordinate transportation plans with expected growth, economic development, environmental protection and other related planning activities within our region. Toward this end, MTC’s Public Participation Plan outlines key decision points for consulting with affected local, regional, state and federal agencies and Tribal governments (see [Appendix B](#) of MTC’s 2023 PPP). State law also requires MTC to prepare a separate

Public Participation Plan for the development of the RTP and Sustainable Communities Strategy (SCS) (see [Appendix C](#) of MTC's 2023 PPP).

As required, MTC also conducts engagement and government-to-government consultation with Tribal governments of the federally recognized Native American Tribes of the nine-county San Francisco Bay Area, as well as California Native American Tribes (not federally recognized) with connections to the lands that make up the nine-county San Francisco Bay Area. MTC staff routinely invites each of the six federally recognized Tribes in the San Francisco Bay Area to participate in separate and individual government-to-government consultations as each Tribe is considered independent and separate, and any and all interactions with each Tribe happen at a level determined appropriate by Tribal leaders and their staff. In addition to individual and separate government-to-government consultations, MTC staff partners with local community-based organizations (CBOs) that work with local Tribes, Tribe members and Native American residents of the Bay Area to engage them in the work of MTC/ABAG.

Furthermore, MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies to ensure that this important priority is incorporated during the regional planning process. MTC will aim to further build relationships with and engage the following relevant agencies in its public engagement activities:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service
- National Park Service

C. Project Products

Public Engagement

- Public Participation Plan for the San Francisco Bay Area
- Plan Bay Area 2050+ engagement and communications program
- Numerous virtual and in-person engagement opportunities including public meetings, workshops and regional forums for various MTC projects, as needed

Public Information

- MTC websites:
 - MTC: <https://mtc.ca.gov/>
 - Plan Bay Area: <https://planbayarea.org>
 - Vital Signs: <https://vitalsigns.mtc.ca.gov/>
 - 511: <https://511.org/>
 - FasTrak: <https://www.bayareafastrak.org/en/home/index.shtml>
 - Clipper Card: <https://www.clippercard.com/ClipperWeb/>
- MTC Briefing — MTC's monthly electronic newsletter
- The Bay Link blog provides regular news updates from MTC and the Association of Bay Area Governments: <https://blog.bayareametro.gov/>
- Press releases, media advisories, website news stories, etc.: <https://mtc.ca.gov/news>
- E-mail blasts and notifications; contact database maintenance

- Brochures, postcards and other collateral, as needed
- Ongoing website maintenance and updates
- Videos and social media content; primarily Facebook, Twitter, Instagram and YouTube
- Commissioner newsletters
- Translation, interpretation and ADA accommodation requests

D. Previous Accomplishments and Links to Relevant Products

Public Engagement

- Completion of Round 2 of Plan Bay Area 2050+ and Transit 2050+ engagement: <https://planbayarea.org/get-involved/your-comments/plan-bay-area-2050/public-engagement-round-2-summer-2024>
- Implementation of Plan Bay Area 2050+ Implementation Plan partner engagement
- Implementation of engagement activities for the Plan Bay Area 2050+ Environmental Impact Report notice of preparation and scoping: <https://planbayarea.org/2050/environmental-impact-report/eir-scoping-meeting>
- Supported engagement efforts of MTC’s Mapping and Wayfinding project: <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding/maps-signs>
- Supported engagement efforts of MTC’s CARE program: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-action-resource-empowerment-care-program>
- Implementing a two-day disability conference scheduled for June 16 and 17, 2025
- Supported other agency engagement efforts, including the [Next Generation Bay Area Freeways Study Advisory Group](#) (see Advisory Bodies tab), the [Transportation Revenue Measure Select Committee](#), [Clipper START](#), [San Francisco Bay Trail](#), [BATA 2026 toll increase](#), among others

Public Information

- Ongoing implementation of MTC’s public information program, including:
 - Press releases (<https://mtc.ca.gov/news/releases>)
 - Website news stories (<https://mtc.ca.gov/news/top-stories>, <https://planbayarea.org/about/news>)
 - The Bay Link blog (<https://blog.bayareametro.gov/>)
 - Daily news headlines (<https://mtc.ca.gov/news/news-headlines>)
 - Monthly Executive Director’s report (<https://mtc.ca.gov/news/executive-directors-report>)
 - Public hearings (<https://mtc.ca.gov/meetings-events/public-hearings>)
- Continued updates to MTC website to improve the user experience for those who navigate with assistive technologies, visit site on a mobile device or read languages other than English
- Implementation of various social media promotional campaigns including summer 2024 Plan Bay Area 2050+ engagement, Mapping & Wayfinding test sites and engagement, RM3 toll increase awareness, among others.
- Support press promotion in Chinese, English and Spanish for Clipper START expansion, toll payment plans and the Commuter Benefits Program.

- Ongoing translation of public information materials into Chinese and Spanish, and Tagalog and Vietnamese, as needed.
- Developed outline of Draft Plan Bay Area 2050+ document and related draft supplemental reports, including Transit 2050+ (*to be completed in summer 2025*).
- Developed Next Generation Bay Area Freeways Study report (*to be completed in summer 2025*).

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Support Plan Bay Area 2050+ Round 4 Engagement	Staff & Consultant (Kearns & West and WSP USA, Inc.)	Plan Bay Area 2050+ Round 4 Engagement Program (once)	General Fund	08/15/25	01/31/26
2	Finalize Plan Bay Area 2050+ document and related supplemental reports	Staff	Final Plan Bay Area 2050+ document and related supplemental reports (once)	General Fund	08/01/25	01/31/26
3	Finalize Transit 2050+ report	Staff	Transit 2050+ report (once)	General Fund	08/01/25	01/31/26
4	Update MTC's Public Participation Plan	Staff & Consultant (WSP USA, Inc.)	2026 Public Participation Plan (once)	General Fund	07/01/25	02/28/26
5	Implement MTC's communications strategy and program	Staff & Consultant (Craft & Commerce)	Websites, social media, e-newsletters, press releases, etc. (ongoing)	FTA 5303/ RM2 Marketing/ BATA/ BAIFA/ General Fund	07/01/25	06/30/26
6	Implement engagement strategies and programs for other MTC projects, as needed	Staff	Engagement programs for other MTC projects, as needed (ongoing)	FTA 5303/ BATA/ General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Conduct Round 1 of public engagement for the next long-range plan, tentatively known as Plan Bay Area 2060.
- Expand development and distribution of social media and video content in Spanish and Chinese as well as English.
- Ongoing public information activities, as needed, including, but not limited to, distribution of newsletters and press releases, collateral development, press events, translations, etc.
- Support communications for all agency activities.
- Support engagement efforts for other MTC projects, as needed.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1113: Support the Partnership Board

Project Managers: Alfredo Balderamos

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 277,258		\$269,797	\$ (7,461)
Benefits		121,994		118,711	(3,283)
Indirect		199,068		193,709	(5,359)
Total Expenses		\$ 598,320		\$582,217	\$ (16,103)

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 207,461		\$209,284	\$ 1,823
Toll Credit Match	23,796		24,005		209
General Fund		390,859		372,933	(17,926)
Total Revenues		\$ 598,320		\$582,217	\$ (16,103)

Federal Share

34.67%

35.95%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area Partnership Board works to improve safety, mobility and air quality. Top executives from many different agencies work to improve the region's transportation network, including developing strategies for financing transportation improvements. MTC staff support the Partnership Board by facilitating regional coordination of planning and programming issues with federal, state, regional and local agencies, and transportation stakeholders. This work is done in consultation and coordination with the Bay Area Partnership Board itself, its subcommittees and its working groups, including: the Joint Programming and Delivery/Local Streets and Roads Working Group and the Transit Finance Working Group.

C. Project Products

- Meeting agendas, packets, minutes, and post-meeting mailouts
- Emails, funding notices, and other communications on important items, dates, regulations and programs

D. Previous Accomplishments and Links to Relevant Products

Met with the Partnership Board (<https://mtc.ca.gov/meetings-events/bay-area-partnership-board-2024-12-02t180000>) and its subcommittees on:

- Plan Bay Area 2050+
- One Bay Area Grant (OBAG) Program
- Regional Zero Emission Transit Transition Strategy
- New and ongoing state programs

- 2024 Regional Transportation Improvement Program (RTIP)
- 2023 and 2025 Transportation Improvement (TIP) Programs
- Performance metrics and targets
- Transit sustainability
- Fund programming and project delivery
- Active Transportation Plan
- CTC program updates and allocation plan
- Bipartisan Infrastructure Law Transit Program
- Transit Capital Priorities
- Regional Measure 3 Operating Program
- Safe Routes to Transit/Bay Trail Program

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Partnership Board Meeting(s)	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/25	06/30/26
2	Conduct Transit Finance Working Group Meetings	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/25	06/30/26
3	Conduct Joint Local Streets and Roads/Programming and Delivery Working Group Meetings	Staff	Meeting Packets Meeting Minutes (ongoing)	FHWA PL/ General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Continued meetings of Partnership Board, Transit Finance Working Group and Joint Local Streets and Roads/Programming and Delivery Working Group on federal, state, regional and local transportation issues.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns

- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1121: Plan Bay Area (Regional Transportation Plan/ Sustainable Communities Strategy)

Project Manager: Chirag Rabari

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$2,662,254		\$2,518,248	\$ (144,006)
Benefits		1,171,393		1,108,029	(63,364)
Indirect		1,911,451		1,808,061	(103,390)
Consultants		4,989,820		4,699,903	(289,917)
General Operations				200,000	200,000
Total Expenses		\$ 10,734,918		\$ 10,334,241	\$ (400,677)

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$291,684		\$ 790,628	\$ 498,944
<i>Toll Credit Match</i>	33,456		90,685	-	57,229
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) (Carryover)		1,681,602		1,742,871	\$ 61,269
<i>Toll Credit Match</i>	192,880		199,907		7,027
Federal Transit Administration (FTA) 5303 (FY 2025-26)		706,556		392,332	(314,224)
<i>Toll Credit Match</i>	81,042		45,000		(36,042)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		3,399,257		2,922,350	(476,907)
<i>Toll Credit Match</i>	389,895		335,194		(54,701)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26)		1,523,936		1,525,830	1,894
Local Match - General Fund		197,442		197,687	245
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25) (Carryover)		328,902		341,563	12,661
Local Match - General Fund		42,613		44,253	1,640
General Fund		2,562,926		2,376,726	(186,200)
Total Revenues		\$ 10,734,918		\$ 10,334,241	\$ (400,677)

Federal Share

56.63%

56.59%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a “soft match” substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Plan Bay Area is the long-range regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS) requirements for the nine-county San Francisco Bay Area.

A joint project of MTC and ABAG, Plan Bay Area is adopted by both the Commission and the ABAG Executive Board, first with the original Plan Bay Area (July 2013), Plan Bay Area 2040 (July 2017), and most recently Plan Bay Area 2050 (adopted in October 2021 and amended in November 2024; see below). A limited and focused update of Plan Bay Area, Plan Bay Area 2050+, kicked off in July 2023, with an anticipated adoption date of early 2026. Plan Bay Area is being updated in consultation with a wide range

of partners, including federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public.

In response to the COVID-19 pandemic's unprecedented effects on transit service and revenue, MTC and a transit-operator led Project Management Team have also been advancing Transit 2050+, a parallel planning effort to comprehensively update the transit strategies from Plan Bay Area 2050. Transit 2050+ satisfies the requirements of [Action #18 in the Transit Transformation Action Plan](#) to develop a Connected Network Plan for the San Francisco Bay Area, while remaining connected to the more comprehensive regional plan (Plan Bay Area 2050+) (link: https://mtc.ca.gov/sites/default/files/documents/2021-09/Transit_Action_Plan_1.pdf#page=25).

A key component of Plan Bay Area is robust partner and community engagement. MTC and ABAG strive to meaningfully engage those affected by its policies, actions and decisions and to tailor engagement efforts to the appropriate respective audience — from federal land management agencies to communities with low incomes, from persons with disabilities to bicycle and pedestrian advocacy organizations. When developing Plan Bay Area, key in-person or virtual workshops, as well as other engagement forums, to develop the Blueprint and Implementation Plan, as well as to scope the EIR, will actively solicit participation from these stakeholders to help shape strategies, implementation actions and environmental analysis priorities.

Furthermore, MTC is committed to cultivating and growing collaborative partnerships with Federal Land Management Agencies (FLMAs) to ensure that this important priority is incorporated during the regional planning process. MTC/ABAG staff have held coordination meetings with staff at FHWA and met directly with FLMA partners who support lands and trails in the nine-county Bay Area, integrating their feedback into the Plan Bay Area 2050+ Blueprint. MTC will aim to further build relationships with and engage the following relevant agencies as Plan Bay Area 2050+, particularly its Implementation Plan, is finalized:

- Bureau of Land Management
- Bureau of Indian Affairs
- Department of Defense
- Fish and Wildlife Service
- Forest Service
- National Park Service

C. Project Products

Development of Plan Bay Area lasts between two and four years, depending on the magnitude of each planning cycle. Products include interim deliverables such as staff memos, presentations, and reports for each element of the plan (Transportation, Housing, Economy and Environment), and final work products such as the plan document and associated supplemental technical reports, Environmental Impact Report, and Implementation Plan.

D. Previous Accomplishments and Links to Relevant Products

- Plan Bay Area 2050 Implementation Progress Updates: In November 2022, MTC and ABAG provided the first annual implementation progress update highlighting activities supporting the 80+ implementation actions adopted as part of Plan Bay Area 2050. A second annual implementation progress update was provided in October 2023, and a third annual implementation progress

update was provided in November 2024. All deliverables are available here:

<https://planbayarea.org/implementation>.

- Transit 2050+ Early Phases: The Transit 2050+ problem statement, goals, and desired outcomes were released in summer 2023, and the Transit 2050+ Existing Conditions and Preliminary Needs and Gaps Assessment was released in winter 2024. All advisory council and committee presentations and materials are available here: <https://planbayarea.org/2050/transit-2050-plus>
- Transit 2050+/Plan Bay Area 2050+ Project Performance Assessment: Draft results were released in July 2024 and reviewed by the MTC Planning Committee in September 2024: <https://planbayarea.org/2050/transit-2050-plus>. The final Project Performance Assessment, which evaluated major transportation investments of \$250 million or more, was released in late winter 2025: <https://planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-blueprint-documents>
- Transit 2050+ Network: The draft Transit 2050+ network, including transit strategies and service and capital investments, was released in summer 2024. The final Transit 2050+ network recommendations were released in conjunction with the Plan Bay Area 2050+ Final Blueprint and incorporated into the final Plan Bay Area 2050+ Transportation Project List: <https://planbayarea.org/2050/transit-2050-plus>.
- Plan Bay Area 2050+ Final Needs and Revenue Analyses: Staff shared preliminary final needs and revenue analyses for the plan’s Transportation, Housing and Environment Elements with committees in October; a revised final needs and revenue analysis for Housing at the ABAG Executive Board in November; and a revised final needs and revenue analysis for Transportation at committees in December. Final needs and revenue analyses for all elements ([Transportation](#); [Housing](#); [Environment](#)) were shared and posted in January and are available under the section “Final Blueprint Technical Resources” here: <https://planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-blueprint-documents>.
- Plan Bay Area 2050+ Final Blueprint Phase: Staff conducted a second round of engagement with the public, partners and stakeholders over the summer and early fall. Policymakers received a detailed update on initial recommendations for the Final Blueprint strategy revisions in October, followed by Round 2 engagement findings in November and an update on Plan Bay Area 2050+ project lists in December. Final Blueprint Growth Geographies, strategies, and project lists were approved for further study in January 2025. Materials and documents developed as part of the Final Blueprint phase, including memos, presentations and other useful resources are available here: <https://planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-blueprint-documents>
- Transition into Final Phase: Final Blueprint performance and equity outcomes are anticipated for release in June 2025; they will be posted to planbayarea.org when available. A link to the Final Blueprint Compendium will also be added to the 1st Quarter QPR for the FY 2025-26 OWP.
- Deliverables from these previous accomplishments include regular committee memos and presentations, such as those presented to the MTC Planning Committee and the ABAG Administrative Committee. Past meeting materials can be found here: <https://mtc.ca.gov/about-mtc/committees/standing-committees/planning-committee#past>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and analyze proposed bills and regulations on long-range planning processes at the federal and state levels. (Frequency depends on quantity of bills and regulations)	Staff	Staff memos, as needed) Presentations, as needed) (ongoing)	FHWA PL/FTA 5303	07/01/25	06/30/26
2	As needed, develop amendment(s) and administrative modification(s) to Plan Bay Area 2050. (Task will only occur if the Commission requests an amendment or administrative modification)	Staff	Administrative amendments (as needed)	FHWA PL/FTA 5303	07/01/25	12/30/25
3	Monitor the implementation progress of regionally significant transportation projects and programs	Staff	Reporting documentation (ongoing)	FHWA PL/FTA 5303	07/01/25	06/30/26
4	Engage with state and county partners to ensure compatibility between Plan Bay Area strategies and state and county-wide initiatives, including collaboration with County Transportation Agencies on relevant plans and relevant stakeholders on plan consistency determinations. (Frequency anticipated to be multiple times per quarter)	Staff	Engagement in meetings with state and county partners. Additional materials may be produced if needed (ongoing)	FHWA PL/FTA 5303	07/01/25	06/30/26
5	Provide technical and policy support to advance shoreline adaptation planning and begin development of a regional sea level rise adaptation investment strategy, which will evaluate and categorize shoreline adaptation projects that ensure a resilient transportation system.	Consultant (BCDC)	Steering Committee memos and presentations (BCDC) (ongoing) Draft Investment Strategy document (BCDC) (once)	STBG	07/01/25	06/30/26
6	Refine and resubmit Plan Bay Area 2050+ Technical Methodology to California Air Resources Board (CARB). (Frequency anticipated to be up to four times over the course of the fiscal year)	Staff	Technical methodology submission(s) Final plan submission materials (ongoing)	General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
7	Complete and release Plan Bay Area 2050+ Draft Plan Document, Draft EIR, Draft Implementation Plan, and associated draft technical supplemental reports.	Staff & Consultant (Ascent)	Draft Plan Bay Area 2050+, Draft EIR, Draft Implementation Plan, draft technical supplemental reports (once)	FHWA PL/FTA 5303/ General Fund/STBG	07/01/25	09/30/25
8	Implement Round 4 of Plan Bay Area 2050+ Public Engagement (see also WE 1112)	Staff & Consultant (Kearns & West and WSP USA, Inc.)	Plan Bay Area 2050+ Engagement Program (once)	General Fund	07/01/25	12/31/25
9	Engage in outreach with technical stakeholders through a variety of mechanisms and elected officials through relevant MTC/ABAG committees as part of Plan Bay Area 2050+.	Staff	Staff memos, presentations, technical reports, maps (as needed)	General Fund	07/01/25	03/31/26
10	Finalize Transit 2050+ Network Performance Assessment and Transit 2050+ Report, documenting process to develop recommended Final Network and near-term implementation priorities.	Staff & Consultant (Fehr & Peers)	Draft Transit 2050+ Report (once); Final Transit 2050+ Report (once)	FHWA PL/FTA 5303/ General Fund /STBG	07/01/25	01/31/26
11	Prepare and release Plan Bay Area 2050+ Final Plan Document, Final EIR, Draft Implementation Plan, and associated Final technical supplemental reports.	Staff & Consultant (Ascent)	Final Plan Bay Area 2050+, Final EIR, Final Implementation Plan, final technical supplemental reports (once)	FHWA PL/FTA 5303/ General Fund/STBG	09/01/25	03/31/26
12	Submit Final Plan Bay Area 2050+ to federal and state regulators for review and approval, respond to comments and feedback as needed	Staff	Correspondence Staff memos (as needed)	FHWA PL/FTA 5303/ General Fund	01/01/26	06/30/26
13	Conduct a reflections and visioning process in preparation for Plan Bay Area 2060.	Staff & Consultant (TBD)	Staff memo (once)	FHWA PL/FTA 5303/ General Fund	07/01/25	04/30/26
14	Initiate planning and engagement activities for Plan Bay Area 2060	Staff & Consultant (TBD)	Staff memos Presentations (as needed)	FHWA PL/FTA 5303/ General Fund	01/01/26	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Advance analytical and policy-related tasks identified in Plan Bay Area 2060 visioning process, such as scenario planning, strategy/project evaluation, and policy papers (defined in FY 2025-26)

- Continue Plan Bay Area 2060 public and stakeholder engagement
- Develop first annual Plan Bay Area 2050+ Implementation Plan progress update
- Continue collaboration with federal and state partners and regulators on long-range planning activities

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

FY 2025-26 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2025-26, SB 1 Planning Formula Funds will support ongoing and upcoming work to re-envision the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. This work will include background research, a needs assessment, engagement, development of a vision and goals, and early design work. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts related to responding to relevant feedback from the California Air Resources Board (CARB) on the off-model calculators used to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state.

A. Project Products

- Staff presentations and memos on Equity Priority Communities

- Data analyses and needs assessment for Equity Priority Communities
- Calculator tools for climate strategies and CARB-related documentation

A. Previous Accomplishments

- Finalized updated Equity Priority Communities data layer leveraging 2018 American Community Survey (ACS) data and 2022 ACS data, leveraging existing board-approved methodology for identifying EPCs: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities/mtcabags-plan-bay-area-2050-equity-priority-communities-update>
- Began research, engagement, and work planning for broader EPC re-envisioning
- Managed overall work plan and schedule for Plan Bay Area 2050+: <https://planbayarea.org/about/timeline-key-phases-plan-bay-area-2050>
- Completed off-model calculator updates to support Draft and Final Blueprint Analysis for Plan Bay Area 2050+, allowing MTC/ABAG to accurately forecast projected GHG emissions reductions from select Blueprint climate strategies and also address feedback and requests from CARB regarding off-model technical methodologies: https://planbayarea.org/sites/default/files/documents/8aii_24-0557_PowerPoint_Plan%20Bay%20Area%202050%2B%20Draft%20Blueprint%20Key%20Findings.pdf#page=11
- Received approval from policymakers to proceed with revised Growth Geographies as part of Plan Bay Area 2050+ Final Blueprint action item: <https://mtc.ca.gov/digital-library/5038664-9av-24-1550-attachment-d-final-blueprint-growth-geographies>

D. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Complete background research on EPC framework and conduct needs assessment/evaluation to understand the needs of stakeholders.	Staff & Consultant (TBD)	Memos, presentations, maps and/or data analyses, needs assessment report	SB 1/ General Fund	07/01/25	12/31/25
2	Define a vision to guide the development of the new EPC framework and data tool and establish goals that will guide the planning, development and design process.	Staff & Consultant (TBD)	Project vision and goals	SB 1/ General Fund	07/01/25	03/31/26
3	Engage stakeholders in a co-design process and refine the re-envisioned EPC framework/tool to ensure user needs are met.	Staff & Consultant (TBD)	Memos, presentations, maps and/or data analyses, design prototypes	SB 1/ General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Respond to and address relevant CARB feedback on off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff & Consultant (ICF)	Off-Model Calculator Spreadsheets Correspondence with CARB	SB 1/ General Fund	07/01/25	06/30/26

Work Element 1122: Analyze Regional Data Using GIS and Planning Models

Project Managers: Kearey Smith and Lisa Zorn

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries		\$3,014,827	\$ 3,040,135	\$ 25,308
Benefits		\$1,194,524	1,205,661	11,137
Indirect		\$1,949,204	1,938,579	(10,625)
Consultants		\$2,365,000	2,392,510	27,510
General Operations		\$57,000	157,000	100,000
Total Expenses		\$ 8,580,555	\$ 8,733,885	\$ 153,330

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 3,738,564	\$ 4,173,612	\$ 435,048
<i>Toll Credit Match</i>	428,813		478,713	49,900
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) (Carryover)		201,549	203,476	1,927
<i>Toll Credit Match</i>	23,118		23,339	221
Federal Transit Administration (FTA) 5303 (FY 2025-26)		1,642,459	1,648,981	6,522
<i>Toll Credit Match</i>	188,390		189,138	748
Federal Transit Administration (FTA) 5303 (FY 2024-25) (Carryover)		300,000	139,930	(160,070)
<i>Toll Credit Match</i>	34,410		16,050	(18,360)
U.S. National Science Foundation		257,000	257,000	-
High Occupancy Vehicle (HOV) Lane Fines		462,820	461,922	(898)
General Fund		1,818,163	1,688,964	(129,199)
AC Transit - Cities/Local Funds		160,000	160,000	-
Total Revenues		\$ 8,580,555	\$ 8,733,885	\$ 153,330

Federal Share

71.55%

73.54%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Develop, maintain and implement robust analytical tools capable of supporting all manner of agency activities, including regional planning, federal and state air quality conformity; federal, state and regional equity analyses; regional project performance assessment and federal and state performance monitoring; and federal, state and regional scenario analysis.

Develop, maintain and implement robust mapping tools and data capable of supporting all manner of agency activities, including communicating with key stakeholders in an efficient, effective and engaging manner.

Federal and state air quality statutes rely heavily on regional travel demand models and other analytical tools to forecast the impact of transportation projects and policies on the environment. MTC, as the Metropolitan Planning Organization (MPO), must use analytical tools that meet the requirements of these

statutes. MTC uses the regional travel model, a regional land use model, as well as GIS tools to perform this work.

California Senate Bill 375 requires MPOs to develop a Sustainable Communities Strategy as part of the Regional Transportation Plan that meets GHG emission targets set by the California Air Resources Board. MTC, as the MPO, is required to use both analytical and visual tools to quantify and visualize the impact of transportation projects and policies on GHG emissions.

Federal, state, regional and local governments all have a keen interest in ensuring that transportation funds are distributed in an equitable manner. MTC uses the full complement of analytical tools, including the travel model, land use model and GIS, to support robust equity analyses, consistent with the requirements of Title VI.

Federal, state, regional and local governments all have an interest in implementing an effective and efficient transportation system. MTC, cities, counties and transit agencies use our analytical tools and data to support project, corridor and regional level planning studies, including airport access planning.

C. Project Products

- Model development documentation: <https://github.com/BayAreaMetro/modeling-website/wiki>
- The following web pages refer to the locations on GitHub where MTC staff have posted open-source code for modeling tools that are being developed and applied to perform analysis for other agency Project Products. GitHub (<https://github.com/>) is a hosting service for software development and code version control. Therefore, the web pages themselves are not Project Products meant for the public to digest. Rather, the staff's use of public GitHub repositories for storing this code is meant to enable fuller transparency of MTC's modeling tools and to enable greater collaboration with other agencies and consultants who work in this same space.
 - Travel Model 1, Travel Model 1.5-1.6: <https://github.com/BayAreaMetro/travel-model-one>
 - Travel Model 2.0, Travel Model 2.1: <https://github.com/BayAreaMetro/travel-model-two>
 - Travel Model 2.2 and after: <https://github.com/BayAreaMetro/tm2py>
 - Travel Model 2 Network Building: https://github.com/network-wrangler/network_wrangler
 - Developing, in cooperation with peer MPOs, an efficient, maintainable open-source activity-based travel model platform (ActivitySim: <https://activitysim.github.io/>)
- Transit Passenger Survey Documentation: <http://bayareametro.github.io/transit-passenger-surveys>
- Tools for Travel Diary Surveys: <https://github.com/BayAreaMetro/Travel-Diary-Surveys>
- Census tools for Planning: <https://github.com/BayAreaMetro/census-tools-for-planning>
- Open Data Portal: <http://opendata.mtc.ca.gov/>
- Bay Area Spatial Information System (BASIS): <https://basis.bayareametro.gov>
- Bay Area TOC Policy Implementation Portal: <https://toc.mtcanalytics.org>
- Housing and Land Use Viewer (HLUV): <https://housing.abag.ca.gov/>
- Vital Signs Data and Website: <https://www.vitalsigns.mtc.ca.gov/>

D. Previous Accomplishments and Links to Relevant Products

- Conducted a Regional Snapshot Transit Passenger Survey in 2023-2024 for 22 of the Bay Area's public transit operators: Presentation to the Regional Network Management Committee on March

25, 2025 - [Summary Sheet, Presentation Slides](#) Conducted a 2023 Travel Diary Study, the first of biennial effort to collect data on travel behaviors including working from home; the survey informs behavioral trade-offs for incorporation into travel modeling and analysis:

<https://mtc.ca.gov/planning/transportation/regional-transportation-studies/bay-area-transportation-study>

- Supported MTC’s Vital Signs effort with an online data portal: <http://open-data-demo.mtc.ca.gov>
- Developed and maintain online Master Data Management tool and data management modules for use in Bay Area Spatial Information System (BASIS: <https://basis.bayareametro.gov>)
- Developed and maintained Housing and Land Use Viewer Tool (HLUV: <https://housing.abag.ca.gov>) to share maps and data associated with Bay Area Housing and Land Use Patterns
- Developed Transit Oriented Communities database and application to support housing and business development that is near to transportation, putting public transit in reach for more people and improving the quality of life in the Bay Area (TOC Web App: <https://toc.mtcanalytics.org/login>)
- Developed updated PCAs database and a web-based nomination tool using updated datasets and criteria used to support local jurisdiction staff effort to identify future PCAs. (PCA Web App: <https://experience.arcgis.com/experience/511ab465fce54d109544102dfd0a6a28>)
- Developed updated Equity Priority Communities using newly released Census data from the American Community Survey (EPC Data: <https://mtc.maps.arcgis.com/apps/instant/sidebar/index.html?appid=1eea286b6b184f0a9ebabb8dfcd14334>)
- Successfully integrated a spatial economic model with the travel model to forecast land development patterns (including the impact of transportation on land development outcomes) (See [Technical Methodology to Estimate Greenhouse Gas Emissions for Plan Bay Area 2050](#), section: Land Use/Travel Modeling)

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will support agency planning activities with technical analysis, visual data summaries, and web-based tools to facilitate collaboration, information collection and dissemination, including housing data and analysis in support of REAP Technical Assistance (TA) efforts.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/ FTA 5303/ General Fund/ HOV Lane Fines/ U.S. NSF	07/01/25	06/30/26
2	Staff will manage and maintain GIS base map databases used by Bay Area Transportation Agencies.	Staff	Data, online tools (ongoing)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26
3	Staff will manage, maintain, and efficiently share all geo-spatial data associated with the Transportation Improvement Plan and Plan Bay Area.	Staff	Maps, technical memos, reports, interactive mapping applications and presentations (ongoing)	FHWA PL/ FTA 5303	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Staff will resume ongoing Transit Passenger Surveys with identified operators.	Staff & Consultant (TBD)	Survey summary reports and/or databases for the following operators (contingent on budget): <ul style="list-style-type: none"> - AC Transit - Dumbarton Express - Union City Transit - WestCAT - FAST - Marin Transit 	FHWA PL/ FTA 5303/ General Fund/ AC Transit	07/01/25	06/30/26
5	Staff, working with a consultant team and other partners, will continue work on a continuous (biennial) regional household travel survey to inform travel modeling, planning and research.	Staff & Consultant (Resource Systems Group, Inc.)	Survey summary reports and draft weighted dataset of households, persons, days and trips from fall 2025/spring 2026 data collection; codebase for weighting tools (biennial)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26
6	Staff will continue to develop the BASIS regional land use database in support of housing and transportation planning coordination efforts.	Staff	BASIS Regional Land Use Database (Zoning/ Existing/Planned Land Uses) (ongoing)	General Fund	07/01/25	06/30/26
7	Staff, in concert with a consultant team (WSP) will continue to release a version of the next generation travel model (TM 2) with greater spatial resolution for the next Plan Bay Area and other applications.	Staff & Consultant (WSP)	Incremental tagged release(s) of Travel Model 2.2+, including a model Calibration & Validation report (ongoing)	FHWA PL/ FTA 5303	07/01/25	06/30/26
8	Staff will evaluate land use modeling tools to conduct land use policy analysis for the next iteration of Plan Bay Area	Staff & Consultant (TBD)	Technical memos, reports and presentations (ongoing)	General Fund	07/01/25	06/30/26
9	Staff will continue analyses on the Bay Area economy and demographics, including but not limited to analyses with the REMI economic model, to produce the draft Regional Growth Forecast Methodology for the next iteration of Plan Bay Area.	Staff	Technical memo on the Draft Regional Growth Forecast Methodology; Memo on Regional Forecast Work Plan and Technical Advisory Committee (once)	General Fund	01/01/26	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Continue supporting the data, analysis and modeling efforts of partner agencies as well as County Transportation Agencies who are moving towards adopting MTC/ABAG modeling tools

- Continue development and application of MTC/ABAG modeling tools (small area land use model and the travel model) for Plan Bay Area 2060
- Continue developing regional parcel land use datasets in support of land use, housing and transportation related efforts
- Develop and release 2025/2026 Regional Land Use Database for Existing, Planned and Zoning by jurisdiction
- Develop and release 2025/2026 housing characteristics for Bay Area jurisdictions (Annual Progress Report)
- Develop and release 2025/2026 transit stops and routes database including key transit geographies used in support of the long-range plan
- Release updated Bay Area Census Site including additional demographic information that support regional planning efforts

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1124: Regional Goods Movement

Project Managers: Adam Crenshaw and Adam Noelting

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 36,798		\$ 37,122	\$ 324
Benefits		16,191		16,333	142
Indirect		26,420		26,653	233
Total Expenses		\$ 79,409		\$ 80,108	\$ 699
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 79,409		80,108	\$ 699
Toll Credit Match	9,108		9,188		80
Total Revenues		\$ 79,409		\$ 80,108	\$ 699
Federal Share		100.00%		100.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

In 2018, the MTC Commission adopted the Regional Goods Movement Investment Strategy, a ten-year prioritized set of projects and programs. MTC will work to monitor the delivery of projects and programs included in this investment strategy. A specific focus will be the allocation of Regional Measure 3 funds and identification of new programs and rounds of funding that could be likely sources of funding for goods movement projects. MTC will endorse projects from this strategy for state and federal discretionary funding sources. MTC will work with Bay Area County Transportation Agencies (CTAs), the Bay Area Air District (Air District) and ports to deliver community protection projects.

MTC will also continue to participate in the California Freight Advisory Committee (CFAC), which continues to guide development of the California Freight Mobility Plan (CFMP) and other state initiatives. MTC will continue to participate in statewide planning efforts related to federal freight formula funding, including the prioritization of Critical Urban and Rural Corridors and the Freight Investment Plan. MTC will continue to coordinate with local partners on prioritization of project proposals for new SB 1 funding programs, especially the Trade Corridor Enhancement Program, and implementation of awarded project. MTC will continue to participate in Caltrans Comprehensive Multimodal Corridor Planning.

MTC will continue to engage mega-regional coordination, in alignment with the Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study. MTC led the Study in coordination with San Joaquín Council of Governments, Sacramento Area Council of Governments, Association of Monterey Bay Governments (AMBAG), and Caltrans. The study was completed in June 2019, and MTC staff and partners continue to communicate and implement the study's findings, including identification and prioritization of project proposals for state funding programs. MTC will also continue to coordinate activities with the Megaregion Working Group, which is made up of representatives from MTC, the Sacramento Area Council of Governments (SACOG) and the San Joaquín Council of Governments (SJCOG). The Megaregion Working Group maintains a list of 12 key transportation projects to improve the

movement of people and goods within the megaregion (the Megaregion Dozen). In 2024, two new projects were added to this list to replace projects that had secured full funding.

On an as-needed basis, MTC will convene the Regional Airport Planning Committee (RAPC) and support Seaport Planning activities. The San Francisco Bay Area Seaport Plan, developed by the San Francisco Bay Conservation and Development Commission (BCDC) in collaboration with MTC, was finalized in November 2023. MTC helped fund the development of the plan, which serves as the maritime element of MTC's Regional Transportation Plan and informs project funding decisions. MTC will continue to participate in the Seaport Planning Advisory Committee to support ongoing coordination, implementation efforts, and to future updates to the plan (<https://bcdc.ca.gov/BPA/BPASeaportPlan.html>).

C. Project Products

- Endorsements and letters of support for goods movement projects seeking state and federal discretionary funding sources

D. Previous Accomplishments and Links to Relevant Products

- Endorsements and letters of support for projects seeking funding through the 2024 Trade Corridor Enhancement Program.
- Participated in one California Freight Advisory Committee meeting and in three Megaregion Working Group meetings: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/megaregion-working-group>
- San Francisco Bay Area Seaport Plan (November 2023): <https://bcdc.ca.gov/wp-content/uploads/sites/354/2024/03/seaport-plan.pdf>
- Improving Goods Movement Efficiency and Competitiveness in Northern California Megaregion Study (June 2019): <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/northern-california-mega-region-goods>
- Goods Movement Investment Strategy (January 2018): <https://mtc.ca.gov/news/mtc-adopts-10-year-investment-strategy-goods-movement>
- Regional Goods Movement Plan (February 2016): <https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>
- Freight Emission Reduction Plan (Fall 2017): <https://files.mtc.ca.gov/library/pub/29733.pdf>
- Regional Airport System Planning Analysis Update 2011 (September 2011)

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue to monitor and support statewide goods movement planning efforts and funding initiatives, including coordinating with local partners on prioritization of project proposals for new SB 1 funding programs and participation in the California Freight Advisory Committee.	Staff	Various plan and program status reports Meetings and meeting materials (as needed)	FHWA PL	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Support regional goods movement planning and implementation efforts, including Plan Bay Area implementation actions; participation in quarterly meetings of the regional Goods Movement Executive Team; participation in state, inter-regional, regional, and local goods movement planning activities; assistance for partner agencies in applications for state and federal funding for goods movement plans and projects.	Staff	Various plan and program status reports Meetings and meeting materials, and grant applications (as needed)	FHWA PL	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

Continue monitoring the implementation of goods movement priority projects and track federal and state funding programs and opportunities to support project delivery.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1125: Active Transportation Planning

Project Manager: Kara Oberg

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 166,286	\$ 160,023	\$ (6,263)
Benefits	73,165	70,410	(2,755)
Indirect	119,391	114,895	(4,496)
Consultants	4,280,000	4,280,000	-
Total Expenses	\$ 4,638,842	\$ 4,625,328	\$ (13,514)

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) - Complete Streets Bipartisan Infrastructure Law	\$ 249,489	\$ 266,970	\$ 17,481
Federal Highway Administration Planning (FHWA PL) (FY 2023-24) (Carryover) - Complete Streets Bipartisan Infrastructure Law	-	3,298	3,298
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	1,109,353	1,075,060	(34,293)
Toll Credit Match	127,243	123,309	(3,934)
Exchange Fund	3,280,000	3,280,000	-
Total Revenues	\$ 4,638,842	\$ 4,625,328	\$ (13,514)

Federal Share 29.29% 29.09%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

[†]The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

This Work Element supports implementation of two Plan Bay Area 2050 Strategies, which include “Build a Complete Streets Network” and “Advance Regional Vision Zero.” The implementation of these strategies has been carried out through the region’s first Active Transportation (AT) Plan, the updated Complete Streets Policy ([Resolution No. 4493](#)), and the [Regional Active Transportation Network](#), both in accordance with [Caltrans Bay Area Bike Update Plan 2025](#) and [District 4 Pedestrian Plan for the Bay Area](#).

The goal of MTC’s Complete Streets (CS) Policy is to ensure people biking, walking, rolling, and taking transit are safely accommodated within the transportation network. This policy works to advance regional Plan Bay Area policies including mode shift, safety, equity, VMT, and GHG emission reductions, as well as support national, state, and local compliance with applicable CS-related laws, policies and standards. This is primarily accomplished by requiring a Complete Streets checklist from projects seeking discretionary funding or funding endorsements from MTC.

In fiscal year 2025-2026, staff will continue to implement the AT Plan 5-Year Implementation Plan. Key focus areas include:

- Managing the Active Transportation Technical Assistance Program (ATPTA), which includes evaluating, awarding, and administering the second round of [TA](#); and evaluating, awarding and managing the consultant to administer the “Bay Area Active Transportation and Vision Zero

Regional Coordination and Knowledge Sharing” project to strengthen the local capacity of Active Transportation Network implementation. The ATPTA began in 2023 and will continue through 2026.

- Supporting Data Visualization in the new Complete Streets (CS) Checklist website, and database while continuing to monitor CS Checklist submissions and CS Policy compliance overall. This work element fulfills the 2.5% PL Complete Streets requirement.

C. Project Products

The products include Active Transportation workshops and webinars, as well as the Complete Streets Checklist webpage and database (forthcoming).

D. Previous Accomplishments and Links to Relevant Products

In the past year, accomplishments include:

- Launched the Active Transportation TA program:
<https://mtc.legistar.com/View.ashx?M=F&ID=12498201&GUID=6247288D-309A-404D-A8FA-8788AE78F493>
- Launched the new (interim) [Complete Streets \(CS\) Checklist website and database](#) and monitoring submissions and CS Policy compliance
- Hosted [Active Transportation Working Group](#) meetings.

More information about the Active Transportation Working Group, including past meetings can be found here: <https://mtcdrive.box.com/s/vtkw9yiq96mbem8w8ljoy27hsl5la8lp>.

More information about MTC’s Active Transportation Plan can be found here: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/regional-active-transportation-plan>.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Convene the Active Transportation Working Group (ATWG)	Staff	Bi-monthly staff reports, presentation, materials Bi-monthly meeting agendas and notes (ongoing)	FHWA PL	07/01/25	06/30/26
2	Manage the Active Transportation (AT) TA Program, identified in Active Transportation (AT) Plan 5-Year Implementation Plan, to support jurisdictions in implementing MTC’s Complete Streets Policy	Staff/ Consultants	Ongoing contracts/ funding agreements (9 in total) for conceptual design on the AT Network (ongoing)	FHWA PL/ STBG/ Exchange Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	Manage and implement the Active Transportation TA Program	Staff/ Consultants	Funding agreements for the Active Transportation Design TA Program (\$2 million) (ongoing)	FHWA PL/ STBG/ Exchange Fund	07/01/25	06/30/26
4	Support build out of the new Complete Streets Checklist and database	Staff	Complete Streets Checklist database (once)	FHWA PL	07/01/25	12/31/25
5	Review for projects seeking regional discretionary funding or endorsement, as governed by MTC Complete Streets (Reso 4493) Policy	Staff	Database Reviews of Checklists to ensure CS Policy compliance (as needed)	FHWA PL	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

The major focus of this work element is implementation of the AT Plan, specifically the actions outlined in its 5-year Implementation Plan. In that document, FY 2026-2027 is identified as the timeline for an AT Network update.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1127: Regional Trails

Project Managers: Toshi Shepard-Ohta and Nicola Szibbo

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 312,653	\$ 314,868	\$ 2,215
Benefits	137,568	138,542	974
Indirect	224,479	226,070	1,591
Consultants	3,726,076	3,616,127	(109,949)
Total Expenses	\$ 4,400,776	\$ 4,295,607	\$ (105,169)

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)	\$ 259,289	\$ 261,567	\$ 2,278
<i>Toll Credit Match</i>	29,740	30,002	262
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) (Carryover)	166,861	168,329	1,468
<i>Toll Credit Match</i>	19,139	19,307	168
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	857,364	607,155	(250,209)
<i>Toll Credit Match</i>	98,340	69,641	(28,699)
<i>Bay Area Toll Authority (BATA) Regional Measure 3</i>	1,000,000	1,000,000	
<i>Bay Area Toll Authority (BATA) Reimbursement</i>	200,000	200,000	
2% Transit Transfer	475,000	475,000	-
2% Transit Transfer - New	425,000	425,000	-
5% Transit Transfer	233,076	123,127	(109,949)
5% Transit Transfer - New	293,000	293,000	-
Exchange Fund	350,000	600,000	250,000
General Fund	141,186	142,429	1,243
Total Revenues	\$ 4,400,776	\$ 4,295,607	\$ (105,169)

Federal Share	29.17%	24.14%
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

This work element comprises grant contract management, TA, planning and design, partnership building, public outreach and non-profit administration pertaining to regional trails active transportation planning and implementation. This work element relies on using a strategic, data-driven approach for analyzing and enhancing trail usage and ridership in the nine-county Bay Area to provide equitable access and connectivity for all users, especially those in Equity Priority Communities (EPCs).

This work element also includes the integration of complete streets, all-ages-and-abilities design principles where trail systems meet on-street networks, and/or where the development of off-street trails and paths are not viable for a connected active transportation system. Coordination with Federal Land Management Agencies for the purpose of planning, designing and funding trail systems is a critical part of this work element. Addressing prominent climate change and resilience issues for trails and participating in PEL processes, such as SR-37, is also integral to the work element. This work element includes the Bay

Trail, and other regional trails/active transportation facilities; for clarity, it does not include the Water Trail or the PCA Program.

C. Project Products

- Gap Closure Plans/Design Guidelines/Studies/Project Development/Needs Assessment
- Bay Trail Block Grant Administration
- Bay Trail Planning and Design TA
- Quick Build/First-Last Mile Improvements
- Strategic Plans and Studies
- Outreach and Engagement

D. Previous Accomplishments and Links to Relevant Products

- Completed the Bay Trail Equity Strategy (Phase II): <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-equity-strategy>
- Completed the Bay Trail Gap Closure Implementation Plan: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>
- Completed the San Francisco Airport (SFO) Gap Study: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-sfo-gap-study>
- Completed the Bay Trail Strategic Plan: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/about-bay-trail>
- Completed the Bay Trail Design Guidelines & Toolkit 2.0: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-design-guidelines-toolkit-20>
- Coordinated major project improvements on SR-37 (interim and PEL), the West Oakland Link and the Vallejo Bay Trail/Vine Trail
- Maintained partnerships on regionwide and local planning related to sea level rise with
 - BCDC Regional Shoreline Adaptation Plan (RSAP): <https://www.bayadapt.org/regional-shoreline-adaptation-plan/>
 - the Doolittle Adaptation Working Group: https://docs.google.com/document/d/1-fXhqQnzHQ0fTulfqFnJzf-Kt_qLIW9O-2yh0fRkb-4/edit?pli=1&tab=t.0
 - the Carquinez Strait Scenic Shoreline (CSSLT) Working Group: <https://docs.google.com/document/d/153GpvJorXgNIPNpcdM6JDBt14Scex6av88GQHkZ4MBE/edit?tab=t.0#heading=h.fbrehop4pvq>
- Administered Bay Trail grants to local partners
- Participated in the Bay Area Trails Collaborative (BATC) and the Collaboration for Regional Trails Initiative (CRTI)
- Maintained partnerships on Bay Trail outreach with organizations for annual and monthly events such as Bike to Wherever Days/Bike to Work Day
- Continued regular contact and coordination with local and regional partners related to TA on the Bay Trail: <https://abag.ca.gov/technical-assistance/2024-climate-program-implementation-grants#:~:text=Active%20Transportation%20Capital%20Design%20Technical,ready%20to%20move%20to%20construction>
- Provided administration support for the Bay Trail Non-Profit, including the Bay Trail Board

- Continued social media strategy implementation for Bay Trail social media accounts: <https://mtc.ca.gov/news/new-plan-maps-route-finishing-bay-trail>
- Promoted awareness through showcasing the Bay Trail on Open Road: <https://www.nbcbayarea.com/news/local/openroad/>
- Sponsored the California Trails and Greenways Conference: https://www.parks.ca.gov/?page_id=24151, and Together Bay Area: <https://togetherbayarea.org/members/>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Initiate the Bay Trail Data Strategy	Staff & Consultant (TBD)	RFP/RFQ (once)	STBG	07/01/25	06/30/26
2	Initiate the Bay Trail Needs and O&M Assessment	Staff & Consultant (WRT, LLC)	RFP/RFQ (once)	STBG	07/01/25	06/30/26
3	Initiate the Bay Trail Equity Strategy (Phase III; Implementation Playbook)	Staff & Consultant (TBD)	RFP/RFQ (once)	Exchange Fund	07/01/25	06/30/26
4	Continue to provide Bay Trail TA	Staff	Local agency trail design and engineering guidance (as needed)	FHWAPL/STBG	07/01/25	06/30/26
5	Lead Regional Trails GIS Maintenance	Consultant (Alta Planning & Design)	Bay Trail navigational map and Bay Area Trails Collaborative (BATC) Network (ongoing)	5% Transit Transfer	07/01/25	06/30/26
6	Initiate Trail-Oriented Design and Development Best Practices	Consultant (Street Plans)	Best practice research summary (once)	2% Transit Transfer	07/01/25	06/30/26
7	Initiate Regional Trails Data Evaluation	Consultant (TBD)	User datasets on major regional trail corridors (once)	5% Transit Transfer	07/01/25	6/30/26
8	Execute SFO Bay Trail Corridor Project	SamTrans	RFP/RFQ; funding agreement (once)	2% Transit Transfer	07/01/25	06/30/26
9	Continue to provide organizational change management resources and capacity-building for the Bay Trail	Consultant (Potrero Group)	Concept paper (once); Solicitation letters of interest (once); Capacity-building (ongoing)	2% Transit Transfer	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
10	Promote awareness and conduct advertising and outreach for the Bay Trail	Staff	Public education products, outreach, cartographic assistance, conference sponsorships, staff presentations, media strategy (ongoing)	General Fund	07/01/25	06/30/26
11	Continue engagement and coordination to support and enhance the Bay Trail	Consultant (Rails to Trails Conservancy)	Bay Trail Listserv Working group administration Education and outreach and briefings (ongoing)	BATA Admin Fund	07/01/25	06/30/26
12	Engage collaboration for Regional Trails Initiative (CRTI)	Staff	Research deliverables (ongoing)	FHWA PL	07/01/25	06/30/26
13	Initiate the Multimodal Trail Access Study	Consultant (TBD), Staff	Initiate procurement (once)	2% Transit Transfer	07/01/25	06/30/26
14	Initiate Marshlands Rd Bay Trail	Consultant (TBD), Staff	Initiate Procurement (once)	BATA RM3	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Promote and educate local agencies on the Bay Trail Gap Closure Implementation Plan: <https://mtc.ca.gov/operations/regional-trails-parks/san-francisco-bay-trail/bay-trail-gap-closure-implementation-plan>
- Kick-off the Bay Trail Needs Operations and Maintenance Assessment and deliver tasks
- Procure the Bay Trail Data Strategy, TA and Bay Trail Equity Strategy Phase III Implementation Playbook
- Continue to update the regional trails spatial data and provide QA/QC for the spatial network
- Execute funding supplement for SFO Bay Trail Corridor Project
- Procure Marshlands Road Bay Trail PA/ED contract
- Grow and expand partnerships and support through the Bay Area Trails Collaborative and the Collaboration for Regional Trails Initiative
- Secure funding for quick build improvement projects along major regional corridors
- Continue to provide trail planning and design TA to local agencies, promote awareness and strengthen partnerships

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight

- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1128: Resilience and Hazards Planning

Project Manager: Michael Germeraad and Kate Lyons

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 113,095	\$ 114,089	\$ 994
Benefits	49,762	50,199	437
Indirect	81,200	81,913	713
Consultants	40,000	40,000	-
Total Expenses	\$ 284,057	\$ 286,201	\$ 2,144

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
General Fund	\$ 284,057	286,201	2,144
Total Revenues	\$ 284,057	\$ 286,201	\$ 2,144

Federal Share	0.00%	0.00%
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area faces pressing environmental challenges, including conserving and restoring ecosystems, adapting to climate risks such as sea level rise and mitigating natural hazards like earthquakes. Long-term goals outlined in Plan Bay Area 2050 emphasize expanding park access and reducing climate and hazard risks. Achieving these goals requires coordinated regional action.

Staff within the Regional Planning Program assist local governments and communities to protect the environment as well as plan for earthquakes, the effects of climate change, and other hazards. This is accomplished through research, planning and action. This Work Element comprises TA, analysis, policy development, stakeholder engagement, as well as developing data and mapping tools pertaining to resilience, climate and conservation priorities. The work element supports implementation of many of the environmental strategies of Plan Bay Area 2050.

The following objectives drive the work of the Environmental and Resilience Program:

- Incorporate resilience and conservation planning into Plan Bay Area 2050+, and advance resilience and conservation actions outlined in the Plan Bay Area 2050 Implementation Plan.
- Work to develop a regional land use pattern and transportation system which reduces the risk from natural and climate impacts and conserves vital natural ecosystems.
- Disseminate scientific information about climate impacts and ecosystems in an understandable and usable way that facilitates good planning and policy decisions.
- Provide resources for local governments to develop and implement hazard mitigation, climate adaptation, resilience, recovery and general plans.

C. Project Products

Work products typically include memos, presentations, and (depending on the scale of the individual task) may include final deliverables in the form of a report, guidebook, curated data set, mapping tool, or other final products. To advance tasks, staff agendize and facilitate meetings and occasional workshops with federal, state, regional, local and community partners. Partner and stakeholder engagement may also take place through surveys, interactive workshop activities, or through other communications platforms.

The work will support the incorporation of resilience planning into relevant Plan Bay Area 2050+ strategies, develop a sea level rise focused Resilience Project List, and will produce guidance resources to support Bay Area cities and counties with implementation of environment and resilience priorities, and provide feedback on forthcoming state and federal agency environment and resilience regulations and programs.

D. Previous Accomplishments and Links to Relevant Products

In fiscal year 2024-25, elements of the [Sea Level Rise Adaptation Funding and Investment Framework](#) were updated and integrated into a Resilience Project List, a new component of the Plan Bay Area 2050+ Environment Element. The Resilience Project List is an organized inventory of sea level rise adaptation projects and needs for the nine-county region and continues MTC's incremental work in identifying sea level rise needs with partners in the region.

In addition to incorporating sea level rise into Plan Bay Area 2050+ Strategy EN1: Adapt to Sea Level Rise, the remainder of the resilience and conservation strategies were updated to reflect implementation efforts. Updates to the Plan Bay Area 2050+ resilience and conservation strategies as well as needs and revenue were developed for the adopted Final Blueprint. See more information on the strategy updates here: <https://mtc.ca.gov/digital-library/5038665-9avi-24-1550-attachment-e-final-blueprint-strategies>.

See more information on needs and revenue updates here:

<https://mtc.legistar.com/gateway.aspx?M=F&ID=62dcca13-05e2-4cab-b339-ce8889d330d1.pdf>.

Advancement of Strategy EN1: Adapt to Sea Level Rise has also proceeded with joint efforts with the Bay Conservation Development Commission. MTC/ABAG staff have been actively engaged in BCDC-led working groups related to the Regional Shoreline Adaptation Plan (RSAP) and are supporting BCDC with the development of a Sea Level Rise Adaptation Funding and Investment Strategy, a project that will build on the work completed by the prior Framework and Resilience Project List described above.

In fiscal year 2024-25, staff updated research on wildfire impacts on housing. In 2025-26, staff will turn that research into technical assistance products designed to support local government staff.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Coordinate resilience efforts across regional agencies, including BARC and BCDC	Staff	Coordination meetings, agendas, presentations, memos (as needed)	General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Support BCDC with the development of a Sea Level Rise Adaptation Funding and Investment Strategy	Staff	Coordination meetings with BCDC Stakeholder engagement materials (agendas, presentations) Memos Briefer Documents (ongoing)	General Fund	07/01/25	06/30/26
3	Refine implementation actions for Plan Bay Area 2050+ resilience and conservation strategies	Staff	Draft Implementation Plan Final Implementation Plan (once)	General Fund	07/01/25	1/31/26
4	Continue to implement Plan Bay Area 2050 Strategy EN2 through regional collaboration and local technical assistance efforts	Staff	Research on TA topics and analysis results Guidance documents and webpage updates Host or present TA materials via webinars and meetings. (ongoing)	General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Advance implementation actions related to environmental strategies as part of Plan Bay Area 2050+ Implementation Plan.
- Build on technical assistance and research conducted in FY25/26 and continue to provide technical assistance to local governments working to implement residential seismic retrofit and wildfire home hardening programs in alignment with Plan Bay Area 2050 strategy EN2. Publish new technical assistance resource guides, update existing materials with latest wildfire and seismic guidance, and present materials to local government staff in standalone webinars and/or as agenda items on existing meetings and workshops.
- Conduct research and outreach to shape resilience and environment planning topics for Plan Bay Area 2060.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Elliot Huang

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 208,762	\$ 210,597		\$ 1,835
Benefits		91,855	92,663		808
Indirect		149,888	151,206		1,318
Consultants		330,000	314,685		(15,315)
Total Expenses		\$ 780,505	\$ 769,151		\$ (11,354)

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 450,505	\$ 454,466		\$ 3,961
<i>Toll Credit Match</i>	51,673		52,127	454	
General Fund		330,000	314,685		(15,315)
Total Revenues		\$ 780,505	\$ 769,151		\$ (11,354)

Federal Share	57.72%	59.09%	
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Performance measurement and monitoring is a vital component of recent federal surface transportation authorizations. While MTC has been involved in performance-based planning and programming for more than a decade, federal requirements initiated under MAP-21 and refined under subsequent surface transportation legislation continue to enhance and evolve the agency's performance work plan.

MTC's general approach to target-setting for federal performance measures is to support state targets, opting to set regional targets where required by statute (e.g., CMAQ performance measures) or where state targets do not align with regional goals (e.g., safety performance measures). MTC considers a number of factors when setting targets, including historical data, the anticipated impacts of new or in-progress policies, projects, and programs throughout the region, and Commission direction. Targets aim to make ambitious but attainable progress toward advancing regional goals.

MTC works closely with Caltrans throughout the regional and state target-setting and performance monitoring processes required under the federal Transportation Performance Management program. Regional targets and performance data are shared with Caltrans based on the performance cycle specified in the federal statute, with MTC providing updates on targets and performance annually for performance measures on a one-year update cycle (PM1) and every two years for performance measures on a four-year update cycle (PM2 and PM3). Additionally, MTC provides annual performance updates to Caltrans related to transit safety and transit state of good repair, two additional sets of performance measures administered by the Federal Transit Administration. Performance is reported through the sharing of MTC documentation (e.g., memos to the MTC Planning Committee) and the completion of Caltrans-provided forms requesting performance data and supplemental information such as the status of projects and programs related to performance areas.

MTC also continually updates Vital Signs, an interactive online portal for performance tracking that incorporates a broad range of regional issues, including transportation, land and people, the economy, the environment and equity (<https://vitalsigns.mtc.ca.gov>). In 2023, a major redesign of the site was launched to better serve its users with a more modern and easier to use interface. Several back-end technical enhancements were also made to improve the maintainability of the site.

Objectives

- Work with Bay Area partners and other stakeholders to identify performance measures related to transportation, land use, the environment, the economy, social equity and related issue areas for use in long-range planning and performance monitoring
- Disseminate important regional datasets through portals such as Vital Signs to track baseline indicators, increase access to data, and support the regional planning conversation
- Conduct performance assessments using a performance-based planning and programming framework to support programming decisions, including the Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP); refer to Work Element 1512 for additional information on performance-based programming in the TIP
- Deploy and maintain national performance measures per federal performance-based planning and programming requirements
- Track regional performance towards identified Plan Bay Area metrics through performance monitoring data portals and reports
- Document the regional Congestion Management Process (CMP)

C. Project Products

- **Target Setting and Reporting:** Regular reports to Caltrans on regional progress toward federally mandated targets, including road safety, transit safety, transit asset management, infrastructure condition, freight movement and economic vitality, system reliability, and environmental sustainability.
- **CMAQ Reporting:** Baseline, Midpoint, and Full Performance Period Progress Reports on Congestion Management and Air Quality.
- **TIP/STIP Performance Assessments:** Evaluations of the performance of investments included in MTC's Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). Refer to Work Element 1512 for additional information on performance-based programming in the TIP.
- **Vital Signs Website and Data Maintenance:** Ongoing maintenance of the Vital Signs website to ensure its appearance, usability, functionality, and accessibility align with modern web development best practices. Regular updates to the data on the Vital Signs website to ensure content remains timely and relevant for users.
- **Congestion Management Process Documentation:** Updates to the regionwide Congestion Management Process documentation on the MTC website.

D. Previous Accomplishments and Links to Relevant Products

- Vital Signs performance monitoring website (regularly updated since 2015):
<http://vitalsigns.mtc.ca.gov>

- 2025 TIP Performance Assessment Report here: <https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip>, and within the 2025 TIP Technical Appendix here: <https://mtc.ca.gov/digital-library/5033689-2025-tip-volume-3-technical-appendix>
- STIP Performance Assessment (since 2002; most recently in 2023). More information at: <https://mtc.legistar.com/gateway.aspx?M=F&ID=935b65d2-4bc3-41c0-ad56-7234a50b800c.pdf>
- Bay Area Congestion Management Process (since 1995; page on the MTC website summarizing the CMP completed in 2020). More information here: <https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process>
- Federal Transportation Performance Monitoring Activities (ongoing since 2018). More information here: <https://www.vitalsigns.mtc.ca.gov/targets>, and here: <https://mtc.ca.gov/planning/transportation/federal-performance-targets>
- CMAQ Baseline, Mid-Period, and Full Performance Period Progress Reporting (most recently submitted to Caltrans in 2024)

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will identify 2026 federally required safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/25	02/28/26
2	Staff will identify 2026 federally required regional transit asset management targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	07/01/25	04/30/26
3	Staff will identify 2026 federally required regional transit safety targets in coordination with transit operators	Staff	Working group or committee memo on target-setting and target-setting documentation submittal to Caltrans (once)	FHWA PL/ General Fund	11/01/25	04/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Staff will re-envision MTC's Congestion Management Process by developing a perspective paper for Plan Bay Area 2060. This paper will examine congestion trends, assess past and current strategies, and explore novel approaches to managing congestion in the future.	Staff	Congestion Management Perspective Paper (once)	FHWA PL/ General Fund	07/01/25	06/30/26
5	Ongoing technical maintenance of Vital Signs website and associated datasets	Consultant (Peak Digital)	Vital Signs website and datasets (ongoing)	General Fund	07/01/25	06/30/26
6	Develop the Draft 2027 TIP Performance Report in compliance with federal reporting requirements	Staff	TIP Performance Report and working group or committee memo summarizing TIP performance (once)	FHWA PL/ General Fund	04/01/26	06/30/26
7	Assess the performance of various Final EIR alternatives for Plan Bay Area 2050+	Staff	Final EIR Final Plan Bay Area 2050+ Performance Report (once)	FHWA PL/ General Fund	07/01/25	01/31/26
8	Document performance-based planning process used in Final Plan Bay Area 2050+	Staff	Final Plan Bay Area 2050+ Performance Report (once)	FHWA PL/ General Fund	07/01/25	01/31/26
9	Develop 2026 STIP Performance Report in compliance with state reporting requirements	Staff	2026 STIP Performance Report (once)	General Fund	10/01/25	12/31/25

F. Anticipated Future Activities (FY 2026-27)

- Staff will identify 2026 federally required road safety performance targets (PM1) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2026 federally required transit safety performance targets
- Staff will identify 2026 federally required state of good repair for transit asset targets
- Staff will identify 2027 and 2029 federally required infrastructure condition performance targets (PM2) or commit to supporting statewide performance targets through planning and programming
- Staff will identify 2027 and 2029 federally required system reliability/freight/CMAQ performance targets (PM3) or commit to supporting statewide performance targets through planning and programming
- Staff will continue to update and maintain the Vital Signs website

- Staff will continue to review federal guidance on the Congestion Management Process (CMP) and its integration with agency initiatives, and update MTC’s website to reflect the agency’s congestion reduction efforts (<https://mtc.ca.gov/planning/transportation/driving-congestion-environment/congestion-management-process>).
- Staff will develop the 2022-2025 CMAQ Performance Plan Final Report and 2026-2029 CMAQ Performance Plan Baseline Report
- Staff will develop the Final 2027 TIP Performance Report in compliance with federal reporting requirements

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1310: Access and Mobility Planning and Programs

Project Manager: Drennen Shelton

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 259,466	\$ 261,376	\$ 1,910
Benefits	114,165	115,006	841
Indirect	186,290	187,664	1,374
Consultants	1,535,000	4,535,000	3,000,000
Total Expenses	\$ 2,094,921	\$ 5,099,046	\$ 3,004,125

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)	\$ 74,062	\$ 73,918	\$ (144)
<i>Toll Credit Match</i>	8,495	8,478	(17)
State Transit Assistance (STA)	1,450,000	1,450,000	-
Exchange Fund	-	3,000,000	3,000,000
General Fund	570,859	575,128	4,269
Total Revenues	\$ 2,094,921	\$ 5,099,046	\$ 3,004,125

Federal Share

3.54%

1.45%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Coordinated Public Transit-Human Services Transportation Plan

Access and Mobility Planning activities include identifying transportation needs and barriers faced by the region’s transportation-disadvantaged populations, supporting local, collaborative processes to prioritize solutions to those gaps via local, community-based transportation planning, and developing the Coordinated Public Transit-Human Services Transportation Plan. The Coordinated Plan is foundational for MTC’s transportation planning work serving older adults, people with disabilities, and low-income populations and feeds into the accessibility work under the region’s Transit Transformation Action Plan (outlined in Work Element 1621). The region’s Coordinated Plan was updated in 2024. Implementation of the Coordinated Plan recommendations will begin in summer 2025. Implementation of the Transit Transformation Action Plan accessibility initiatives (Actions 21-25) are ongoing.

Community Based Transportation Plans (CBTPs)

Equity Priority Communities are areas with a concentration of underserved populations, such as households with low incomes and people of color. MTC and other partners at the local level use EPCs to direct planning, funding, and operations efforts to meaningfully reverse disparities in access to transportation, housing, and other community services. Staff are working closely with CTAs to conduct community-based transportation planning activities in EPCs through a new round of grant funding to fund new or update outdated CBTPs.

Community Action Resource and Empowerment (CARE) Program

The CARE Program is a capacity building, TA, and participatory budgeting grant program supporting under-resourced communities (i.e., Equity Priority Communities, Priority Populations) in the nine-county Bay

Area region. Staff works closely with CTAs and other stakeholders to develop policy and funding guidelines to fund the implementation of CBTPs, Coordinated Plan recommendations, and other livability-driven transportation initiatives. The CARE Program (redesigned Lifeline Transportation Program) sets aside funding for project TA, participatory budgeting, and heightened community-based organization engagement.

FTA Section 5310 Funding Program

Caltrans is the designated recipient of 5310 funds and partners with MTC in calls for projects and determining applicant eligibility. MTC screens applications for eligibility; scores applications consistent with the California Transportation Commission's (CTC) established scoring criteria; and forwards a regional application list to Caltrans for consideration. MTC works with subrecipients to ensure consistency with the Coordinated Plan and local priorities.

Objectives

- Improve transit services and mobility in the region for older adults, individuals with disabilities, and low-income populations through recommended strategies in the Coordinated Public Transit-Human Services Transportation Plan and the Transit Transformation Action Plan accessibility initiatives (Actions 21-25).
- Improve mobility in the region's Equity Priority Communities (EPCs), as identified in Plan Bay Area 2050+.
- Understand the needs of different EPCs through community-based planning processes that result in clearly identified projects that will enhance access and mobility and can be funded.
- Advance high priority community-based, multi-sector transportation, housing, and climate initiatives that improve mobility via the Community Action Resource and Empowerment (CARE) Program.
- Support the efforts of the FTA Section 5310 Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which enhances mobility for seniors and people with disabilities by providing funds to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

C. Project Products

- Coordinated Public Transit-Human Services Transportation Plan: <https://mtc.ca.gov/sites/default/files/documents/2024-12/MTC-Coordinated-Plan-2024.pdf>
- Transit Transformation Action Plan Accessibility Initiatives (Actions 21-25): <https://mtc.ca.gov/operations/transit-regional-network-management/transformation-action-plan-accessibility-initiatives>
- Community-Based Transportation Plans: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- MTC Resolution No. 4604 Community Action Resource and Empowerment (CARE) Program Cycle 1 Guidelines, November 2023: https://mtc.ca.gov/sites/default/files/documents/2023-11/MTC_Resolution_4604.pdf
- Section 5310 program and regional list of applications: https://mtc.ca.gov/sites/default/files/documents/2024-06/VAR210201_-_GL_FY2223_FTA_5310.pdf

D. Previous Accomplishments and Links to Relevant Products

- Coordinated Public Transit-Human Services Transportation Plan Update, 2024 and 2018; and Coordinated Plan implementation activities 2019-2024: www.mtc.ca.gov/coordinatedplan
- Transit Transformation Action Plan Accessibility Initiative: Bay Area Paratransit Eligibility Transformation Action Plan Action 25: https://mtc.ca.gov/sites/default/files/documents/2024-12/Action_25_Bay_Area_Paratransit_Eligibility_Transformation_Action_Plan_Report.pdf
- Community-Based Transportation Plans: To date, nearly 50 Community-Based Transportation Plans have been produced in total. Since 2018, 18 plans have been produced, with five more currently underway as of January 2025: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/community-based-transportation-plans-cbtps>
- Program evaluation for the Community-Based Transportation Planning program, examining the efficacy of the planning process and the funding and implementation outcomes associated with projects recommended in those plans (informed an update to the CBTP program guidelines in spring 2022 and will continue to guide MTC’s policy and programming work to further support these equity-advancing projects): https://mtc.ca.gov/sites/default/files/documents/2022-05/CBTP_Program_Evaluation_April_2022.pdf
- Program guidelines for Lifeline Transportation Program Cycles 1-6: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/lifeline-transportation-program>
- Coordination with Caltrans and the region’s subrecipients for the FY 22 & 23 Cycle of Section 5310: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/section-5310>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Support the implementation of the Coordinated Public Transit-Human Services Transportation Plan recommendations	Staff	Resolution designating MTC as the local TNC Access fund administrator Regionwide forum(s) to discuss paratransit challenges (TAP Action 24); Report to the RNM Council on implementation of standardized paratransit eligibility practices (TAP Action 25) Implementation of one-seat ride pilots (TAP Action 22)	General Fund/ STA	07/01/25	06/30/26
2	Designate Mobility Managers in each county to coordinate rides with transit serving people with disabilities, older adults and people with low incomes	Staff	Guidelines for Mobility Managers; Documentation report	General Fund/ STA	7/01/25	6/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	Fund for one-seat paratransit ride pilots and develop cost-sharing policies for paratransit trips that require multiple transit agencies	Staff	Documentations report; Map existing transfer points and develop criteria and minimum standards for safe transfer points.	General Fund/ STA	10/01/25	6/30/26
4	Identify key paratransit challenges and recommend improvements	Staff	Develop recommended solutions and strategies for service improvement along with detailed cost information to accompany each recommendation.	General Fund/ STA	07/01/25	06/30/26
5	Implement recommendations from the Bay Area Paratransit Eligibility - Transformation Action Plan Action 25 report	Staff	Implementation reports to the RNM Council	General Fund/ STA	07/01/25	06/30/26
6	Develop the Accessible Futures conference report on top transportation issues for residents of the Bay Area with disabilities	Staff	Conference proceeding report	General Fund/ STA	07/01/25	09/30/26
7	Monitor and review Community-Based Transportation Plans	Staff	Adopted plans on the MTC CBTP website (ongoing)	General Fund/ STA	07/01/25	06/30/26
8	Support development and implementation of programs to advance CBTP project implementation, such as CARE's CBTP TA	Staff	Internal and external briefing materials to guide direction; resources for partners (ongoing)	General Fund/ STA	07/01/25	06/30/26
9	Build upon the 2022 CBTP Program Evaluation with a focus on CBO partnerships and project implementation	Staff	CBTP Program Evaluation Final Report (once)	FHWA PL	07/01/25	11/30/26
10	Develop and release CBTP Guidelines for 2026-2030 cycle	Staff	CBTP Program Guidelines (2026-2030) (once)	FHWA PL	07/01/25	04/30/26
11	Implement CARE Program guidelines establishing a Community Advisory Working Group develop draft framework including structure, role, etc.	Staff	Framework and best practices (once)	General Fund/ STA	07/01/25	06/30/26
12	Develop and implement grant program for CBO compensation and/or participatory budgeting implementation activities under the CARE Program	Staff	Program guidelines (once)	General Fund/ STBG/ Exchange Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
13	Monitor and implement CARE power-building and engagement funding program for project implementation, TA for project development and capacity building	Staff	Program of projects (once) TA products (on-going)	General Fund/ STBG/ Exchange Fund	07/01/25	06/30/26
14	Support Caltrans in the implementation of FTA 5310 by working with applicants and subrecipients	Staff	TA products (ongoing)	General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Support priority strategies identified in the Coordinated Public Transit-Human Services Transportation Plan
- Review new or updated CBTPs for communities identified as Equity Priority Communities (EPCs)
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs, Participatory Budgeting, and Power-Building and Engagement.
- Continue to provide technical and administrative support to the CARE Community-Based Transportation Plan TA program
- Help implement the Community-Based Transportation Plan TA program by selecting and monitoring projects
- Develop CARE funding guidelines for CBO compensation program, provide TA to project sponsors, county program administrators, and recipients, and track best practices and outcomes
- Submit reports and other documentation to Caltrans as required, provide TA to 5310 project sponsors, and support project development in anticipation of the next 5310 cycle
- Continue to implement, oversee, and assess programs to advance the implementation of CBTPs

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1412: Transportation Conformity and Air Quality Planning

Project Manager: Adam Noelting

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 73,597		\$ 74,244	\$ 647
Benefits		32,383		32,667	284
Indirect		52,842		53,306	464
Total Expenses		\$ 158,822		\$ 160,217	\$ 1,395
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 158,822		\$ 160,217	\$ 1,395
Toll Credit Match	18,217		18,377		160
Total Revenues		\$ 158,822		\$ 160,217	\$ 1,395
Federal Share		100.00%		100.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The transportation conformity process ensures that transportation-related (mobile source) emissions in federal nonattainment areas remain within the bounds needed to bring the state into compliance with the National Ambient Air Quality Standards (NAAQS) and promote public health goals outlined in the Clean Air Act. MTC is responsible for conducting the conformity process in the San Francisco Bay Area, forecasting both regional and localized transportation emissions to determine if future emissions could delay the achievement of federal air quality standards. Transportation conformity ensures that transportation plans, programs, and projects "conform" to air quality standards by comparing projected mobile-source emissions with federal standards. Specifically, the analysis evaluates the 2008 and 2015 NAAQS for 8-hour ozone and the 2006 national 24-hour fine particulate matter (PM_{2.5}) standards. While MTC is responsible for ensuring a conformity determination is made, the conformity process depends on federal, state, and local transportation and air quality agencies working together to meet the transportation conformity requirements.

In 2008, EPA lowered the 8-hour ozone standard from 80 parts per billion (ppb) to 75 ppb. In 2009, the California Air Resources Board (CARB) recommended that the Bay Area be designated non-attainment for this standard, and in 2010, EPA issued final designations based on updated monitoring data.

In 2015, EPA strengthened the ground-level ozone standard to 70 ppb, and in 2016, CARB recommended that the Bay Area be designated nonattainment for this new standard. EPA confirmed this designation in 2018.

In 2006, the EPA revised the PM_{2.5} 24-hour standard, lowering it from 65 micrograms per cubic meter (µg/m³) to 35 µg/m³. In 2009, the Bay Area was designated non-attainment for this standard due to violations over a three-year period from 2007 to 2009.

In 2024, EPA strengthened the PM_{2.5} standard to 9.0 µg/m³ to better protect public health, particularly from heart attacks and premature death. Preliminary data indicates that the Bay Area's PM_{2.5} levels are slightly above this new standard. EPA will evaluate recent air quality data to determine the region's attainment status, with final designations expected by February 2026.

MTC's Resolution No. 3757 outlines procedures to be undertaken by MTC, U.S. Environmental Protection Agency (EPA), Caltrans, FHWA, FTA, state and local air agencies before making transportation conformity determinations on the RTP and TIP. Interagency consultation on transportation conformity and related air quality planning is facilitated through MTC's Air Quality Conformity Task Force.

MTC also:

- Aids local communities in the region to develop their mobile source GHG emission inventories for their local Climate Action Plan (CAP) development by providing passenger and commercial vehicle VMT data to communities.
- Coordinates with CARB on the development of its regional emissions analysis and prepares model assumptions and analysis for use by CARB.

Objectives

- Integrate regional air quality and transportation planning to comply with NAAQS and enhance public health.
- Ensure the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP) prepared by MTC conform to the State Implementation Plan (SIP) through a transportation conformity process required under the Clean Air Act Section 176(c) (42 U.S.C. 7506(c)).
- Facilitate coordination among federal, state, and local agencies for air quality planning. The Air Quality Conformity Task Force provides this interagency consultation and meets monthly to discuss transportation conformity issues.
- Conduct air quality planning and policy analysis as needed to respond to federal and state air quality regulations.

C. Project Products

- Coordinate interagency consultations on transportation conformity, PM_{2.5} project-level conformity, and other air quality issues through MTC's regional Air Quality Conformity Task Force, which meets monthly.
- Prepare transportation-air quality conformity analysis on plans (e.g., Plan Bay Area), programs (e.g., Transportation Improvement Program), and related amendments to these plans or programs, as needed.
- Work with project sponsors to develop and submit PM_{2.5} Hot Spot Analysis Project Assessment forms for consideration by MTC's regional Air Quality Conformity Task Force.
- Collaborate with relevant agencies on transportation-related air quality planning to ensure compliance with both federal and state standards.
- Participate in quarterly state air quality planning discussions with Caltrans Headquarters, California ARB, the Air District, and other state and federal agencies, as needed.
- Provide travel activity (VMT, vehicle miles traveled) and related data to local communities to support their climate planning activities.

D. Previous Accomplishments and Links to Relevant Products

- Prepared transportation-air quality conformity analysis for the 2025 TIP and PBA 2050. See: <https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip>
- Prepared transportation-air quality conformity analysis for a Plan Bay Area 2050 amendment, including the addition of SMART to Healdsburg and the 2025 TIP. See: <https://planbayarea.org/digital-library/pba2050-amend-regionalconformitypdf>
- Air Quality Conformity Task Force meeting agendas, meeting materials, and summary notes:
 - Thursday, July 25, 2024 - https://mtc.ca.gov/sites/default/files/documents/2024-07/AQCTF_Agenda_Packet_07_25_24%20%28revised%207-23-24%29.pdf
 - Thursday, August 22, 2024 - https://mtc.ca.gov/sites/default/files/documents/2024-08/AQCTF_Agenda_Packet_08_22_24.pdf
 - Thursday, September 26, 2024 - https://mtc.ca.gov/sites/default/files/documents/2024-09/AQCTF_Agenda_Packet_09_26_24.pdf
 - Thursday, October 24, 2024 - https://mtc.ca.gov/sites/default/files/documents/2024-10/AQCTF_Agenda_Packet_10_24_24.pdf
 - Thursday, December 5, 2024 - https://mtc.ca.gov/sites/default/files/documents/2024-12/AQCTF_Agenda_Packet_12_05_24.pdf
 - Thursday, February 27, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-02/AQCTF_Agenda_Packet_02_27_25.pdf
 - Thursday, March 27, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-03/AQCTF_03_27_25.pdf
 - Thursday, April 24, 2025 - https://mtc.ca.gov/sites/default/files/documents/2025-04/AQCTF_AgendaPacket_042425.pdf
 - *Future task force meeting packets for remainder of fiscal year 2024-25 yet to be finalized; will be added in Final OWP*

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will conduct interagency consultation on transportation conformity, PM _{2.5} project-level conformity, and other transportation air quality issues through MTC’s Air Quality Conformity Task, which meets monthly.	Staff	Staff reports Air Quality Conformity Task Force meeting agendas, meeting materials and summary notes (monthly)	FHWA PL	07/01/25	06/30/26
2	Staff will prepare transportation-air quality conformity analysis on plans (Plan Bay Area), programs (Transportation Improvement program), and any related amendments to those plans or programs, as needed.	Staff	Transportation conformity analysis for Final Plan Bay Area 2050+ and the amended 2025 TIP (as needed)	FHWA PL	07/01/25	01/31/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	Staff will coordinate with the CARB on state air quality planning issues and emissions model development or update, as needed, including updating the regional emission analyses according to EPA requirements.	Staff	Technical memos Data exchanges (as needed)	FHWA PL	07/01/25	06/30/26
4	Staff will coordinate with the Air District on federal air quality planning standards, specifically the revised PM _{2.5} standard, and on the development of the SIP (State Implementation Plan) to ensure regional compliance.	Staff	Meeting agendas Technical memos Data exchanges (as needed)	FHWA PL	07/01/25	06/30/26
5	Staff will plan, develop and prepare various air quality and climate protection policies and data estimation guidance in response to local, state and federal air quality and climate change planning needs, including updating and modernizing EMFAC documentation processes.	Staff	Passenger vehicle VMT summary tables Commercial vehicle VMT summary tables Caltrans' PeMS traffic data (ongoing)	FHWA PL	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Continue to manage and staff the regional Air Quality Conformity Task Force.
- Prepare draft and final Transportation-Air Quality Conformity Analysis for Plan Bay Area 2050+ amendments (as needed) and future updates to the TIP.
- Conduct air quality analysis to inform strategy development and support the overall development of Plan Bay Area 2060.
- Continue coordination with the Air District on PM_{2.5} and SIP planning efforts to ensure regional compliance with federal air quality standards.
- Continue to provide travel activity data and GHG emission inventory calculation assistance and guidance for local community climate action planning development for cities in the region.

G. Federal Planning Factors Addressed

- Increase the safety of the transportation system for motorized and non-motorized users
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1413: Climate Initiatives

Project Managers: Krute Singa and Therese Trivedi

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 848,206		\$ 847,526	\$ (680)
Benefits		373,211		372,911	(300)
Indirect		608,997		608,510	(487)
Consultants		25,401,938		25,401,938	-
Total Expenses		\$ 27,232,352		\$ 27,230,885	\$ (1,467)

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 194,457		\$ 196,166	\$ 1,709
<i>Toll Credit Match</i>	22,304		22,500		196
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		26,887,895		26,884,719	(3,176)
<i>Toll Credit Match</i>	3,084,042		3,083,677		(365)
<i>Transportation Fund for Clean Air (TFCA)</i>		150,000		150,000	-
Total Revenues		\$ 27,232,352		\$ 27,230,885	\$ (1,467)

Federal Share

99.45%

99.45%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

[†]The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

MTC's Climate Initiatives program advances implementation of three key strategies in Plan Bay Area 2050: Strategy EN7 (employer commute trip reduction programs), Strategy EN8 (transportation electrification), and Strategy EN9 (travel demand management). Funded by MTC's four-year One Bay Area Grant Cycle 3 program (FY23-FY26), MTC is working to fund several programs, including Mobility Hubs, transportation electrification and parking management, and will be assessing further investment in Targeted Transportation Alternatives. This suite of programs is intended to help accelerate progress on meeting the region's state-mandated GHG reduction target, as well as reducing criteria pollutant emissions by reducing SOV travel.

C. Project Products

Given the number of programs under the Climate Initiatives umbrella, please refer to Section E for project product details. The products range from incentives for behavior change to construction of last-mile solutions.

D. Previous Accomplishments and Links to Relevant Products

Over the last year, MTC implemented projects and programs that aimed to reduce transportation emissions, including GHG and criteria pollutant emissions to further federal, state and the Bay Area's climate protection goals and improve our region's air quality and public health:

Commuter Benefits Ordinance

Consistent with the legislative mandate in California Senate Bill 1128 (2016) and California Government Code Section 65081 (and included as Air District Regulation 14, Rule 1), staff continue to administer the program to bring employers into compliance. Staff are working with the Air District to implement enforcement procedures and continue to conduct outreach to employers. Staff coordinated with the Air District to conduct an outreach mail campaign to inform 6,300 employers of the program requirements to register. In addition, staff redesigned the Commuter Benefits Program webpages on the 511 website (<https://511.org/employers/commuter-benefits-program>) and updated the online employer educational materials (https://511.org/sites/default/files/pdfs/carpool/Interactive%20Employer%20Transportation%20Planning%20Handbook_20211026.pdf). Lastly, staff coordinated the updating of the Salesforce registration system and program database.

Carsharing/Mobility Hubs

Staff are providing TA to the four capital projects awarded in 2023 to assist with design and data collection. Staff also contracted with three consultants to assist the three planning projects awarded in June 2023. The projects are throughout the region and will implement or plan for station area enhancements. The five pilot projects awarded in the previous funding round have either begun implementation or have completed their projects. More information on the pilot projects can be found here: <https://abag.ca.gov/technical-assistance/mobility-hubs-pilot-projects>. Staff released another call for planning and construction projects in September 2024 with an anticipated award in spring 2025. Mobility Hubs program information is found on MTC's website: <https://mtc.ca.gov/planning/transportation/mobility-hubs>.

Vanpool Incentives

MTC provided a \$500 per month incentive to vanpools rented from Commute with Enterprise. The subsidized vanpool fleet grew 20% in FY23 and grew another 3% in the first half of FY24. To date, MTC has subsidized as many as 555 vanpools per month, representing up to 5 million passenger miles reduced per month. The customer facing website can be found here: <https://mtc.ca.gov/operations/traveler-services/carpool-vanpool>.

Targeted Transportation Alternatives

Staff completed a pilot program with good results on targeting audiences and creating personalized messaging and are developing the next phase: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/incentivizing-active-shared-transportation-pilot-program>.

Trip Caps

Staff shifted to providing one-on-one TA to local jurisdictions that have not yet complied with SB 743. All materials from the training modules can be found here: <https://abag.ca.gov/technical-assistance/vmt-policy-adoption-technical-assistance-sb743>.

Staff are also participating on the technical advisory committees of the county-level mitigation bank and exchange studies, as shown below:

- VTA: <https://www.vta.org/projects/equitable-vmt-mitigation-program-santa-clara-county>

- CCTA: https://ccta.net/active_studies/vmt-mitigation-program-study/
- C/CAG: <https://ccag.ca.gov/projects/countywide-projects/vmt-ghg-model-mitigation-program/>

Parking Policies and Programs

Staff are providing TA to the six capital projects awarded in 2023 to assist with data collection. Staff also contracted with three consultants to assist the ten planning parking management projects awarded in June 2023. Staff released another call for planning and construction projects in September 2024 with an anticipated award in Spring 2025. Resources for the parking program are found here:

<https://abag.ca.gov/technical-assistance/parking-policy-playbook>.

Transportation Electrification

Staff will be working on two main components of the transportation electrification program: EV Coordinating Council and a multi-part grant and TA program.

- *EV Coordinating Council:* Staff collaborate with the Air District staff to create programming for the quarterly EV Coordinating Council meetings. The subject for the meetings are based on latest technology and best practices. This year's meetings focused on curbside charging planning and implementation and workforce needed to sustain and grow the EV revolution. Staff also awarded a contract to help with the EV Coordinating Council meeting facilitation and content. Staff have selected a consultant and will be receiving approval from the Board to enter into a contract. More information on the website: <https://www.baaqmd.gov/en/plans-and-climate/clean-transportation/ev-coordinating-council>.
- *Transportation Electrification Grants and Technical Assistance Program:* Staff continued to coordinate with the Air District on the Air District's electric vehicle charging infrastructure programs. In addition, staff developed implemented a four-pronged funding program intended to fill gaps in funding for transportation electrification planning and charger implementation. Staff released grant calls for transit station area charging and fleet planning. Staff released another call for charging projects in September 2024 with an anticipated award in March 2025.

Spare the Air Youth

Staff are continuing implementation of the Spare the Air Youth Program and will work with school travel education professionals to deliver curriculum to K-12 students and families to encourage safe walking, cycling, carpooling and taking transit for the trip to school.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Continue implementing the Commuter Benefits Ordinance	Staff & Consultant (WSP)	Assistance and resources to employers for compliance (ongoing over the fiscal year, employers require assistance on a continual basis) Contract with consultant to perform marketing and promotional efforts to increase employer registration Employer survey and program evaluation efforts (ongoing)	STBG	07/01/25	06/30/26
2	Continue development and implementation of the Carsharing/Mobility Hubs	Staff & Local Jurisdictions	Grant calls and awards TA for grant awardees Contracting with consultants to assist jurisdictions to become compliant with MTC's Transit-Oriented Communities policy (ongoing)	STBG	07/01/25	06/30/26
3	Determine implementation of next phase of Targeted Transportation Alternatives	Staff	Program design for Phase 2 of program (ongoing)	FHWA PL	07/01/25	06/30/26
4	Continue developing Trip Caps/VMT Policy TA	Staff	Participation in Caltrans District 4 (D4) RFP interviews for VMT mitigation study (ongoing)	FHWA PL	07/01/25	06/30/26
5	Continue Parking Management program implementation	Staff	Contracts with consultants to assist jurisdictions to become compliant with MTC's Transit-Oriented Communities policy (ongoing)	STBG	07/01/25	06/30/26
6	Develop and continue transportation electrification coordination	Staff	EV Coordinating Council: Meeting agendas, presentations, materials Contracts with consultants to assist jurisdictions with fleet planning (ongoing)	STBG	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
7	Continue implementing the Spare the Air Youth Program	Staff & Consultant (Alta Planning + Design)	Deliver youth school travel education activities	TFCA	07/01/25	12/31/26

F. Anticipated Future Activities (FY 2026-27)

Continue to implement the Climate Initiatives Program and incorporate any program changes coming out of Plan Bay Area 2050+. This will involve monitoring all planning and capital grants issued related to mobility hubs, parking and transportation electrification. Staff will also be engaging in planning and strategy work related to future transportation electrification and overall climate program activities going forward. Staff will continue to collaborate with the Air District on the EV Coordinating Council.

G. Federal Planning Factors Addressed

- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1511: Conduct Financial Analysis and Planning

Project Managers: Terence Lee and Raleigh Merrill

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 392,259		\$ 411,819	\$ 19,560
Benefits		172,594		181,200	8,606
Indirect		281,635		295,679	14,044
Consultants		800,000		1,850,000	1,050,000
Total Expenses		\$ 1,646,488		\$ 2,738,698	\$ 1,092,210
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 314,374		\$ 386,675	72,301
<i>Toll Credit Match</i>	36,059		44,352		8,293
Federal Transit Administration (FTA) 5303 (FY 2025-26)		884,990		1,185,736	300,746
<i>Toll Credit Match</i>	101,508		136,004		34,496
General Fund		447,124		1,166,287	719,163
Total Revenues		\$ 1,646,488		\$ 2,738,698	\$ 1,092,210
Federal Share			72.84%		57.41%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Financial analysis is one of the key work areas related to MTC's fund programming and management responsibilities. Below is an overview of the key objectives under this work element:

- Develop realistic, innovative financial plans and strategies supporting the implementation of plans, programs and projects in the Transportation Element of Plan Bay Area and other Commission initiatives. Provide financial analysis in support of the legislative program, including a possible ballot measure for transportation revenues in 2026.
- Provide revenue forecasting and needs assessment analysis in support of regional funding decisions and the adequate operation and maintenance of the regional transportation system.
- Provide detailed financial analysis and policy support to the Commission and Bay Area transit operators on the impacts of the COVID-19 pandemic on transportation revenues.
- Develop funding proposals to preserve transit operations/service following the COVID-19 pandemic and to support recovery.
- Evaluate financial projections and estimates for financial constraint of the Transportation Improvement Program (TIP) and Plan Bay Area's Transportation Element.

C. Project Products

- Develop accurate and consistent projections of transportation revenue for the San Francisco Bay Area as possible through coordination with the Federal Transit Administration, Federal Highway Administration, and Caltrans.

- Prepare financial analyses of state and federal transportation budgets and proposed legislation to determine potential impacts to plans and programs.
- Provide financial analysis to the Commission and other policymakers (local, state, federal) to inform the response to the transit fiscal cliff.
- Provide financial analysis and support to deliver the recommendations of the Bay Area Transit Transformation Action Plan.
- Prepare financial analyses and planning guidelines for transit operator Short-Range Transit Plans.
- Develop needs and shortfall projections in the long-range plan to maintain the existing system for transit operating, capital, and streets and roads.
- Develop annual fund estimate and distribution of transit operating revenues.
- Maintain and update revenue estimates and financial needs for the Plan Bay Area Transportation Element related to highways, transit, local streets and roads, including multi-year projection of costs and revenues.
- Prepare project or corridor level financial capacity analyses to support financial planning, programming, or allocations activities, including financial capacity assessments for the TIP.
- Identify transportation financial techniques and opportunities appropriate for the Bay Area, and MTC's role in planning and implementing selected techniques. This includes regional and state efforts to maximize transit operating efficiencies and use of best practices for budgeting and cost control.

D. Previous Accomplishments and Links to Relevant Products

- Developed the funding distribution for approximately \$4 billion in transit operations funding from the CARES Act, CRRSAA, and the American Rescue Plan in response to the COVID-19 pandemic:
 - MTC Resolution No. 4481, Revised – ARP Phase 2 Programming Recommendation: <http://mtc.legistar.com/gateway.aspx?M=F&ID=20cba554-5060-47f8-bcad-78839cd78626.pdf>
 - MTC Resolution No. 4420, Revised: <http://mtc.legistar.com/gateway.aspx?M=F&ID=37804afc-84d4-493b-8393-0133712e8bda.pdf>
- Developed Short Range Transit Plan guidelines and post- COVID-19 funding scenarios to facilitate Bay Area transit recovery planning: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/short-range-transit-plans-srtp>
- Developed financial overview of public transit operations funding needs and post-COVID-19 recovery prognosis: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6015444&GUID=3EFC8D64-DB27-4647-A8B9-BFBEB954691C>
- Developed annual fund estimate and distributions for transit operating revenues: <https://mtc.ca.gov/funding/regional-funding/tda-sta/fund-estimate>
- Developed Final Transportation Revenue Forecast for Plan Bay Area 2050+: <https://planbayarea.org/2050/2050-blueprint/plan-bay-area-2050-blueprint-documents>
- Prepared analyses in support of the Transportation Revenue Measure Select Committee, including developing scenarios adopted by the Committee for consideration by the State Legislature: <https://mtc.legistar.com/gateway.aspx?M=F&ID=08ef7d2b-d84e-4553-810b-32c60f4066d6.pdf>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop the FY 2026-27 annual fund estimate of transit operating revenues	Staff	Annual fund estimate and distribution for FY26-27 Transit Operating Revenues (once)	General Fund	01/01/26	02/30/26
2	Prepare financial elements of the Annual Report	Staff	MTC Annual Report: Financial Elements (once)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26
3	Update financial planning forecasts for transit operations to support transit fiscal sustainability	Staff	Near term transit revenue estimates and forecasts Guidance to the Commission and transit operators on revenue outlook (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26
4	Transportation Improvement Program (TIP) financial constraint and capacity analyses	Staff	Financial Constraint and Financial Capacity Analyses (once)	FHWA PL/ FTA 5303/ General Fund	01/01/26	06/30/26
5	Receive and publish Short Range Transit Plan (S RTP) documents from transit agencies	Staff	Plans from transit agencies published on MTC website (once)	FHWA PL/ FTA 5303/ General Fund	07/01/25	12/31/25
6	Complete section of Technical Assumptions supplemental report for Plan Bay Area 2050+	Staff	Revenue forecast for the transportation element of Plan Bay Area 2050+ (once)	General Fund	07/01/25	09/30/25
7	Prepare transportation needs/revenue estimates as needed for Plan Bay Area 2060 scenario planning	Staff	Needs and revenues forecast tables and documentation (once)	General Fund	10/01/25	12/31/25
8	Facilitate assessment of opportunities to optimize transit operations	Staff	Summary report	FTA 5303	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Support analytical needs for a potential regional transportation revenue ballot measure in November 2026, and if successful, prepare the programming and allocation framework for those funds as prescribed by the measure.
- Conduct analysis to inform preparations for Plan Bay Area 2060 and precursor scenario planning efforts (as needed).

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1512: Federal Programming, Monitoring and TIP Management

Project Managers: Mallory Atkinson and Craig Bosman

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 1,403,716		\$ 1,404,179	\$ 463
Benefits		617,635		617,838	203
Indirect		1,007,843		1,008,177	334
Consultants		9,050,000		9,508,000	458,000
Total Expenses		\$ 12,079,194		\$ 12,538,194	\$ 459,000

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 1,780,787		\$ 1,775,300	\$ (5,487)
<i>Toll Credit Match</i>	204,256		203,627		(629)
Federal Transit Administration (FTA) 5303 (FY 2025-26)		432,689		436,492	3,803
<i>Toll Credit Match</i>	49,629		50,066		437
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		9,468,187		9,917,374	449,187
<i>Toll Credit Match</i>	1,086,001		1,137,523		51,522
General Fund		397,531		409,028	11,497
Total Revenues		\$ 12,079,194		\$ 12,538,194	\$ 459,000

Federal Share

96.71%

96.74%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

[†]The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

As the MPO and RTPA for the nine county San Francisco Bay Area, MTC is responsible for implementation of relevant aspects of the federal and state surface transportation planning and programming legislation. This responsibility includes development and maintenance of the TIP pursuant to applicable federal and state regulations and procedures, development and implementation of federal programs and policies to implement Plan Bay Area, and incorporation of federal performance-based planning and programming requirements.

In addition, MTC has programming responsibility for urbanized Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality Improvement Program (CMAQ), large-urbanized area Carbon Reduction Program (CRP), and large-MPO Transportation Alternative Program (TAP). As the designated recipient for selected FTA funding, MTC is responsible for programming FTA Section 5307 Urbanized Area Formula, 5337 State of Good Repair, and 5339 Bus and Bus Facilities funding to the federally eligible transit operators within the region to implement the investment strategies identified in Plan Bay Area. Transit operators, in cooperation with MTC, develop annual programs for the use of FTA funds within the

urbanized areas of the Bay Area. MTC is responsible for programming FTA funding in a Program of Projects, which is updated annually.

MTC also develops regional funding policies and programs to support implementation of the RTP for other federal transit funding programs, including FTA Rural/Non-urbanized (Section 5311), Seniors and Individuals with Disabilities (Section 5310), and New Starts, Small Starts, Core Capacity, earmarks and FRA High-Speed Rail (HSR) funds. Examples of such policies are MTC's Major Projects Advancement Policy (MAP) and Regional Transit Expansion Policy (MTC Resolution No. 3434), which guide the expansion of the regional transit system through strategic fund programming.

MTC supports the delivery of major multi-year transit capital investments through short- and medium-term funding programs and policies that encompass federal, state, and regional funds. Some of the major investments that these programs are designed to implement include BART Railcar Replacement, Caltrain Modernization, BART Transbay Corridor Core Capacity, the regional Core Capacity Challenge Grant Program, and the transition to zero-emission transit fleets.

MTC works with partner agencies, including Caltrans, FHWA, FTA, EPA, CTAs, transit operators, local jurisdictions, and other stakeholders and the public, to develop funding policies, projects and programs to implement the investment strategies identified in Plan Bay Area.

To incorporate federal performance requirements into the TIP, MTC is required to show that the TIP makes progress towards achieving the region's performance targets and that the TIP includes a description of the anticipated effect of the TIP towards achieving the performance targets. With each TIP update, MTC completes a comprehensive assessment of TIP investments in addressing federally mandated performance measures. This assessment, the TIP Federal Performance Report, includes a discussion of regional performance-based policies and procedures that direct investments to projects and programs, including an identification of which Plan Bay Area strategies led to the TIP investments that support various performance goal areas. While the Plan Bay Area includes many strategies to guide development in the Bay Area, only the strategies that most closely align with federally required performance measures for transportation investments are assessed in the TIP Federal Performance Report.

To ensure the timely use of federal funds, MTC has worked with CTAs, local jurisdictions, and transit operators to develop policies and procedures (MTC Resolution 3606, Revised) to ensure state and federal funding requirements and deadlines are met and funds are not lost to the region. Additionally, MTC prepares and submits annual obligation plans to Caltrans, monitors federal fund obligations, overall federal funding levels, and apportionment and Obligation Authority (OA) balances.

To support regional implementation of Plan Bay Area, MTC also assists CTAs in the development and implementation of funding policies and programs on a local level, as outlined in planning and programming agreements.

MTC also routinely monitors and analyzes legislation, proposed rulemakings, and appropriation bills for impacts to existing and proposed regional transportation programs and also participates in statewide efforts for policy development, programming, and project delivery.

C. Project Products

- *See deliverable links under Section D below*
- Development and Revisions of the TIP
- Development of the Federal Performance Reports for the TIP

- Development and revisions to the STBG/CMAQ/CRP Program of Projects
- Annual Listing of Federally Obligated Projects
- CMAQ Emission Benefits Reporting
- Annual Federal Obligation Plan
- FTA 5307/5337/5339 Preliminary Program of Projects
- Concurrence Letters for FTA grants
- FTA 5311 Preliminary Programs of Projects
- FTA 5310 Program of Projects (see Work Item 1310)
- Regional Active Transportation Program (see Work Item 1515)

D. Previous Accomplishments and Links to Relevant Products

- Development of the 2025 TIP Update: <https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip>
- Development of the Final Federal Performance Report for the 2025 TIP Update, within the Technical Appendix: <https://mtc.ca.gov/digital-library/5033689-2025-tip-volume-3-technical-appendix>
- Revisions to the 2025 TIP: <https://mtc.ca.gov/funding/transportation-improvement-program/2025-tip/2025-tip-revisions>
- Managed and implemented Federal STBG/CMAQ/CRP programs — \$152 million obligated FY 2023-24: <https://mtc.ca.gov/digital-library/5038562-annual-listing-obligated-projects-ffy2023-24>
- Monitored and facilitated delivery of Local HSIP program — \$51 million obligated FY 2023-24
- Monitored and facilitated invoicing of FHWA inactive obligations: <https://mtc.ca.gov/digital-library/5038562-annual-listing-obligated-projects-ffy2023-24>
- FY 2024-25 Annual Federal Obligation Plan (October 2024): <https://mtc.ca.gov/digital-library/5036995-mtc-annual-obligation-plan-ffy2024-25-october-2024>
- FY 2023-24 Listing of Federally Obligated Projects (December 2024): <https://mtc.ca.gov/digital-library/5038562-annual-listing-obligated-projects-ffy2023-24>
- FY 2023-24 Update of the CMAQ Emission Benefits database (December 2024). Annual CMAQ emissions data are entered directly into FHWA’s online database and are not posted separately on MTC’s website: <https://fhwaapps.fhwa.dot.gov/cmaq2p/> FTA 5307/5337/5339 — adopted FY 2025 through FY2026 preliminary Program of Projects to reflected anticipated FTA apportionments (https://mtc.ca.gov/sites/default/files/meetings/attachments/6197/10c_24_1591_4_MTC_Resolution_4674.pdf) and revised FY 2022 through FY 2024 preliminary Program of Projects to reflect final FTA apportionments (most recent revision as of OWP update was December 2024, https://mtc.ca.gov/sites/default/files/meetings/attachments/6197/10c_24_1591_3_MTC_Resolution_4510.pdf) and supported transit operator grant applications to FTA with concurrence letters and monitoring (throughout the year); continued to implement agreement with Caltrans developed in FY2012-13 regarding project selection and grant procedures for FTA 5307 and 5339 funds in small urbanized areas
- FTA 5311 — adopted preliminary program for FY2023-24 (May 2024, <https://mtc.legistar.com/LegislationDetail.aspx?ID=6658293&GUID=DE1C8AE7-18FD-4C19-ADAA-4B3C17C81662>) based on preliminary regional share of state apportionments allocated by Caltrans

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Maintain the 2025 TIP, including developing revisions to Federal TIP, as needed	Staff, County Transportation Agencies	TIP Amendments TIP Administrative Modifications Documentation (as needed)	FHWA PL/ General Fund	07/01/25	06/30/26
2	Develop the Draft 2027 TIP Update, including the TIP Federal Performance Report	Staff, County Transportation Agencies	Draft 2027 TIP Draft 2027 TIP Federal Performance Report (once)	FHWA PL/ General Fund	12/01/25	06/30/26
3	Continue implementation of federal performance requirements in federal programming efforts, including ongoing monitoring and analysis of performance and ongoing refinement of performance data	Staff	Investment priorities aligned with performance targets and progress (ongoing)	FHWA PL/ General Fund	07/01/25	06/30/26
4	Conduct various TIP transportation investment analyses	Staff	Various TIP investment analyses (as needed)	FHWA PL/ General Fund	07/01/25	06/30/26
5	Work with AQ Conformity Task force regarding TIP projects and Programming	Staff	List of regional conformity status for new and revised projects in the TIP and lists of new TIP projects exempt under 40 CFR 93.126 (as needed)	FHWA PL/ General Fund	07/01/25	06/30/256
6	Monitor federal programs to ensure financial constraint and consistency with TIP and Plan Bay Area	Staff	Various Fund Program Status Reports (as needed)	FHWA PL / General Fund	07/01/25	06/30/26
7	Manage and implement adopted STBG/CMAQ and CRP fund programs Develop new cycle of STP/CMAQ and CRP fund programs	Staff, County Transportation Agencies	STBG/CMAQ One Bay Area Grant (OBAG) and CRP Programs (ongoing) Draft principles, guidelines for new fund cycles (with estimated apportionments from FY2026-27 through FY2029-30) (once, Winter)	FHWA PL / General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
8	Monitor and facilitate delivery of Repurposed Earmarks	Staff	Earmark repurposing recommendation submitted to Caltrans (annually, August) Support of project sponsors delivering Repurposed Earmarks (as needed)	FHWA PL / General Fund	07/01/25	06/30/26
9	Monitor and facilitate invoicing of pending FHWA inactive obligations	Staff	FHWA inactive obligations reduction (quarterly and as needed)	FHWA PL/ STBG/ General Fund	07/01/25	06/30/26
10	Prepare and coordinate MTC's annual obligation plan for local federal-aid projects and monitor delivery	Staff, County Transportation Agencies	Annual Obligation Plan (annually, Fall) Annual Obligation Plan update (annually, Spring)	FHWA PL/ General Fund/ STBG	07/01/25	06/30/26
11	Prepare annual listing of federally obligated projects	Staff	Annual Listing of Federally Obligated Projects (annually, December)	FHWA PL/ General Fund/ STBG	10/01/25	12/31/25
12	Prepare annual update of the CMAQ emissions benefit Database	Staff	Annual Update of the CMAQ Emissions Benefit Database (annually, December)	FHWA PL/ General Fund	11/01/25	12/31/25
13	Participate in various statewide federal programming and policy groups, including California Federal Programming Group (CFPG), HBP, TCC, etc.	Staff	Participation in various statewide meetings (as scheduled) Various TIP Procedural enhancements (as needed) Various programming and policy outcomes (as needed)	FHWA PL/ STBG/ General Fund	07/01/25	06/30/26
14	Implement regional funding-delivery policy guidance for FHWA-administered funds	Staff, County Transportation Agencies	MTC Resolution 3606, Revised (as needed)	FHWA PL/ STBG/ General Fund	07/01/25	06/30/26
15	Develop and revise preliminary FTA 5307/5337/5339 Programs of Projects	Staff	FTA Program of Projects (POP) TIP Amendments (as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
16	Annually revise preliminary FTA 5307/5337/5339 Programs of Projects to reflect final Apportionments Develop and revise preliminary FTA 5311 Program of Projects (POP) to reflect final Apportionments	Staff	FTA Program of Projects (POP) TIP Amendments (annually, and as needed)	FHWA PL/ FTA 5303/ General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Develop Final 2027 TIP Update
- Develop Federal Performance Report for the Final 2027 TIP
- Adoption of the next programming cycle of STP/CMAQ and CRP funds (for FY2026-27 funds and beyond)
- Initiate development of the next programming cycle of FTA Formula (5307/5337/5339) funds

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1522: SFMTA Muni Metro Modernization Planning Study

Project Manager: Krute Singa

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Consultants	\$ 1,851,893	1,389,162	\$ (462,731)
Total Expenses	\$ 1,851,893	\$ 1,389,162	\$ (462,731)
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Transit Administration (FTA) 5304 (FY 2022-23) (Carryover)	\$ 500,000	\$ 37,269	\$ (462,731)
SFMTA Local Funding (Local Match for SFMTA)	700,000	700,000	-
Transit and Intercity Rail Capital Program	651,893	651,893	-
Total Revenues	\$ 1,851,893	\$ 1,389,162	\$ (462,731)
Federal Share	27.00%	2.68%	

*The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

The SFMTA’s Muni Metro light-rail system is the fifth busiest light-rail system in the country with approximately 90,000 daily riders (as of 2024). The system is critical to providing mobility and accessibility to support San Francisco’s dense transit-oriented land uses. Yet the system is plagued by growing and aging pains resulting in frequent crowding and slow unreliable service. Building on critical investments already underway to improve State of Good Repair and begin modernizing the train control system, the Muni Metro Modernization Planning Study will identify a package of projects to provide much-needed capacity and reliability improvements for Muni Metro. Together, selected strategies will provide Muni rail customers with faster, longer trains, providing a reliable quality of service. The outcome of the study will be a package of projects to pursue that would be eligible and competitive for an FTA Core Capacity Capital Investment Grant and further definition of investments along key surface segments of the Metro rail system with a focus on the M-line between West Portal and San Francisco State University.

This study will build on the work of the ongoing Muni Metro Core Capacity Vision Analysis. The Vision Analysis is being developed using a separate funding source. It will include baseline analysis of Muni Metro demand and capacity at critical points within the rail network. Based on these findings, a desired future level of train throughput through critical subway and surface points in the network will be identified, which will then set performance target thresholds for each of these segments. The performance target thresholds will be used to guide development and evaluation of capacity-enhancing investments through the Muni Metro Modernization Planning Study. The study will use these inputs to refine and advance a program of feasible projects to achieve the target level of capacity improvement, completing needed analytical and technical work to ready the package for entry into the Project Development phase of the Capital Investment Grant program. It also advances project development of investments for critical Metro surface segments, particularly the M Ocean View between West Portal and San Francisco State University, readying the project for a focused community outreach process that would follow completion of grant activities.

The Muni Metro Modernization Planning Study will:

- Assess the feasibility and potential transit capacity improvements associated with a variety of strategies
- Create a toolkit of feasible strategies by surface rail corridor to support subsequent phases of project outreach and design, with particular emphasis on delay and capacity solutions for the M Ocean View from West Portal to San Francisco State University (SFSU)
- Engage key stakeholders to provide program-level input to help scope project-specific outreach that would follow on a project-by-project basis following grant scope completion
- Develop a funding and implementation strategy that sets projects up for competing for an FTA Core Capacity Capital Investment Grant

C. Project Products

- Develop a major capital program that holistically addresses longstanding capacity and reliability issues on the Muni Metro system.
- Develop a Funding and Implementation Strategy for the Muni Metro Modernization Core Capacity Program, targeting the FTA Core Capacity grant program
- Publish a summary report
- Perform initial conceptual design on the key M Ocean View trunk line

D. Previous Accomplishments and Links to Relevant Products

- 2014 SFCTA 19th Avenue Transit Study: https://www.sfmta.com/sites/default/files/projects/19thAve_final_report.pdf
- 2016 Draft Rail Capacity Study: <https://www.sfmta.com/reports/sfmta-rail-capacity-strategy>
- 2016 Muni Subway Expansion Project: <https://www.sfmta.com/projects/muni-subway-expansion-project>
- 2017 Core Capacity Transit Study: <https://mtc.ca.gov/planning/transportation/regional-transportation-studies/core-capacity-transit-study-ccts>
- ConnectSF: Available at <https://connectsf.org/about/resources-and-media/>
 - ConnectSF Transit Outreach Strategy Reports (2019-2021)
 - ConnectSF Transit Strategy
 - Statement of Needs Final Report
 - ConnectSF Vision
 - ConnectSF Subway Vision
 - ConnectSF Futures Primer

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Quarterly invoicing, progress reports and project management	Staff	Quarterly project reports Invoices Other compliance documentation as needed (quarterly)	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	07/01/24	06/30/25
2	Outreach and stakeholder involvement	SFMTA, SFMTA Consultant	Outreach plan, outreach summary (ongoing)	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	07/01/24	06/30/26
3	Strategy identification, research/integration	SFMTA, SFMTA Consultant	Stakeholder meetings, strategy research/ analysis, summary technical memo (once)	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	07/01/24	08/31/26
4	Strategy capacity evaluation	SFMTA, SFMTA Consultant	Strategy capacity evaluation — documentation of results	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	07/01/24	10/31/26
5	Feasible initial investments by corridor (M Ocean View surface optimization concept development)	SFMTA, SFMTA Consultant	Documentation of initial feasible concepts by corridor with narrative, visuals, and concept-level cost estimates	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	11/01/24	06/30/26
6	Funding and implementation strategy	SFMTA, SFMTA Consultant	Documentation of funding and implementation strategy	FTA 5304/ SFMTA Local Funding (San Francisco Proposition K)/TIRCP	05/01/24	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Quarterly Invoicing, progress Reports and project Management
- Outreach and stakeholder involvement
- Study Findings Report

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Cheryl Chi

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 1,068,202		\$ 1,151,229	\$ 83,027
Benefits		470,009		506,542	36,533
Indirect		766,952		826,570	59,618
Consultants		47,520,997		47,402,053	(118,944)
Total Expenses		\$ 49,826,160		\$ 49,886,394	\$ 60,234

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 697,840		703,975	\$ 6,135
<i>Toll Credit Match</i>	80,042		80,746		704
Federal Highway Administration Planning (FHWA PL) (FY 2024-25) (Carryover)		22,040		22,232	192
<i>Toll Credit Match</i>	2,528		2,550		22
Federal Transit Administration (FTA) 5303 (FY 2025-26)		127,641		195,527	67,886
<i>Toll Credit Match</i>	14,640		22,427		7,787
Surface Transportation Block Grant (STBG) - New		13,245,000		8,000,000	(5,245,000)
<i>Toll Credit Match</i>	1,519,202		917,600		(601,602)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		472,551		9,916,633	9,444,082
<i>Toll Credit Match</i>	54,202		1,137,438		1,083,236
Surface Transportation Block Grant (STBG) (Local Match Required)		21,620,556		19,218,074	(2,402,482)
<i>Local Match - General Fund</i>		2,801,172		-	(2,801,172)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2025-26)		554,678		595,270	40,592
<i>Local Match - General Fund</i>		71,864		-	(71,864)
Road Maintenance and Rehabilitation Account (RMRA) Senate Bill 1 (SB1) Sustainable Communities Formula (FY 2024-25) (Carryover)		751,180		738,570	(12,610)
<i>Local Match - General Fund</i>		97,323		-	(97,323)
Alameda County Transportation Commission (ACTC)		600,000		469,611	(130,389)
Exchange Fund		8,666,373		9,758,360	1,091,987
General Fund		97,941		268,142	170,201
Total Revenues		\$ 49,826,160		\$ 49,886,394	\$ 60,234

Federal Share

72.62%

76.29%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

[†]The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

The Regional Growth Framework is a centerpiece of both Plan Bay Area 2050 and Plan Bay Area 2050+ (under development). A focused pattern of development near high-quality transit is what enables the

region to develop and implement a set of fiscally constrained transportation investments, improve air quality, advance equity, grow transit ridership, expand access to opportunity, enhance economic efficiency and improve mobility options for all residents. In Plan Bay Area 2050, this framework is made up of a network of [Growth Geographies](#), which include Priority Development Areas (PDAs, Priority Production Areas (PPAs, Transit Rich Areas (TRAs) and High Resource Areas (HRAs). These Growth Geographies are selected to maximize the effectiveness of transportation investments funded through the plan, protect and enhance the environment, increase economic and directly benefit the region's transportation system performance. To complement the Growth Geographies, [Priority Conservation Areas](#) — areas recognized for their role in the Bay Area's natural systems, rural economy and the health of all residents — have also been identified.

Implementation initiatives identified in Plan Bay Area and carried out over the past few years have strengthened the Regional Growth Framework by establishing two key initiatives to better connect the plan's regional-scale vision to local land use and investment decisions. The first, the [Transit-Oriented Communities Policy](#) (which supersedes the 2005 Transit-Oriented Development Policy), establishes planning standards for areas around transit stations receiving significant public investment in Plan Bay Area and other regional discretionary programs to optimize the effectiveness of these investments. The second, the [Priority Sites Program](#), also seeks to optimize the effectiveness of key transportation investments by adding a new Regional Growth Framework designation — Priority Sites — to identify sites where transit-oriented development projects can achieve the greatest improvements in system performance and make the greatest strides toward implementing Plan Bay Area.

Through MTC's four-year One Bay Area Grant Program (OBAG 3, FY23-FY26), MTC is providing funding to invest in Regional Growth Framework Planning and Implementation. The funding amounts noted in Section A, Budget largely reflect funding committed through grants to local jurisdictions for projects and plans that have been programmed over a multi-year period and are or will soon be underway. The budget includes grants from previous award cycles and most recently in February 2025. These funds assist local jurisdictions in implementing the forecasted development pattern of Plan Bay Area 2050, which includes more Growth Geography areas than in former plans.

1. Plan Bay Area 2060, a future iteration of the regional plan, will be shaped by the lessons learned from these implementation activities. In FY 25-26, the primary focus will be on implementing four ongoing focus areas: **Planning Grants** support implementation of Plan Bay Area's Regional Growth Framework by providing funding for jurisdictions to plan for transit-supportive land uses near transit stations and along transit corridors in locations identified in the plan, such as PDAs, through strategies related to parking, complete streets, pedestrian and cyclist safety, equity, multimodal circulation and access — spurring ridership, improving system performance and safety, expanding access to opportunity, advancing equity and reducing the need for single-occupancy vehicles. These plans must also implement applicable TOC policies. There are approximately 60 active planning projects. Approximately twenty of these projects were awarded funds in February 2025.
2. **Regional Studies and Pilot Programs** support challenges and opportunities related to elements of the Regional Growth Framework introduced by Plan Bay Area 2050. PPAs and the recently adopted Priority Sites are being advanced through innovative pilot projects. The Priority Sites pilot program provides technical assistance (TA) to support development in locations primed for equitable transit-oriented development in the Bay Area. Four grants totaling \$2.25 M for PPAs are supporting countywide economic planning in three counties with an emphasis on sites with good transportation access. The lessons learned from these pilot efforts will help inform Plan Bay Area 2060, and, if successful, create

the foundation for additional future partnerships and investments — including coordination with the recently created Bay Area Housing Finance Authority (BAHFA).

3. **Priority Conservation Area Program Administration and Update** includes the management of existing and upcoming grants supporting projects in PCAs that implement Plan Bay Area 2050 (e.g., completion of portions of the San Francisco Bay Trail) and completion of a collaborative initiative to update the program. Consistent with Plan Bay Area 2050’s Implementation Plan and building on the PCA Refresh Final Report (published in Spring 2024), staff will continue to work with local governments to implement the reforms for the PCA Framework. This effort includes a phase to amend existing PCAs and open a call for new PCA nominations. The updated PCAs will be referenced in the Plan Bay Area 2050+ Implementation Plan and will be used in future regional plan updates. Staff completed the first round of competitive PCA grant funding in November 2024, awarding a total of \$8.5 million to 13 projects. The second PCA grant round, totaling \$8 million, is anticipated to be released upon adoption of new PCA nominations and amendments.
4. **Transit-Oriented Communities (TOC) Policy Implementation** will focus on supporting local government compliance with the policy and review and verification of documentation submitted by local governments subject to the policy. MTC staff will conduct an initial evaluation of compliance and assist local governments in identifying steps to fill compliance gaps. As part of the stakeholder engagement process, MTC staff will analyze any potential coordination opportunities with Federal Land Management Agencies if the policy is applicable to any federal land. MTC staff will also develop a framework for integrating TOC Policy considerations into the fourth cycle of the One Bay Area Grant (OBAG) Program. For more information about the TOC policy, see: <https://mtc.ca.gov/planning/land-use/transit-oriented-communities-toc-policy>. Please see the SB 1 section below for additional details.

C. Project Products

- Complete plans underway (e.g., Station Area Plans, Specific Plans, zoning amendments) and complete agreements for PDA grants awarded in February 2025
- Forums, trainings and webinars (e.g., VMT reduction “how-to,” TOC policy implementation “how-to”)
- Completed Priority Sites TA activities, such as studies and requests for developer proposals
- Complete Regional Studies (e.g., assessment of infrastructure needs of Priority Sites)
- PPA assessments and studies
- Complete PCA Grants; PCA Designations and Dataset

D. Previous Accomplishments and Links to Relevant Products

- Awarded more than 120 PDA/Station Area planning and TA grants totaling \$57 million and resulting in capacity for over 150,000 housing units and 120 million square feet of commercial development in transit-served locations identified in Plan Bay Area’s forecasted growth pattern, supported by parking, TDM, and connectivity strategies to enhance mobility in these areas (2007-2023): (<https://mtc.ca.gov/funding/funding-opportunities/priority-development-area-pda-grants>). Most recently, [19 projects](#) were awarded funding in February 2025.
- Established and refined a nationally-recognized [Regional Growth Framework](#) that evolved through three iterations of Plan Bay Area (PBA) to integrate land use more efficiently and effectively with transportation investments (2008-2023). Updated the Growth Geographies in January 2025 (i.e. areas targeted for growth), including PDAs, as part of the development of Plan Bay 2050+:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=7084823&GUID=4A0D4278-D990-4E2E-86A2-FD0BD7E05C02>.

- Adopted the Transit Oriented Communities (TOC) Policy in 2022 and updated the policy in 2023 with a more comprehensive set of standards to ensure communities near fixed-guideway transit — among the region’s largest transportation investments — are planned in a manner that:
 - facilitates transit-supportive residential and commercial densities;
 - supports affordable housing production and preservation and tenant protections;
 - advances parking best practices; and
 - emphasizes holistic planning for all modes, ages and abilities.

https://mtc.ca.gov/sites/default/files/documents/2023-11/MTC_Resolution_4530.pdf

- Issued further guidance for the TOC policy in September 2024: <https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy>.
- In spring 2025, created a [webpage](#) for local jurisdiction staff with resources to facilitate TOC compliance.
- MTC created a TOC Policy Implementation Portal for local jurisdictions to provide documentation of TOC compliance. The portal makes it easier for jurisdiction and MTC staff to track compliance and have a shared record of documentation. The portal can be found at <https://toc.mtcanalytics.org>.
- Implemented competitive grant program that awarded 13 new PCA grants totaling \$8.5 million supporting Plan Bay Area strategies to protect and enhance the region's natural and agricultural lands and improve outdoor access and urban greening in Bay Area communities: <https://mtc.ca.gov/news/mtcabag-award-85-million-environmental-projects>.
- Provided \$2.25M to four projects for the PPA Pilot Program (2023).
- Adopted more than 200 locally-nominated PDAs and 185 PCAs, leveraging updated growth framework criteria (2019-20) for Plan Bay Area 2050: <https://mtc.legistar.com/View.ashx?M=F&ID=8061196&GUID=C2AAEF08-2AED-4C10-BE9E-76F31F9B4DC9>
<https://mtc.legistar.com/View.ashx?M=F&ID=8650689&GUID=881CB2D6-8227-4FCF-8D40-47A4CDD0889A>
- Issued Priority Sites Concept Paper (2022): <https://mtc.ca.gov/digital-library/5023219-priority-sites-concept-paper>.
- Created the Priority Sites Program (2022) with a call for nominations (2023). The first 211 Priority Sites were approved in November 2023: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6395994&GUID=0874C6A3-D9B4-491A-9390-F2191208580F>.
 - Approved funding for first round of grants in May 2024: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6658398&GUID=F3A14C9B-2BC0-435E-BC5E-68102AC88349>
- Led the PCA Refresh initiative to update the regional planning framework for conservation. Published the Final Report in May 2024 and began working with local governments to amend existing PCA designations to be consistent with the updated framework: <https://mtc.ca.gov/digital-library/5030093-priority-conservation-area-refresh-final-report>. In January 2025, an update was provided to the Commission on the amendment process and nomination process for new PCAs:

<https://mtc.legistar.com/LegislationDetail.aspx?ID=7084824&GUID=3398D944-3406-4DEA-A9F0-C5338839177D>. More information can also be found here: <https://abag.ca.gov/PCA>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Execute grant agreements for planning projects	Staff	Grant agreements	STBG	07/01/25	06/30/26
2	Procure consultant to support planning projects	Staff	RFPs Committee approval of consultant contract Consultant contracts	STBG	07/01/25	06/30/26
3	Oversee and administer planning grants	Staff & Consultants	Project deliverables Invoices	STBG/ FHWA PL	07/01/25	06/30/26
4	Continue implementation and oversight of Priority Production Area pilot projects and Priority Sites Pilot Program	Staff & Consultants	Project deliverables Grantee and consultant invoices	STBG/ Exchange Fund	07/01/25	06/30/26
5	Finalize Priority Conservation Area (PCA) geographies	Staff	Memos Presentations Updated Data Layer	General Fund	07/01/25	09/30/25
6	Administer and provide oversight on OBAG 2 and OBAG 3 Round 1 PCA Grants	Staff	Completed grant-funded projects (ongoing)	STBG/ FHWA PL/ Exchange Fund	07/01/25	06/30/26
7	Open a call and select projects for OBAG 3 PCA Grant Round 2	Staff	Grant guidelines Presentations & memos	STBG/ FHWA PL/ Exchange Fund	07/01/25	06/30/26
8	Develop TOC Compliance Framework for OBAG Cycle 4	Staff and/or Consultants	Materials for engaging stakeholders during framework development Summary memoranda, reports, and presentations Adopted OBAG 4 policy/guidelines	FTA 5303/ FHWA PL	07/01/25	3/30/26

F. Anticipated Future Activities (FY 2026-27)

- Continue oversight and involvement in existing planning grants

- Issue call for planning grants to support local planning needed to achieve compliance with the TOC Policy
- Carry out existing, and deliver additional, TA to implement the Regional Growth Framework and TOC Policy
- Continue to deliver guidance to enable local governments to submit documentation and verify compliance with the Transit-Oriented Communities Policy and any conditions related to OBAG 3 and OBAG 4, and review local jurisdiction compliance
- Implement the reforms described in the PCA Refresh Final Report, including finalizing amendments to existing PCAs, and finalizing nominations for new PCAs
- Monitor ongoing PCA grants

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

FY 2025-26 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

Funding will support staffing to continue TOC implementation while consultant costs will be funded with FY 2024-25 SB 1 funds.

A. Project Description

In FY 2025-26, SB 1 Planning Formula Funds will continue to support implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. In FY 2025-26, TOC implementation will include assessment of local jurisdiction compliance with the TOC Policy. Staff and consultants will continue to provide one-on-one support to local government staff to ensure their understanding of the final Administrative Guidance and to support them in submitting documentation to demonstrate compliance. OBAG 4 funds will be conditioned on compliance with TOC

policy. Staff will develop a compliance framework and conduct outreach on framework with a goal of adoption of the framework in early 2026.

B. Project Products

- Meetings and meeting notes from one-on-one or small group support for local governments seeking to understand and submit documentation to verify compliance with the TOC Policy.
- Memoranda, presentations, summary reports, and informational materials or other collateral to communicate the details of TOC Policy requirements and status of local governments to achieve compliance. Develop jurisdiction-specific compliance action plans, as needed.
- Adopted TOC Compliance Framework as part of OBAG 4 Program.

C. Previous Accomplishments

In FY 2021-22, MTC staff initiated an update to MTC’s Transit Oriented Development (TOD) Policy, ultimately renamed the Transit Oriented Communities (TOC) Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. In FY 2022-23, the Commission adopted the TOC Policy and staff begin implementation activities. In FY 2023-24, staff advanced implementation activities on several fronts, including (1) extensive outreach to local governments, County Transportation Agencies, and transit operators to communicate about the new policy standards and solicit additional feedback, (2) an amendment to the TOC Policy (adopted by the Commission in October 2023) to clarify the Policy’s application to transit extension projects seeking regional discretionary funding, and (3) publication of three rounds of draft Administrative Guidance to enable local governments to better understand documentation and compliance verification requirements. In FY 2024-25, final Administrative Guidance was issued, outreach and support to local jurisdictions continued, upload and review of preliminary documentation started, and a consultant was procured and started work to support compliance assessment.

D. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy requirements and support their submission of compliance documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed Jurisdiction-specific compliance action plans	SB 1/ General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Evaluation of documentation submitted by local governments to determine compliance with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, perhaps organized via a web-based TOC Policy submission tool) Summary memoranda, reports, and presentations	SB 1/ General Fund	07/01/25	06/30/26 (ongoing)

Work Element 1621: Network Management — Planning for Implementation

Project Manager: Allison Quach

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 1,415,709		\$ 1,714,863	\$ 299,154
Benefits		622,913		754,540	131,627
Indirect		1,016,458		1,231,244	214,786
Consultants		7,153,690		7,053,690	(100,000)
Total Expenses		\$ 10,208,770		\$ 10,754,337	\$ 545,567

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 288,445		394,647	\$ 106,202
<i>Toll Credit Match</i>	33,085		45,266	12,181	
Federal Transit Administration (FTA) 5303 (FY 2025-26)		\$ 243,071		245,207	\$ 2,136
<i>Toll Credit Match</i>	27,880		28,125	245	
Bay Area Toll Authority (BATA) Regional Measure 2		1,614,450		1,613,818	(632)
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		962,673		1,302,234	339,561
<i>Toll Credit Match</i>	110,419		149,366	38,947	
SB 125 Formula-Based Transit and Intercity Rail Capital Program		-		506,045	506,045
State Transit Assistance (STA)		3,928,146		3,827,572	(100,574)
State Transit Assistance (STA) Exchange Fund		1,952,354		1,952,354	-
General Fund		1,219,631		912,460	(307,171)
Total Revenues		\$ 10,208,770		\$ 10,754,337	\$ 545,567

Federal Share

14.64%

18.06%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

There are over two dozen different transit operators in the San Francisco Bay Area, each governed by its own policy body and responsible for its business model, service and performance. The Transit Regional Network Management (RNM) Work Element consists of a collection of regional and system level leadership, policies and coordination work to design, adequately invest in, and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; is integrated with unified service, fares, schedules, customer information and identity; and serves all Bay Area populations, resulting in increased transit ridership and reduced growth in vehicle miles traveled. The Blue Ribbon Transit Recovery Task Force worked in 2020 and 2021 to outline a set of near-term actions to reshape the Bay Area's transit system into a more connected, more efficient and more user-focused mobility network across the entire Bay Area. In September 2021, MTC endorsed the Blue-Ribbon Transit Recovery Task Force's 27-point Transit Transformation Action Plan (Action Plan). The Action Plan sets a course for accelerating the Bay Area's transit network transformation while integrating with recovery actions that are on-going in the wake of the pandemic. Central to the Action Plan was a focus on three initiatives that were underway prior to the pandemic. These efforts (Fare Integration and Policy, Mapping and Wayfinding, and Transit Priority on Roadways) were identified and endorsed for accelerated action and focus.

The Action Plan also called for a Network Management Business Case Evaluation to assess and recommend a preferred Regional Network Management (RNM) framework that would support implementation of the Action Plan and help achieve near-term and longer-range transit mobility goals. The RNM Framework was approved by the Commission in February 2023. MTC and Bay Area transit agency staff have been working to establish a Regional Network Management function housed within MTC that will establish permanent structures for policymaking. In July 2023, the Operations Committee transitioned to the Regional Network Management Committee. The RNM Council and Customer Advisory Group were initially convened in fall 2023.

Work during FY25-26 will continue implementation of actions identified in the Network Management Business Case Evaluation, the Transit Transformation Action Plan, and the RNM Council's Work Plan. Work on the three priority initiatives are described further below, and other implementation activities include efforts to improve accessibility, including regional paratransit trips, (described further in Work Element 1310 under Coordinated Public Transit-Human Services Transportation Plan) and to develop and collect data for regional transit performance measures. In FY25-26, MTC will also conduct an evaluation of the Regional Network Management framework, as called for in MTC Resolutions No. 4564 (RNM Framework) and 4648 (RNM Performance Measures). Collecting and reporting on performance measures will help deliver on the RNM's Mission by measuring regional transit outcomes for riders, providing information to hold the RNM accountable for progress on regional transit initiatives, and helping to inform the continuous improvement of the RNM framework.

Over the course of FY 2025-26, MTC staff will continue to implement the Clipper BayPass Pilot Program, which is the first "all you can use" transit pass covering all Bay Area transit operators. The second phase launched in January 2024, and it continues to expand to bring the BayPass program to additional institutions/employers around the Bay Area. Following deployment of a common regional transit transfer policy (with the launch of the Next Generation Clipper fare payment system) MTC staff will work to assess benefits to riders.

In 2023, MTC began conversations with transit users and transit agencies to develop design standards and a regional transit network identity that can be used across the region. In FY 2024-25, the project team is testing prototypes (physical signs and digital wayfinding tools) and collecting feedback on how the new signs help people get to and around the transit stations. The project team will implement harmonized mapping and wayfinding at nine pilot multimodal transit hubs throughout the region and a selection of bus lines in Sonoma and Solano Counties. Supported by public, stakeholder and transit agency feedback, this effort will test the production, installation, and maintenance of the new wayfinding system with more operators and in additional environments to make further refinements before full regionwide expansion in 2027 and beyond.

MTC is working with transit agencies and other partners to draft a Regional Transit Priority Policy to support more efficient and effective delivery of transit priority throughout the Bay Area. In addition, MTC has established a Bus Accelerated Infrastructure Delivery (BusAID) program, which prioritizes funding for quick-build projects to improve transit speeds, based on which projects are most feasible and ready to begin construction. As projects are delivered by transit operators, MTC will monitor implementation progress and the effectiveness of projects at improving speed and reliability for riders. The project team will also conduct a Regional Transit Assessment to evaluate the need for, and guide future investments in, transit priority projects in the Bay Area.

C. Project Products

- Regional Network Management
 - RNM Council Quarterly Progress Updates
 - Transit RNM Performance Report
 - Updated RNM Council Work Plans for FY26-27 and beyond
- Fare Coordination & Integration
 - Fare programs contracts and MOUs
 - Fare program evaluation studies
- Mapping and Wayfinding
 - Regional Mapping and Wayfinding V1 Design Guidelines
- Transit Priority
 - Progress reports on projects funded by the Bus Accelerated Infrastructure Delivery (BusAID) and other transit priority investment programs
 - Regional Transit Priority Policy
 - Interim Regional Transit Assessment deliverables (e.g., consultant memos)
- *RNM activities related to accessibility and paratransit are described further under Work Element 1310 (Task Nos. 1-5).*

D. Previous Accomplishments and Links to Relevant Products

- Completed the Network Management Business Case (<https://mtc.ca.gov/digital-library/5023862-regional-network-management-business-case-evaluation-final-report>), which defined priority accountability areas (responsibilities) for network management, evaluated and made recommendations on a regional network management (RNM) framework, and identified next steps for implementation of the RNM Framework. Commission reviewed and approved the RNM Framework (<https://mtc.ca.gov/digital-library/5023859-mtc-resolution-4564-regional-network-management-rnm-framework-recommendations>) in February 2023 and staff worked through summer and fall 2023 to establish a Regional Network Management function housed within MTC, including the RNM Committee, RNM Council, and RNM Customer Advisory Group.
 - More information on the work of these bodies can be found here: <https://mtc.ca.gov/operations/transit-regional-network-management>
 - RNM Council quarterly progress reports can be found here: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/regional-network-management-council>
 - The Commission approved RNM Performance Measures in May 2024, which can be found here: https://mtc.ca.gov/sites/default/files/meetings/attachments/5996/8l_Attachment_A_MTC_Resolution_4648.pdf
- The Fare Integration Task Force (FITF) adopted the Adopted Transit Fare Policy Vision Statement in 2021, and MTC has been working with transit operators to advance policy initiatives such as launching the Clipper BayPass pilot program Phase 1 in 2020 and Phase 2 in 2023. Additional project background, information, and milestones can be found here: <https://mtc.ca.gov/operations/transit-regional-network-management/transit-fare-coordination-integration>
- The Regional Mapping and Wayfinding project team has been working to develop a set of unified design standards for Bay Area transit agencies. In December 2024, MTC and transit operators

unveiled new test transit maps and signs at El Cerrito Del Norte BART station, and the second prototype location at Santa Rosa debuted in February 2025. A temporary “mini-prototype” will be tested in spring 2025 in San Francisco. Additional project background, information, and milestones can be found here: <https://mtc.ca.gov/operations/transit-regional-network-management/regional-mapping-wayfinding>

- Prior work to advance Transit Priority Initiatives includes:
 - Hosted workshop to kick off development of a Regional Transit Priority Policy: <https://mtc.ca.gov/news/bay-area-transit-priority-policy-effort-kicks>
 - Awarded BusAID funding to eight transit priority projects: <https://mtc.ca.gov/news/regional-network-management-council-recommends-funding-eight-transit-projects-reduce-travel-times-and-improve-reliability>
 - Issued Call for Technical Assistance for Transit Signal Priority (TSP) projects: <https://abag.ca.gov/technical-assistance/idea-tsp-transit-signal-priority>
- Work related to accessibility and paratransit is described under the related Work Element 1310 (Task Nos. 1-5).

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management of RNM activities, including Transit Transformation Action Plan & RNM Council Work Plan, progress reports, RNM framework assessment, and performance measures	Staff & Consultants (KPMG, future TBD)	RNM Council Quarterly Progress Updates Transit RNM Performance Measures Updated Work Plans for FY26-27 and beyond Memos and presentations (as needed)	RM2 Capital/STA/FHWA PL	07/01/25	06/30/26
2	Advance Fare Policy Vision Statement actions, including Clipper BayPass and Free/Discounted Transfers	Staff & Consultants (Steer, Rebel Group, other consultants under contract with BART)	Contracts and MOUs Fare program evaluation studies Memos and presentations (as needed)	STA	07/01/25	06/30/26
3	Refine Regional Mapping and Wayfinding Design Guidelines and support the implementation of pilot projects across the region	Staff & Consultants (Applied, Accessible Avenue, and future TBD)	V1 Design Guidelines Memos and presentations (as needed)	STBG/STA/FTA 5303/SB125	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Support the delivery of transit priority projects across the region through funding, TA, development of a Bay Area Transit Priority Policy for Roadways (TPPR), and preparation of a Regional Transit Assessment (RTA) to guide future investments in transit priority projects	Staff & Consultants (TBD)	Bay Area Transit Priority Policy for Roadways Grant Programs for Transit Priority Improvements Interim RTA deliverables Memos and presentations (as needed)	STA/ Exchange Fund/STBG	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

Activities in FY2026-27 will continue to advance actions identified in the Transit Transformation Action Plan and RNM Council Work Plan. This is anticipated to include:

- Update the RNM Council Work Plan for FY2027-28 and beyond
- Ongoing implementation and evaluation of regional fare programs consistent with the Transit Fare Policy Vision Statement
(<https://mtc.legistar.com/View.ashx?M=F&ID=9959274&GUID=5A3AFDC5-F4E2-47ED-90EA-2A418F1C1DAA>)
- Facilitate the implementation of additional Regional Mapping and Wayfinding pilot projects on selected bus lines on Sonoma and Solano Counties and support the expansion of new signs and maps throughout the region
- Identify and fund additional transit priority investments across the region and evaluate completed projects

These and any other new activities will be informed by the two-year review of RNM performance, which will be completed during FY25-26.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1623: SF Freeway Network Management Study

Project Manager: Michelle Go

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Consultants	\$ 625,000	585,131	\$ (39,869)
Total Expenses	\$ 625,000	\$ 585,131	\$ (39,869)

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Highway Administration State Planning and Research (FHWA SPR Part I) (FY 2024-25)	\$ 500,000	460,131	\$ (39,869)
San Francisco County Transportation Authority Prop L	125,000	125,000	-
Total Revenues	\$ 625,000	\$ 585,131	\$ (39,869)

Federal Share 80.00% 78.64%

†The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

Note: Additional non-participating costs in the amount of \$1,554,000, which are funded by the SFCTA, are also allocated to the project.

B. Project Description

This study will consider managed lane alternatives, including priced lane and priced facility options, for freeways within San Francisco (Central Freeway, I-80, US 101, I-280) with the goals of reducing vehicle miles traveled and increasing person throughput. The study will consider a facility design that does not increase overall capacity, and programs to reduce transportation barriers and maintain affordability. It will recommend managed lanes programs, including priced lanes on priority freeway segments, consisting of facility design, operations plan and programmatic elements.

C. Project Products

- Caltrans Quarterly Progress Reports
- Draft and final memo of study purpose/goals/objectives
- Draft and final TAC meeting notes/materials
- Existing conditions report
- Model output data tables and summaries
- Memo of analysis findings
- Conceptual drawings for alternatives
- Memo of design alternatives
- Memo of program alternatives
- Memo of alternatives evaluation
- Draft and final financial and operations analysis
- Funding and implementation plan
- Draft and final outreach materials

- Draft and final outreach report
- Draft and final plan
- Presentation and memorandums for board presentations.

D. Previous Accomplishments and Links to Relevant Products

- Held administrative kickoff meeting with Caltrans
- Issued Request for Proposals for a consultant
- Selected and onboarded consultant
- Conducted existing conditions analysis *(to be complete by the end of FY25-26)*

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration — manage and administer study, including invoicing, quarterly progress reports, and DBE reporting	Staff & SFCTA	Kick-off meeting with Caltrans Meeting Notes Quarterly invoices and progress reports DBE reporting (ongoing)	FHWA SPR Part I/ San Francisco Proposition L	07/01/25*	06/30/26
2	Existing Conditions – identify priority segments, finalize existing conditions report, and develop draft and final memo of project purpose, goals, and objectives	SFCTA & Consultant (HNTB)	Priority segment selection Draft and final Existing Conditions report Draft and final memo of project purpose, goals, and objectives	FHWA SPR Part I/ San Francisco Proposition L	07/01/25	06/30/26
3	Public Outreach — convene working group meetings to update the working group on existing conditions analysis and gather feedback on priority segment selection. This fiscal year, the project team will finalize the public outreach plan and prepare for outreach to start next fiscal year.	SFCTA & Consultant (HNTB)	Draft and final outreach materials Draft and final outreach report (once)	FHWA SPR Part I/ San Francisco Proposition L	09/01/25	06/30/26

4	Advisory Committee Meetings – hold Technical Advisory Committee (TAC) meetings at key project milestones to share progress and collect feedback on the existing conditions analysis and outreach approach.	SFCTA	Draft and final TAC meeting materials Draft and final TAC meeting notes	FHWA SPR Part I/ San Francisco Proposition L	07/01/25	06/30/26
5	Advisory Committee Meetings – The project team will establish a Technical Advisory Committee (TAC) to collect feedback on the outreach process, technical analysis, design alternatives, and programmatic elements.	SFCTA & Consultant (HNTB)	Draft and final TAC meeting materials Draft and final TAC meeting notes (quarterly or as needed based on milestones)	FHWA SPR Part I/ San Francisco Proposition L	07/01/25*	06/30/26

*Task started in a prior fiscal year.

F. Anticipated Future Activities (FY 2026-27)

- Public Outreach – begin public outreach to gather feedback on project goals, managed lane concepts and programmatic elements
- Advisory Committee Meetings – continue holding TAC meetings to share findings and gather feedback from project stakeholders
- Analysis – develop conceptual drawings and program alternatives for up to 5 managed lane concepts selected during the existing conditions phase

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1626: One-Seat Ride Pilot Evaluation

Project Manager: Drennen Shelton

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$21,013	\$ 21,201	188
Benefits	\$9,246	9,329	83
Indirect	\$15,087	15,222	135
Consultants	\$350,000	350,000	-
Total Expenses	\$ 395,346	\$ 395,752	\$ 406
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Federal Transit Administration (FTA) 5304 Statewide Transportation Planning (FTA 5304) (FY 2024-25)	\$ 350,000	350,000	\$ -
General Fund	\$ 45,346	45,752	\$ 406
Total Revenues	\$ 395,346	\$ 395,752	\$ 406

Federal Share

88.534%

88.44%

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

This project will evaluate the paratransit services around the region that minimize or eliminate paratransit transfers provided by public transit agencies that are mandated to provide ADA paratransit service. Some of these services are often referred to as "one-seat rides." The evaluation will provide the best methods of delivering a non-transfer, cross-jurisdictional ADA paratransit ride. MTC and the region's transit agencies have funded pilot programs to test various methods of non-transfer, cross-jurisdictional rides. This project seeks to evaluate all services like this in the region and determine which models are most feasible for implementation. This project will focus investments in providing a more seamless trip for disabled riders. The project partners for this work include MTC and public transit providers in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. This work is supported by recommendations in statewide plans (Caltrans Strategic Plan; California Transportation Plan 2050; and California Master Plan for Aging), as well as local plans and planning efforts (SF Bay Area's Coordinated Public Transit-Human Services Transportation Plan; Transit 2050+ & Plan Bay Area 2050+; and the Transit Transformation Action Plan). This project will provide vital information essential to MTC and transit agency decision-making in funding implementable projects that expand paratransit beyond the ADA and provide more efficient and effective paratransit trips to riders with disabilities.

C. Project Products

- Meeting agenda items
- Public outreach communication materials
- Quarterly metrics reports
- Draft and final evaluation with recommendations TAC memo

- Draft and final performance measures
- Draft and final evaluation and analysis memo
- Draft and final report
- Committee/Commission agenda item
- Committee/Commission approval/acceptance

D. Previous Accomplishments and Links to Relevant Products

N/A

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Project Administration	Staff	Caltrans kick-off meeting Quarterly invoices, project reporting and DBE reporting (ongoing)	General Fund	07/01/25	06/30/26
2	Consultant Procurement	Staff	Procurement procedures RFP Consultant contract Amendments to consultant contract (as needed)	FTA 5304/ General Fund	07/01/25	06/30/26
3	Partner Engagement	Staff & Consultant (TBD)	Meeting agenda items Communication materials (ongoing)	FTA 5304/ General Fund	07/01/25	06/30/26
4	Technical Advisory Committee Meetings	Consultant (TBD)	Meeting materials and presentations (quarterly)	FTA 5304/ General Fund	07/01/25	06/30/26
5	Service Plan Concepts and Evaluation and Analysis	Consultant (TBD)	Draft and final service concepts and evaluation and analysis (once)	FTA 5304/ General Fund	07/01/25	06/30/26
6	Draft and Final Report Recommendations	Staff & Consultant (TBD)	Draft and final reports (once)	FTA 5304/ General Fund	06/01/26	6/30/26

F. Anticipated Future Activities (FY 2026-27)

- Continued project administration
- Continued engagement with partners and stakeholders

- Continued engagement with the Technical Advisory Committee
- Continued data collection and metrics evaluation
- Continued evaluation of pilots
- Continued development of final recommendations
- Board Review/Approval

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1628: Mobility and Pricing Studies

Project Manager: Anup Tapase

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Salaries		\$ 135,029	\$ 135,800		771
Benefits		59,413	59,751		338
Indirect		96,948	97,502		554
Total Expenses		\$ 291,390	\$ 293,053		\$ 1,663
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Federal Highway Administration Planning (FHWA PL) (FY 2025-26)		\$ 207,753	209,578		\$ 1,825
Toll Credit Match	23,829		24,039	210	
Bay Area Infrastructure Financing Authority (BAIFA)		\$ 83,637	83,475		\$ (162)
Total Revenues		\$ 291,390	\$ 293,053		\$ 1,663
Federal Share		71.30%	71.52%		

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

As identified during Plan Bay Area 2050, Bay Area highways will continue to experience significant congestion in the future and the region will be unable to meet state-mandated GHG emissions reduction targets in the absence of bold roadway pricing strategies. Bay Area highways serve as the backbone of our region's transportation system, allowing people and goods to move across our nine-county region and beyond. Given that most Bay Area residents use these grade-separated highways (also commonly referred to as freeways) at least once per week, it is critical to explore how we can best invest in this system in a manner that aligns with 21st century policy goals. The legacy of the 20th century — of new highways and continued general-purpose highway widening projects — did considerable damage to communities of color by dividing neighborhoods and burdening them with severe traffic and air quality impacts.

Multiple MTC initiatives have explored aspects of this question in recent years. The Express Lanes Strategic Plan (adopted in 2021) explored policy questions that had emerged since the network's approval in 2011, including the need for greater climate and equity mitigations. Plan Bay Area 2050 (adopted in 2021 and approved by CARB in 2022) initially struggled with an even more ambitious climate target than prior cycles; it actively worked to maximize funding for transit and active transportation modes, while adding robust pricing strategies like all-lane tolling for the first time. This sparked the Next-Generation Bay Area Freeways Study (2022-2025), which analyzed a suite of pricing strategies and engaged the public and stakeholders. This study identified two major pricing strategies that may have potential in advancing regional goals: highway all-lane tolling — peak-period distance-based tolling on all Bay Area highways, and a regional mileage-based user fee — a simple per-mile fee for all miles traveled on all roads at all times, leaning on the state's potential implementation of the Road Charge (a per-mile fee for all travel in the state that is intended to eventually replace the gas tax in a revenue-neutral manner). Plan Bay Area 2050+, currently under development and slated for adoption during FY2025-26, is expected to include such a pricing strategy to support mobility, climate and equity goals. Further, this plan has identified challenges with

planning toward the full regionwide Express Lane network due to a more constrained fiscal envelope relative to prior plans and stricter VMT mitigation guidelines set forth by Senate Bill 743 (2013).

Work in FY2025-26, led by MTC staff, will advance road pricing actions identified in Plan Bay Area 2050+ and the ten-year implementation roadmap emerging from the Next Generation Freeways Study. Further actions may emerge through the Plan Bay Area 2050+ Implementation Plan over the course of calendar year 2025. This work will include continued collaboration and engagement with partner agencies, support for legislative actions and planning for further studies to expand our collective understanding of pricing policy and its potential impacts.

C. Project Products

Staff memos, presentations and meeting agendas and minutes as needed to advance planning actions, legislative actions and coordination with local, state and federal partners.

D. Previous Accomplishments and Links to Relevant Products

- [completed April 2021] Bay Area Express Lanes Network 2021 Strategic Plan
https://mtc.ca.gov/sites/default/files/Bay_Area_Express_Lanes_Strategic_Plan.pdf
- [to be completed June 2025] Next Generation Freeways Study
<https://mtcdrive.box.com/s/45w0nh1j7kt3fo0ii4e5a20jbsgfp15>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	<p>Support development of Express Lanes 2025 Strategic Plan</p> <p>Coordinate with BAIFA Express Lane staff and the Express Lanes Steering Committee to outline potential highway all-lane tolling milestones and consider implications for the express lane network strategy and development.</p>	Staff	<p>Memos/Presentations</p> <p>Meeting materials</p> <p>(as needed)</p>	FHWA PL	07/01/25	12/31/25
2	<p>Coordinate with Caltrans on Road Pricing Related Efforts</p> <p>Coordinate with Caltrans for the potential development of the Managed Lanes System Plan and the Caltrans Statewide Express Mobility Action Plan</p>	Staff	<p>Comment letters</p> <p>(as needed)</p>	FHWA PL	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
3	<p>Support statewide Road Charge/Mileage Based-User Fee Efforts</p> <p>Participate in quarterly Road Charge Technical Advisory Committee meetings and Statewide Roadway Pricing Working Group; Coordinate with other Big 4 MPOs on related efforts, including the Mileage-Based User Fee & Incentives Pilot; Monitor other relevant efforts</p>	Staff	<p>Various plan and program status reports</p> <p>Meeting minutes</p> <p>(as needed)</p>	FHWA PL	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Advance implementation actions identified in the Next Generation Bay Area Freeways Study and the Plan Bay Area 2050+ Implementation Plan
- Support legislative actions related to road pricing
- Coordinate with local, state and federal agencies for further efforts that advance the implementation of road pricing in the Bay Area

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

WORK ELEMENTS FUNDED BY FEDERAL/STATE GRANTS AND LOCAL SOURCES

FY 2025–2026

Work Element 1233: Transportation Asset Management (TAM) Program

Project Managers: Margaret Doyle, Sui Tan, and Adam Crenshaw

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries		\$ 420,551	\$ 408,135	\$ (12,416)
Benefits		185,042	179,579	(5,463)
Indirect		301,949	293,034	(8,915)
Consultants		22,100,223	22,934,777	834,554
Total Expenses		\$ 23,007,765	\$ 23,815,525	\$ 807,760
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Surface Transportation Block Grant (STBG) - New		1,940,000	1,940,000	-
<i>Toll Credit Match</i>	222,518		222,518	-
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		4,510,223	4,510,223	-
<i>Toll Credit Match</i>	517,323		517,323	-
Safe Streets for All Grant (SS4A) (Local Match Required)		10,000,000	10,000,000	-
<i>Local Match - Exchange Fund</i>		2,500,000	2,500,000	-
Pavement Management Program (PMP Sales)		2,000,000	2,000,000	-
Pavement Technical Assistance Program Local Share		-	730,669	730,669
Exchange Fund		1,080,000	1,183,885	103,885
General Fund		977,542	950,748	(26,794)
Total Revenues		\$ 23,007,765	\$ 23,815,525	\$ 807,760
Federal Share		71.50%	69.07%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

*The consultant expense budget for this work element primarily reflects monies that directly benefit local jurisdictions and/or county transportation agencies, rather than being expended on regional programs or projects. This includes technical assistance and collaborative initiatives that align with regional planning priorities.

B. Project Description

Asset management, spanning local streets and roads, transit capital assets, transit electrification, and safety, is one of the key work areas related to MTC's fund programming and management responsibilities. Below is an overview of the key objectives under this work element:

Local Streets and Roads Asset Management

MTC has a long history of committing to the cost-effective improvement of pavement and non-pavement conditions on local streets and roads. The region pursues multiple efforts to improve asset management practices including improving the identification of locations and roadways needing investment; implementing targeted and appropriate repairs; and building individual, organizational and technological capacity. These include programs to:

- Develop, upgrade, maintain and distribute the StreetSaver and StreetSaver Plus, the comprehensive and integrated transportation asset management software

- Develop local and regional forecasts of pavement and non-pavement repair needs, available funding sources, and condition scenarios based on revenue options
- Develop the Annual Regional Summary of Pavement Conditions
- Implement Pavement Management Program (PMP) certification procedures
- Provide program updates and TA to StreetSaver users
- Implement the Pavement Management Technical Assistance Program (P-TAP)
- Implement the Data Quality Management Program for P-TAP
- Facilitate meetings of the Local Street and Road Working Group

Transit Capital Assets and Transit Electrification

The Transit Capital Assets and Transit Electrification work includes annual activities that are required for Transit Asset Management regulations, which are the priority. Upkeep of the Regional Transit Capital Inventory is also important for TAM decision-making. MTC supports regional response to state regulations and better TAM decision-making through the activities listed below.

- Update and refinement of the Regional Transit Capital Inventory (RTCI)
- Develop regional and operator-based forecasts of transit capital maintenance and repair needs, available funding sources, and condition scenarios based on revenue options
- Facilitate the development and update of Transit Asset Management plans
- Coordinate with all transit providers to set the MPO's Transit Asset Management targets
- Develop models and processes for integrating Transportation Asset Management objectives into regional multi-objective decision-making
- Develop strategy for regional transition to zero-emission transit fleets

Safety and Vision Zero

The Safety and Vision Program seeks to reduce deaths and injuries from traffic collisions by supporting Bay Area vision Zero initiatives through stakeholder coordination, data tools, and regional policy leadership. Priority areas for implementation include enhancements to the Regional Safety Data System and support for local safety studies and initiatives, with a full description of the project included below.

- Working to establish a data-driven Regional Safety (Vision Zero) program to support the reduction of fatalities and serious injuries across the region
- Support Regional Safety Data System by continuing to maintain safety data from throughout the region, allowing our regional partners to proactively identify and analyze areas for targeted safety improvements and set safety performance targets based on data
- Support existing tools for traffic safety analysis with updates and additional relevant data
- Facilitate meetings of the Bay Area Vision Zero Working Group
- Facilitate regional Safety/Vision Zero workshops and peer exchanges
- Consider the traffic safety challenges identified in the State of Safety in the Region report and take steps to implement solutions to those issues
- Develop Regional Corridor Safety Studies
- Provide resources and for developing Local Road Safety Plans

Cross-Functional Tasks

MTC also engages in several cross-functional tasks that support more than one of the project components described above. These cross-functional tasks include:

- Coordinate with the State DOT to set performance targets for the National Highway System
- Conform performance measures and monitoring activities related to asset conditions to federal and state requirements

C. Project Products

- Technical training sessions such as StreetSaver User Week
- Annual Regional Summary of Pavement Conditions
- MTC's Transit Asset performance targets for our Tier II Group TAM plan to NTD
- Reports and updates on regionwide transit asset performance targets encompassing all asset classes and operators in the region.
- Local Road Safety Plans for partners across the region
- Improvements and feature enhancements for the Safety Data System
- Improvements and feature enhancements to the RTCI
- Memos, reports, and presentations regarding the regional transition to zero-emission transit fleets

D. Previous Accomplishments and Links to Relevant Products

- Development and continued improvement of the Regional Transit Capital Inventory (RTCI): <http://rtci.mtc.ca.gov/>
- Completion of 2022 Regional Tier II Group TAM Plan: <https://mtcdrive.box.com/s/gy2y9itgzkp5upsekphnnljze8v6hab>
- Development of Bay Area Vision Zero System (BAYVIZ): <https://bayviz.mysidewalk.com/>
- PMP Certification: <https://mtc.ca.gov/tools-resources/technical-assistance/streetsaverr/pavement-management-program-pmp-certification>
- Regional Pavement Condition (2023): <https://shorturl.at/xZRLM>
- Preliminary Regional Zero Emission Transit Transition Strategy presentation to Commission: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6886707&GUID=2C085C7A-B0AC-41F5-A5DC-0BD2E9E00841>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Conduct Regional Transit Capital Inventory update	Staff	Updated inventory of Transit Assets	General Fund	01/01/26	03/30/26
2	Set TAM Targets	Staff	FY 2026 Transit Asset Performance Targets (once)	General Fund	07/01/25	10/31/25
3	Begin development of TAM 2026 Regional Tier II Group Plan	Staff	Draft 2026 Regional Tier II Group Plan	General Fund	04/01/26	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Provide support to Local Streets & Road (see WE 1113 above) Working Group, Transit Asset Management Working Group, and Bay Area Vision Zero Working Group (see WE 1125 above)	Staff	Meetings and Meeting Materials (as needed)	STBG/ General Fund	07/01/25	06/30/26
5	Support Regional Safety Data System	Consultant (mySidewalk)	Continued maintenance and enhancement of Safety Data System (ongoing)	Exchange Fund	07/01/25	06/30/26
6	Implement P-TAP 26	TBD	Updated pavement conditions of local agencies (ongoing)	STBG/ General Fund	07/01/25	06/30/26
7	Develop 2024 Regional Pavement Condition Summary	Staff	State of the System report of local streets and roads (once)	STBG/ General Fund	07/01/25	06/30/26
8	Maintain PMP Certification	Staff	List of local agencies with PMP certification status (ongoing)	STBG/ General Fund	07/01/25	06/30/26
9	Provide technical training and support for StreetSaver users	Consultant (Nichols Consulting Engineers)	Assistance as requested (as needed)	PMP Sales	07/01/25	06/30/26
10	Conduct Local Streets and Roads Needs Assessment	Staff	2026 Statewide Needs Assessment (ongoing)	STBG/ General Fund	07/01/25	06/30/26
11	Develop Regional partner Local Road Safety Plans	Staff & Local Jurisdictions	Completed Local Road Safety Plans	STBG/ General Fund	7/01/25	06/30/26
12	Coordinate Regional Vision Zero Workshops and peer exchanges	Staff	Completed Workshops and Peer Exchanges	STBG/ General Fund	7/01/25	06/30/26
13	Support and expansion of Regional Safety Data System	Staff	Improved Safety Data System and additional data (ongoing)	STBG/ General Fund	7/01/25	06/30/26
14	Develop Regional Zero Emissions Transit Transition Strategy	Staff & Consultant (TY Lin Group)	Project Deliverables (memos, presentations)	General Fund/ STBG	07/01/25	06/30/26
15	Develop Regional Corridor Safety Studies	Staff & Local Jurisdictions	Project deliverable (Request for Proposal, Call for Projects)	SS4A	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Establish regional Transit Asset Performance Targets for 2026

- Complete NTD reporting for MTC-sponsored Tier II Group Transit Asset Management Plan 2026 Regional Transit Capital Inventory (RTCI) update
- Continued maintenance and technical improvements of the Regional Safety Data System (Bay Area Vision Zero System — BayViz)
- 2025 Pavement Condition Summary
- Maintain PMP Certification status
- Administer PTAP 27 projects
- Development of Vision Zero Toolkit
- Support for Local Road Safety Plan Implementation

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1515: State Programming, Monitoring, and STIP Development

Project Manager: Karl Anderson

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 498,433	\$ 499,929	\$ 1,496
Benefits	219,311	219,969	658
Indirect	357,866	358,941	1,075
Consultants	565,400	115,400	(450,000)
Total Expenses	\$ 1,641,010	\$ 1,194,239	\$ (446,771)
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
State Transportation Improvement Program - Programming and Planning (STIP-PPM)	\$ 1,145,658	\$ 694,531	\$ (451,127)
General Fund	495,352	499,708	4,356
Total Revenues	\$ 1,641,010	\$ 1,194,239	\$ (446,771)
Federal Share	0.00%	0.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

Through state law, MTC has the responsibility to manage and program several fund sources, monitor their delivery, and develop the regional portion of the State Transportation Improvement Program (STIP). Below are some of the statutes and MTC's role in managing state programs.

- Senate Bill 45 (Chapter 622, Statutes 1997) transferred several programming responsibilities to the RTPAs, including the programming of the regional 75% of the STIP. This portion, known as the RTIP, is developed by MTC as the Bay Area's RTPA, and submitted to the CTC for inclusion into the STIP every other year. MTC works closely with the CTAs, transit agencies and Caltrans to develop an RTIP that supports the goals of the region's RTP and that has the highest chance of being funded by the CTC. The region also works closely with Caltrans in their development of the interregional 25% of the STIP.
- Assembly Bill 1012 (Chapter 783, Statutes of 1999) sets forth several deadlines related to the delivery of projects funded with state and regional funds. If these deadlines are not met, the funding is returned to the state for use in other projects. MTC's goal is to ensure that no funds are lost to the region. MTC staff actively monitors the delivery milestones and status of projects funded with state and federal funds and aids project sponsors who are in danger of not meeting those deadlines.
- Proposition 1B (Chapter 25, Statutes 2006) provided almost \$20 billion in new one-time bond funds for infrastructure improvements in California. A few of the programs created by Proposition 1B improve local, regional and state transportation infrastructure and are managed by Caltrans or the CTC. MTC's role in these programs is to facilitate programming of these funds to regional projects and ensure all project delivery milestones are met so that funds are not lost to regional projects. MTC continues to be involved in guiding consensus in the remaining Proposition 1B programs,

including the State-Local Partnership Program, Trade Corridor Improvement Fund, Local Bridge Seismic Retrofit Program (LBSRP) and the Public Transportation Modernization, Improvement and Service Enhancement Account Program.

- Senate Bill 99 (Chapter 359, Statutes of 2013) established the Active Transportation Program (ATP), combining several state- and federally-funded transportation programs (including the federal STBG Transportation Alternatives set-aside) into a single program administered by the CTC. MTC, as the RTPA and MPO for the nine counties of the San Francisco Bay Area, has programming responsibility for the large-MPO portion of the ATP.
- The state budget proposes substantial funding in statewide Cap and Trade funding across various transportation program categories. Additionally, the Legislature also enacted a trailer bill, Senate Bill 862, providing a long-term funding framework by allocating percentages of future funds across similar program categories, including the Low Carbon Transit Operations Program (LCTOP), which provides operating and capital assistance for transit agencies to reduce GHG emissions and improve mobility, with a priority on serving disadvantaged communities. As the MPO, MTC is responsible for programming the population-based funds under this program. MTC also helps coordinate HSR efforts within the Bay Area.
- MTC has created a web-enabled fund tracking database known as the Fund Management System (FMS), which is used to monitor STIP and ATP projects as well as to process STIP, ATP and SB 1 projects in the Transportation Improvement Program (TIP). MTC continues to maintain and enhance FMS and other fund tracking databases to support implementation of the TIP.
- Senate Bill 1 (Chapter 5, Statutes of 2017) increases various transportation-related taxes and fees to augment funding for new and existing transportation programs. Certain revenues are distributed via formula, such as Local Streets and Roads, STIP augmentation, and Local Partnership Program formula funds. Other funds are placed in competitive programs, including the Solutions for Congested Corridors (SCC) program, Trade Corridor Enhancement Program (TCEP), ATP augmentation, Transit and Intercity Rail Capital Program (TIRCP, also funded through Cap and Trade), and Local Partnership Program competitive funding. The guidelines for these programs are administered through the CTC, CalSTA, and/or Caltrans.

C. Project Products

- Monthly project status reporting for STIP delivery: <https://mtc.legistar.com/gateway.aspx?m=l&id=/matter.aspx?key=26541>
- 2024 RTIP Programming: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6447334&GUID=01393DF9-993E-4676-8A73-C0350348D97F&Options=ID|Text|&Search=4603>
- STIP Amendments and Extensions: <https://mtc.ca.gov/funding/state-funding/state-transportation-improvement-program-stip>
- Cycles 1-7 Regional Active Transportation Program: <https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Updated and enhanced fund management and project tracking database (FMS): <https://fms.bayareametro.gov>
- Cap and Trade Framework: <https://mtc.ca.gov/funding/state-funding/cap-and-trade-funding>
- Program of Projects for LCTOP: <https://dot.ca.gov/programs/rail/low-carbon-transit-operations-program-lctop>

- SB 1 Competitive Program Prioritization Principles for Cycle 4:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6613835&GUID=9D633941-C7F3-44D1-B02A-905AB774D655&Options=&Search=>
- SB 1 Local Partnership Program Formula Share — MTC/BATA Programming:
<https://mtc.legistar.com/View.ashx?M=F&ID=13047499&GUID=6378A022-31F6-4158-837E-9869A4061B39>
- SB 1 SCCP Program for Cycle 4:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6886711&GUID=A7F56C02-6B89-4F8F-8A2C-FBE2F324ABEE&Options=&Search=>
- SB 1 TCEP Program for Cycle 4:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6854320&GUID=DC60F459-B6E5-4BDE-A3BD-BBD3CA8F7A58&Options=&Search=>

D. Previous Accomplishments and Links to Relevant Products

- Development, implementation and delivery of the 2024 STIP (ongoing): <https://mtc.ca.gov/digital-library/5028055-mtc-resolution-no-4603-revised>
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Programming and monitoring of Proposition 1B funds (including LBSRP and Transit, Security and Trade corridors)
- Participation in various statewide funding, programming, and delivery committees and groups
- Guidelines development, programming and implementation of the ATP:
<https://mtc.ca.gov/funding/investment-strategies-commitments/climate-protection/active-transportation-program>
- Adoption of Regional Goods Movement Investment Strategy (January 2017):
<https://mtc.ca.gov/planning/transportation/san-francisco-bay-area-goods-movement-plan>
- Adoption of regional Cap and Trade framework to guide programming and prioritization of Cap-and-Trade funds over the Plan Bay Area 2050 timeframe and a distribution framework for the programming of LCTOP funds:
<https://mtc.legistar.com/View.ashx?M=F&ID=12354382&GUID=00CBD5D4-AAF7-4341-B971-4FADD7C84D48>
- Released FMS 5 in coordination with the development of the 2025 TIP:
<https://fms.bayareametro.gov>
- Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6613835&GUID=9D633941-C7F3-44D1-B02A-905AB774D655&Options=ID|Text|&Search=senate+bill+1>
- Quarterly meetings with Caltrans District 4 (D4) staff on project delivery of regionally-significant roadway projects
- Development, implementation and delivery for the fourth cycle of the CTC SB 1 competitive programs:

- TCEP and SCC:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6854320&GUID=DC60F459-B6E5-4BDE-A3BD-BBD3CA8F7A58&Options=&Search=>
- LPP: <https://mtc.legistar.com/View.ashx?M=F&ID=13047499&GUID=6378A022-31F6-4158-837E-9869A4061B39>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Prepare STIP Amendments and Extensions as requested (SB 45 Oversight)	Staff	STIP Amendments STIP Extensions	STIP PPM/ General Fund	07/01/25	06/30/26
2	Prepare status reports on STIP project delivery (SB 45 Oversight)	Staff	Status Reports on STIP Delivery (as needed)	STIP PPM/ General Fund	07/01/25	06/30/26
3	Prepare status reports on Proposition 1B project delivery	Staff	Status Reports on Proposition 1B delivery (as needed)	General Fund	07/01/25	06/30/26
4	Develop enhancements to web-enabled funding database	Staff	Updated database	STIP PPM/ General Fund	07/01/25	06/30/26
5	Participate in various statewide funding, programming, and delivery committees and groups (SB 45 Oversight)	Staff	Documents produced by committees (monthly)	STIP PPM/ General Fund	07/01/25	06/30/26
6	Implement the 2024 RTIP in coordination with Bay Area CTAs, transit operators, and Caltrans (SB 45 Oversight) Assist STIP project sponsors and Bay Area CTAs (as needed).	Staff	Deliverables include Commission action for amendments and MTC concurrence letters for extensions and allocations.	STIP PPM/ General Fund	07/01/25	06/30/26
7	Implement Cycles 1–7 ATP Assist local agencies with allocations, amendments and extensions.	Staff	Deliverables include Commission action for amendments and MTC concurrence letters for extensions and allocations.	STIP PPM/ General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
8	Attend CTC meetings (typically 7 per year)	Staff	Participation in CTC meetings and workshops (as scheduled) Email of meeting highlights for stakeholders and Letter for CTC Commissioners (ongoing)	STIP PPM/ General Fund	07/01/25	06/30/26
9	Develop, maintain, and implement enhancements and upgrades to database applications that manage the TIP, including the Fund Management System (FMS)	Staff & Consultant (TBD)	FMS enhancements (as needed) Development of new TIP database application (once)	STIP PPM/ General Fund	07/01/25	06/30/26
10	Develop LCTOP Population-Based program, coordinate with CalSTA, SGC, CARB, on other processes (TIRCP, AHSC, HSR, ZEV)	Staff	Annual Transit Operating and Capital Program (once, and as needed)	General Fund	07/01/25	06/30/26
11	Participate in Cap & Trade Development process	Staff	Ongoing project monitoring (ongoing)	General Fund	07/01/25	06/30/26
12	Develop and implement programs authorized in SB 1	Staff	Programming and implementation of SCC, TCEP, LPP, TIRCP, etc. (ongoing)	STIP PPM/ General Fund	07/01/25	06/30/26
13	Implement ATP Technical Assistance (TA) Scoping and Application Program	Staff	Guidelines for receiving TA and call for assistance to advance active transportation projects for the State ATP (ongoing)	STIP PPM	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Attend CTC meetings (typically 7 per year)
- Quarterly meetings with Caltrans District staff on project delivery of regionally significant highway projects
- Semi-annual meetings with the Northern California Megaregion Group and Bay Area Goods Movement Collaborative on SB 1 Trade Corridor Enhancement Program (TCEP) and other freight-related funding programs and planning efforts
- Participation in various statewide funding, programming, and delivery committees and groups
- Develop enhancements to web-enabled funding database
- Develop, maintain, and implement enhancements and upgrades to database applications that manage the TIP, including the Fund Management System (FMS)
- Monthly project status reporting for STIP delivery

- Prepare STIP Amendments and Extensions as requested (SB 45 Oversight)
- Prepare status reports on STIP project delivery (SB 45 Oversight)
- SB 1 Guidelines development, programming, and implementation of various Senate Bill 1 (SB 1) programs and projects
- SB 1 Competitive Program Prioritization Principles for Cycle 5
- SB 1 Local Partnership Program Formula Share — MTC/BATA Programming
- SB 1 SCCP and TCEP Program for Cycle 5
- Implement Cycles 1–7 ATP
- Guidelines development, programming and implementation of the ATP Cycle 8
- Implement ATPTA Scoping and Application Program
- Participate in Cap & Trade Development process

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1612: Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning

Project Manager: Josh Bradt

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries		\$ 410,490	\$ 410,626	\$ 136
Benefits		180,614	180,675	61
Indirect		294,726	294,824	98
Consultants		355,000	355,000	-
General Operating Expenses		34,500	34,500	-
Total Expenses		\$ 1,275,330	\$ 1,275,625	\$ 295
Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Surface Transportation Block Grant (STBG) (Toll Credit Match Required)		\$ 204,426	\$ 204,029	\$ (397)
<i>Toll Credit Match</i>	23,448		23,402	(46)
Bay Area Air Quality Management District (BAAQMD)		451,648	451,087	(561)
Association of Bay Area Governments (ABAG)		204,426	204,029	(397)
General Fund		414,830	416,480	1,650
Total Revenues		\$ 1,275,330	\$ 1,275,625	\$ 295
Federal Share		16.03%	15.99%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The Bay Area Regional Collaborative (BARC) is a consortium of regional and state agencies (BARC member agencies) created through state legislation (SB849, Torlakson) to address crosscutting issues of regional significance. The member agencies named in the legislation include MTC, ABAG, the Air District, and BCDC. As it currently functions, the Chairs from each of the member agency boards/commissions appoint four directors/commissioners from their respective agencies to serve on the BARC Governing Board, which functions as a venue for the executive leaders of the member agencies, BARC staff, and external stakeholders to engage in discussion on collaborative problem solving. BARC has also involved the participation of executive leadership and staff from Caltrans D4, the San Francisco Bay Regional Water Quality Control Board and the California State Coastal Conservancy who participate on joint projects and in regularly scheduled coordination meetings, with a major focus on climate change.

By the first quarter of FY 2025-26, BARC will be launching a new Organizational Plan that will outline updated operational protocols, including a new meeting schedule for the BARC Governing Board, and the mechanisms by which BARC staff help facilitate the development and execution of the annual work plan and budget with member agency leadership, the Governing Board and other key stakeholders. Following the draft Organizational Plan's guidance for BARC work plan development, the Executive Management Group members identified respective agency priorities that BARC staff crafted into the FY25-26 Work Plan. This approach provides immediate agency buy-in for work plan activities with measurable milestones for success. Given significant events that have occurred since the first Organizational Plan was completed in

2015 — including new executive leadership at two of the member agencies (MTC, Air District) and a changed policy and fiscal landscape for the issues BARC member agencies are responsible for addressing including transportation, housing, air quality, economic development and climate change — an updated Organizational Plan will allow all member agencies to renew their investments in BARC and our work plan priorities.

There are work plan priorities specifically oriented to Air District priorities and in coordination between MTC and the Air District that are under development and will be reviewed as part of the Organizational Plan update. BARC remains focused on building from considerable progress achieved in FY2024-2025 and on helping the San Francisco Bay region prepare for the risks from flooding and sea level rise, and other climate hazards, including the near and long-term viability of our essential transportation network. A major accomplishment includes the execution of the Inter-agency Regional Flooding and Sea Level Rise Memorandum of Understanding (MOU), approved by the BARC Governing Board in July 2024, which outlines how the seven participating BARC agencies will work together through an integrated work program across four functional areas to deliver multi-benefit, climate adaptation projects that will make vulnerable, frontline communities, critical infrastructure and the overall regional economy more resilient to the risks from flooding, sea level rise and climate change. The four functional areas include: 1) Planning; 2) Fundraising and Fund Management; 3) TA; and 4) Regulatory Alignment. BARC will play a key role in facilitating coordination among member agencies and other stakeholders across the functional areas of Fund Management and TA, with an overall coordination role, helping MOU participants follow through on commitments outlined in the MOU.

Another accomplishment BARC staff and BARC member agencies helped facilitate in FY 2024-2025 that will carry forward into FY 2025-2026 and beyond is the congressional and presidential approval of the Water Resources Development Act (WRDA) of 2024, which directs the United States Army Corps of Engineers to complete a regional sea level rise and climate change study for the San Francisco Bay shoreline and outer coast that provides special focus to disadvantaged, frontline communities, the beneficial reuse of sediment and deployment of nature-based strategies as much as possible. BARC will be co-facilitating a Funding Working group to track, strategize, and engage with regional partners and legislative staff as needed to get this federal new project study initiated. BARC staff is collaborating with partners to secure required local match. This study will be a long-term effort focused on securing billions of dollars in federal investment that delivers appropriate multi-benefit adaptation projects along the shoreline that strengthen resilience of communities, critical infrastructure, and the economy to the risks of flooding, sea level rise, and climate change.

C. Project Products

- BARC will launch a new Organizational Plan at the start of FY2025-2026, which will include protocols for work plan development and delivery, outline updated structure for coordination among participating agencies, clarify decision-making structure among agency leadership and governing board of elected and appointed officials.
- BARC staff will serve as a liaison with the United States Army Corps of Engineers to help inform and guide the scope of work for the regional sea level rise study approved in the Water Resources Development Act (2024). Work products will include statement of regional priorities for the study developed by BARC in partnership with BARC member agencies and key stakeholders including the Bay Area Council, Save the Bay, Valley Water, One Shoreline, East Bay Regional Parks, BART, San

Francisco Bay Joint Venture, Greenbelt Alliance, Climate Resilient Communities, and other organizations.

- BARC will develop recommendations based on extensive analysis, information gathering and facilitated group discussions with participating agencies and partners on how best to execute a coordinated regional TA effort that supports cities, counties, special districts, transit agencies, CBOs and leaders in managing risks to flooding and sea level rise.
- Robust communication of local and regional progress related to climate mitigation and adaptation, through the online magazine, KneeDeepTimes.org, supported by BARC, and via the BARC website, publications and other avenues to share information to a broader audience.

D. Previous Accomplishments and Links to Relevant Products

- Inter-agency Regional Flooding and Sea Level Rise MOU: https://barc.ca.gov/sites/default/files/BARC_Interagency_Flooding%20and%20Sea%20Level%20Rise_MOU_Executed.pdf
- Ongoing support of Knee Deep Times, the Bay Area’s climate resilience online magazine: <https://www.kneedeptimes.org/>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Update BARC Organizational Plan and Work Plan and seek approval by BARC Governing Board in the first quarter	Staff	BARC Organizational Plan and Work Plan	ABAG/Air District/BCDC/General Fund/STBG	07/01/25	07/30/25
2	Facilitate member agencies and organizations providing TA on flooding and sea level rise across region in a process to determine best course of action regarding coordination on regional TA offerings	Staff	Report/technical document	ABAG/Air District/BCDC/General Fund/STBG	07/01/25	09/30/25
3	Convene and coordinate a Regional Flooding and Sea Level Rise Funding Group involving local, state and federal agencies, nonprofit organizations and community-based organizations to advocate for increased state and federal funding — with a sub-group focused on initiating a USACE bay-wide sea level rise study	Staff	Agendas Memos/reports	ABAG/Air District/BCDC/General Fund/STBG	07/01/25	12/31/25

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Advance integrated Stormwater Management and Sustainable Transportation infrastructure	Staff	Shared priorities, proposed work plan components, and fundraising strategy	ABAG/Air District/ BCDC/ General Fund/STBG	07/01/25	03/31/26

F. Anticipated Future Activities (FY 2026-27)

- Continue to engage state and federal leaders and other policymakers to support aligned efforts to advance climate priorities at all levels of government, and to implement goals outlined in the Interagency Flooding and Sea Level Rise MOU, Plan Bay Area 2050+, Bay Adapt, and Clean Air Plan
- Update BARC Work Plan as appropriate with agency leadership and Governing Board.
- Support joint work among MTC/ABAG and Air District staff to achieve GHG reduction priorities.
- Develop Green Stormwater Infrastructure Plan — Implement shared approach (among resource agencies, MPO's, Caltrans, and city/county agencies) to expand green stormwater infrastructure network across SF Bay Area.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

WORK ELEMENTS FUNDED BY STATE AND LOCAL SOURCES

FY 2025–2026

Work Element 1114: Support Policy Advisory Council

Project Manager: Kÿ-Nam Miller

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 117,646	\$ 167,047	\$ 49,401
Benefits	51,765	73,500	21,735
Indirect	84,468	119,936	35,468
Total Expenses	\$ 253,879	\$ 360,483	\$ 106,604

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
General Fund	\$ 253,879	360,483	\$ 106,604
Total Revenues	\$ 253,879	\$ 360,483	\$ 106,604

Federal Share	0.00%	0.00%	
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

In an effort to involve residents of diverse backgrounds and interests in developing transportation plans and programs in a manner consistent with applicable state and federal requirements and Commission policy, and to ensure that a wide spectrum of views is considered in developing commission policy, MTC provides staff support to the Commission's Policy Advisory Council. The Council advises the Commission on transportation policies in the San Francisco Bay Area.

The Policy Advisory Council was created by MTC on November 18, 2009, to synthesize the work formerly done by the Elderly Disabled Advisory Committee, the Minority Citizens Advisory Committee and the MTC Advisory Council. The 27 advisors come from all nine Bay Area counties, representing diverse experiences across a broad cross-section of perspectives related to the environment, the economy and social equity. Council members serve a four-year term. The current term will expire in December 2025.

Notably, MTC and ABAG are currently planning to merge MTC's Council with ABAG's equivalent Regional Planning Committee. This successor advisory group will retain the Council's composition and roles, with additional review of ABAG policy areas including land use and housing. The new successor advisory body is projected to stand up in January 2026.

C. Project Products

- Policy Advisory Council meetings
- Equity and Access Subcommittee meetings
- Regional Network Management Customer Advisory Group meetings
- Council Reports/Motions to the Commission
- Annual Meeting with the Commission and the Council

D. Previous Accomplishments and Links to Relevant Products

- The Policy Advisory Council advised the Commission on multiple subjects in FY24–25 including Plan Bay Area 2050+, Transit 2050+, addressing the transit operating fiscal cliff, including input to shape legislative advocacy, Clipper START, the Next Generation Bay Area Freeways Study, the Cycle 5 Lifeline Transportation Program, the Express Lanes Means-based Toll Discount pilot, youth programs, the Equity Platform, the Regional Vision Zero Safety Program and a proposed regional transportation revenue measure. More information: <https://mtc.ca.gov/about-mtc/committees/policy-advisory-council>.
- The Policy Advisory Council worked with staff to provide updates to the Council on MTC’s ongoing DBE and Title VI activities; provided feedback on a proposed merged advisory body serving both MTC and ABAG; and provided ongoing input to MTC staff.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Policy Advisory Council	Staff	Meeting agendas and packets, staff reports, presentation materials (ongoing)	General Fund	07/01/25	06/30/26
2	Staff the Equity and Access Subcommittee as needed	Staff	Meeting agendas and packets, staff reports, presentation materials (ongoing)	General Fund	07/01/25	06/30/26
3	Staff the Regional Network Management Customer Advisory Group	Staff	Meeting agendas and packets, staff reports, presentation materials (ongoing)	General Fund	07/01/25	06/30/26
4	Draft and deliver monthly staff liaison reports to the Council including follow-up responses from presenting staff; highlights from executive director’s report to the Commission; and news highlights from MTC’s Bay Link blog	Staff	Monthly reports (ongoing)	General Fund	07/01/25	06/30/26
5	Plan and implement the annual meeting with Commission and the Council	Staff	Meeting agenda and presentation materials (once)	General Fund	07/01/25	06/30/26
6	Assist with Council reports/ motions to the Commission	Staff	Memos, as needed (ongoing)	General Fund	07/01/25	06/30/26
7	Staff monthly Council prep meetings with Council Leaders and MTC Executives	Staff	Updates to workplan & Council agendas, pre-and-post meeting communications, follow-up actions (ongoing)	General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
8	Recruit advisory members, if needed, and make selection recommendations to relevant Commissioners	Staff	Recruitment process (as needed)	General Fund	07/01/25	06/30/26
9	Orientation for Council replacements, as needed	Staff	Presentations (as needed)	General Fund	07/01/25	06/30/26
10	Expand and deepen Community-Based Organization network	Staff	Meeting agendas and presentations, as needed (ongoing)	General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Staff the Policy Advisory Council, its successor advisory body, and its subcommittees, as needed
- Complete orientation for new Council advisors appointed as replacements during the 2022-2026 term
- Plan and implement the annual meeting(s) with the Commission and the Council
- Assist with Council reports and motions to the Commission
- Expand CBO Network

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1131: Develop an Effective Legislative Program

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 247,108	\$ 249,280	\$ 2,172
Benefits	108,728	109,684	956
Indirect	177,420	178,980	1,560
Total Expenses	\$ 533,256	\$ 537,944	\$ 4,688
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
General Fund	\$ 533,256	537,944	\$ 4,688
Total Revenues	\$ 533,256	\$ 537,944	\$ 4,688
Federal Share	0.00%	0.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC develops an advocacy program that makes progress on our core regional goals — including on the performance targets outlined in our long-range regional plan, Plan Bay Area 2050 and its successor(s). The advocacy program also supports delivery of the user-facing programs and services MTC administers, including Clipper®, FasTrak®, Freeway Service Patrol, Express Lanes and other projects and programs that support transportation system operations improvements; the state-owned Bay Area bridges managed by BATA; and regional housing demonstration programs administered by BAHFA. In developing the advocacy program, MTC identifies state and federal policy and funding changes needed to support Plan Bay Area 2050’s long-term goals as well as support near-term service delivery.

MTC also researches, analyzes and monitors state and federal policy objectives and legislative proposals for their potential impact on Bay Area transportation and MTC’s overall long-range planning objectives. Additionally, MTC staff works with other local, regional and state organizations, Sacramento and Washington D.C. elected officials and staff, and state and federal agencies to stay apprised on transportation stakeholder goals and potential legislative and policy proposals that could either support or hinder MTC’s Plan Bay Area 2050 goals. This work informs advocacy program development. MTC also engages internal staff expertise to develop MTC policy proposals and analyze external proposals, integrating that work into advocacy program development.

No state or federal funding is used to support advocacy programs.

C. Project Products

Annual Advocacy Program

- Develop an annual advocacy program that makes progress on our core regional goals, including performance targets identified in Plan Bay Area 2050, and that supports delivery of the user-facing programs and services MTC administers, including Clipper, FasTrak, Freeway Service Patrol,

Express Lanes and other projects and programs that support transportation system operations improvements, the state-owned Bay Area bridges managed by MTC’s affiliate agency, the Bay Area Toll Authority, and regional housing demonstration programs administered by another MTC-affiliate agency, the Bay Area Housing Finance Authority (BAHFA).

- Monitor changes to federal and state legislation and regulations and disseminate information to the Commission and the public.
- Coordinate agency efforts in legislative strategies related to current and future federal surface transportation programs and authorizations, other relevant federal statutory, regulatory, and funding priorities, and state funding and policy reforms.
- Actively participate in state and national forums involving the formation of legislative and regulatory proposals.

D. Previous Accomplishments and Links to Relevant Products

- The 2024 Advocacy Program can be found here:
https://mtc.ca.gov/sites/default/files/documents/2024-01/Approved_Final_2024_Advocacy_Program.pdf
- The 2025 Advocacy Program can be found here:
https://mtc.ca.gov/sites/default/files/documents/2025-01/2025_Advocacy_Program.pdf

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Plan for 2026 and future year legislative priorities	Staff	Work plan, ongoing policy and legislation refinements	General Fund	07/01/25	6/30/26
2	Enable ongoing collaboration with key stakeholders, including state and federal elected leaders and staff, transportation partners, and state and federal agency partners	Staff	Meeting agendas, policy proposals	General Fund	07/01/25	6/30/26
3	Seek input from MTC Policy Advisory Council & outside organizations, including Bay Area transportation stakeholders	Staff	Meeting agendas and packets	General Fund	07/01/25	12/31/25
4	Staff meetings of the Joint MTC ABAG Legislation Committee to seek feedback on and secure approval of the 2026 advocacy program	Staff	Meeting agendas and packets	General Fund	11/01/25	12/31/25

F. Anticipated Future Activities (FY 2026-27)

Develop the annual advocacy program, which may include engaging on legislation, policies and funding priorities related to transportation, housing, climate resilience and other issue areas aligned with the goals of Plan Bay Area 2050+.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1132: Advocate Legislative Programs

Project Manager: Georgia Gann Dohrmann

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 109,255	\$ 110,215	\$ 960
Benefits	48,072	48,495	\$ 423
Indirect	78,443	79,132	\$ 689
Consultants	\$ 498,500	498,500	\$ -
Total Expenses	\$ 734,270	\$ 736,342	\$ 2,072
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Bay Area Toll Authority (BATA) Reimbursement	\$ 73,500	73,500	\$ -
General Fund	660,770	662,842	2,072
Total Revenues	\$ 734,270	\$ 736,342	\$ 2,072
Federal Share	0.00%	0.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

To implement the goals of MTC's 2025 and 2026 Advocacy Programs, staff develops legislative positions and proposals, obtains Commission approval, and advocates our positions and proposals to the appropriate legislative bodies in Sacramento and Washington, D.C. Consultants support this advocacy. Advocacy includes visits between MTC staff and Commissioners and state and federal elected officials and their staff, as well as legislative committee staff and officials within the state and federal executive branch.

No state or federal funding is used to support advocacy program implementation.

C. Project Products

- Prepare memos and other written materials, including letters, fact sheets, presentations and testimony to influence state and federal legislation.
- Provide updates on legislative and advocacy matters to MTC staff, commissioners, MTC Policy Advisory Council, and MTC-organized stakeholder groups such as the Transit Finance Working Group and Local Streets and Roads Working Group.
- Prepare memos and other written materials for the MTC and ABAG Joint Legislation Committee, Commission, Policy Advisory Council, and other committee and board meetings, as needed.
- Develop reports to Congress, as well as additional materials to support state and federal advocacy trips.
- Review and analyze new legislation and budget proposals.
- Develop legislative programs and proposals.
- Develop and advocate positions on:
 - Funding for Bay Area transportation projects and programs

- State and federal transportation policy reform to support Plan Bay Area 2050 goals
- Transportation system effectiveness and project delivery
- Environment and resilience-related legislation
- Housing- and homelessness-related legislation
- Structural reforms to ensure adequate and predictable funding for transportation infrastructure
- Prepare legislative action alerts and testimony
- Maintain the legislative portion of MTC’s website
- Represent MTC before Congress, U.S. DOT, HUD, the State Legislature, and related bodies

D. Previous Accomplishments and Links to Relevant Products

- 2024 Legislative Scorecard: <https://mtc.legistar.com/gateway.aspx?M=F&ID=89d76d95-2a5f-4ffa-9bd1-c1d100acc2c9.pdf>
- Committee memos for the Legislation Committee can be found on the MTC website by searching for the Legislation Committee here: <https://mtc.ca.gov/meetings-events>
- The Legislative History can be found here: <https://mtc.legistar.com/Calendar.aspx>
- 2024 Report to Congress: https://mtc.ca.gov/sites/default/files/documents/2024-05/2024_Report_to_Congress.pdf
- 2024 housing advocacy materials for Congress: https://mtc.ca.gov/sites/default/files/documents/2024-05/MTC-ABAG_Housing-BAHFABond_Congress_5-24-web.pdf
- 2024 Sacramento Advocacy Materials: <https://mtc.ca.gov/digital-library/5038713-connect-bay-area-new-regional-transportation-revenue-measure>
- Regional Early Action Program 2.0: <https://mtc.ca.gov/digital-library/5038714-regional-early-action-planning-20-combating-climate-change-and-building-affordable-housing>
- Bay Area Housing Finance Authority Update: <https://mtc.ca.gov/digital-library/5025720-2024-bay-area-affordable-housing-bond-fact-sheet>
- Transportation Revenue Measure Select Committee information and materials: <https://mtc.ca.gov/about-mtc/committees/interagency-committees/transportation-revenue-measure-select-committee>

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff monthly meetings of the Joint MTC ABAG Legislation Committee	Staff	Meeting agendas and packets Staff reports Presentation materials (ongoing)	General Fund	07/01/25	06/30/26

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Analyze federal & state legislation	Staff & Consultants	Memos for internal and external purposes Staff reports Presentation materials (ongoing)	General Fund	07/01/25	06/30/26
3	Review legislative history and determine which bills to track	Staff	Monthly reports (ongoing)	General Fund	07/01/25	06/30/26
4	Provide updates to MTC Policy Advisory Council & outside organizations	Staff	Staff memos & reports (as needed)	General Fund	07/01/25	06/30/26
5	Coordinate with consultants on meetings with key legislators and elected officials	Staff & Consultants	Meeting scheduling (as needed)	General Fund/ BATA /SAFE	07/01/25	06/30/26
6	Meet with legislators, staff, and agency officials	Staff & Consultants	Briefing materials (as needed)	General Fund /BATA/ SAFE	07/01/25	06/30/26
7	Testify in committee hearings	Staff & Consultants	Prepare oral testimony (as needed)	General Fund/ BATA/ SAFE	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Outreach to state and federal delegations related to 2026 Advocacy Program priorities
- Meetings with legislators, their staff and state and federal administration officials
- Prepare briefing materials for meetings with legislators, their staff and state and federal administration officials

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1156: Library Services

Project Manager: Julie Teglovic

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 147,194	\$ 148,488	\$ 1,294
Benefits	64,765	65,335	570
Indirect	105,682	106,612	930
Total Expenses	\$ 317,641	\$ 320,435	\$ 2,794
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
General Fund	\$ 317,641	320,435	\$ 2,794
Total Revenues	\$ 317,641	\$ 320,435	\$ 2,794
Federal Share	0.00%	0.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

The MTC/ABAG Library, managed by the Metropolitan Transportation Commission (MTC) and sponsored in part by the Association of Bay Area Governments (ABAG), has an extensive collection of reports, books, academic journals, newspapers and professional/trade magazines covering transportation planning, demographics, economic analysis, housing, public policy issues and regional planning in the San Francisco Bay Area. The library is designed to meet the information needs of government agencies, researchers, students, the media and anyone else who is interested in transportation, regional planning and related fields.

The library houses over 17,000 books, periodicals and reports, including local, California and federal government documents, all MTC and ABA151G publications, city and county general plans and environmental reports, traffic counts and forecasts, over 1,000 serial titles (magazines, academic/professional journals, newspapers, annual reports, etc.), demographic data including U.S. Census reports for 1960-2020, earthquake maps, transportation and urban planning, construction reports for bridges, tunnels and roads, housing, public policy, economics and regional planning.

The library is open to the public by appointment and participates in interlibrary loans. The library provides extensive reference assistance by email, by telephone, and in person.

C. Project Products

- Library catalog
- Library website
- Transportation, housing, regional economy, and environmental headlines

D. Previous Accomplishments and Links to Relevant Products

- Managed the MTC-ABAG Library, maintaining and cataloging a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG, including all MTC, ABAG and related publications. Provided electronic access to library catalog through the internet: <https://mtc-abag-library.softlinkliberty.net/liberty/libraryHome.do>
- Maintained/updated Library and Publications page on MTC website: <https://mtc.ca.gov/tools-resources/mtcabag-library>
- Provided reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public
- Screened major media, prepared and disseminated daily electronic “Transportation Headlines” compilation via email and web: <https://mtc.ca.gov/news/news-headlines>
- Maintained the MTC Records Management Program for archiving internal records
- Created internal style guides to assist with the creation of MTC and ABAG publications

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Manage MTC-ABAG Library, maintain a collection of print and electronic format documents and sources of information that support the work of MTC and ABAG	Staff	Library and library services (ongoing)	General Fund	07/01/25	06/30/26
2	Provide reference services to MTC Commission, ABAG Executive Board, MTC and ABAG staff, outside agencies, and the public	Staff	Reference services (ongoing)	General Fund	07/01/25	06/30/26
3	Screen major media, prepare and disseminate daily electronic “Transportation Headlines” compilation via email and Web	Staff	Transportation Headlines (ongoing)	General Fund	07/01/25	06/30/26
4	Maintain the MTC Records Management Program for archiving internal records	Staff	Records Management Program (ongoing)	General Fund	07/01/25	06/30/26
5	Provide electronic access to the library catalog through the Internet	Staff	Library catalog (ongoing)	General Fund	07/01/25	06/30/26
6	Maintain the library and publications sections of MTC’s Web page	Staff	Publications listing (ongoing)	General Fund	07/01/25	06/30/26
7	Maintain internal library SharePoint site	Staff	Library and library services SharePoint pages (ongoing)	General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

Refer to activities listed under section E; Library Services is an ongoing program with same priorities year-over-year.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1311: Means-Based Fare Program (Clipper START)

Project Managers: William Bacon and Lysa Hale

A. Budget

Expenses		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
Consultants		\$ 650,000		650,000	\$ -
Total Expenses		\$ 650,000		\$ 650,000	\$ -

Revenues		FY 2025-26 Budget	FY 2025-26 Amendment No. 1		Change
State Transit Assistance (STA)		650,000		650,000	-
Total Revenues		\$ 650,000		\$ 650,000	\$ -

Federal Share		0.00%		0.00%	
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC conducted a regional means-based transit fare pricing study to develop scenarios for funding and implementing a regional means-based transit fare program or programs in the nine-county Bay Area. As a result of the study, and in consultation with transit operators, the Commission approved the Regional Means-Based Transit Fare Pilot in May 2018, a transit discount program for qualified low-income participants on select transit operators in the Bay Area. The pilot program, called Clipper START, launched in July 2020 and was originally expected to conclude on June 30, 2023; however, it was extended until June 30, 2025, to allow additional time for the program to mature. The initial launch included four transit agencies but has subsequently expanded to include all transit operators that accept the Clipper fare payment system. As of January 2024, Clipper START offers customers a 50% discount off the Adult Clipper fare. Customers are eligible for the program if they are ages 19-64, a resident of the Bay Area, and earn less than 200% of the federal poverty level. MTC reimburses transit agencies for half of the discount offered to customers.

In 2025, MTC and transit operator staff anticipate transitioning the Clipper START program from a pilot into an ongoing transit fare product while continuing to evaluate how best to offer a means-based transit discount to customers. Staff will also be working in 2025 to implement the recommendations of MTC's Means-Based Collaborative, which in January 2025 proposed a series of improvements focused on increasing enrollment in the Clipper START program.

C. Project Products

- Regional Means-Based Transit Fare Pricing Study Report: https://mtc.ca.gov/sites/default/files/1_MTC_Means_Based_TM_1_DRAFT_FINAL.pdf
- MTC Resolution 4320 and MTC Resolution 4439: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6254687&GUID=58541E55-FBC8-4EC1-85F7-EA718688B9D5>

- Clipper Year 2 Evaluation:
<https://mtc.legistar.com/LegislationDetail.aspx?ID=6254687&GUID=58541E55-FBC8-4EC1-85F7-EA718688B9D5>
- Clipper START Year 5 Evaluation to be undertaken starting in 2025

D. Previous Accomplishments and Links to Relevant Products

- Regional Means-Based Transit Fare Pricing Study (2016):
https://mtc.ca.gov/sites/default/files/1_MTC_Means_Based_TM_1_DRAFT_FINAL.pdf
- Pilot Program Approved by MTC Commission (2018):
<https://mtc.ca.gov/sites/default/files/MTC%20Resolution%204320%20Regional%20Means-Based%20Transit%20Fare%20Pilot%20Program%20Framework.pdf>
- Rollout of initial four operators (July 2020): <https://mtc.ca.gov/planning/transportation/access-equity-mobility/clipperr-startsm>
- Secured \$5M in CARES Act funding for additional transit agencies (July 2020)
- Rollout of additional 17 transit agencies (November 2020 – January 2021)
- Inclusion of all transit operators that accept Clipper (January 2024)
- Universal 50% discount on all operators (January 2024): <https://mtc.ca.gov/news/clipperr-start-makes-bay-area-transit-more-affordable-more-low-income-riders>
- Completed ongoing pilot program evaluation and monitoring for FY 2024-25 (anticipated in June 2025).

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Program management and monitoring	Consultants	Quarterly data reports	STA	07/01/25	06/30/26
2	Program evaluation	Consultants	Memos and/or committee items	STA	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- Ongoing evaluation of program
- Continuing process improvements to the operations of the program

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight

- Promote efficient system management and operation

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas (PEAs) are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1312: Support Title VI and Environmental Justice

Project Manager: Ryan DeCoud

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 112,218	\$ 113,205	\$ 987
Benefits	49,376	49,810	434
Indirect	80,571	81,279	708
Consultants	300,000	300,000	-
Total Expenses	\$ 542,165	\$ 544,294	\$ 2,129

Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
General Fund	\$ 542,165	544,294	\$ 2,129
Total Revenues	\$ 542,165	\$ 544,294	\$ 2,129

Federal Share	0.00%	0.00%
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The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC is committed to ensuring that no person is excluded from participation in, denied the benefits of, or discriminated against under its projects, programs or activities on the basis of race, color or national origin, as provided in Title VI of the Civil Rights Act and 49 Code of Federal Regulations Part 21. Furthermore, MTC is committed to assisting state and federal agencies in any Environmental Justice requirements as defined via statute or policy guidance.

The objective of this work element is to support MTC’s Title VI and Environmental Justice activities, such as:

- Ensuring no person is excluded from participation in, denied the benefits of, or discriminated against under MTC projects and/or programs on the basis of race, color, or national origin
- Providing language assistance for Limited English Proficient (LEP) populations
- Examining the benefits and burdens of proposed transportation investments and determining if the plan has any adverse impacts on historically underserved populations

C. Project Products

- Development and Implementation of Public Outreach Activities
- Title VI Program and Report

D. Previous Accomplishments and Links to Relevant Products

Beneficiary Notifications

- MTC informs members of the public of their rights under Title VI in several ways, including notification at the MTC offices, on MTC’s website and in MTC’s Library. MTC incorporates notice of

the availability of language assistance into its existing outreach materials. For special projects, such as the region's long-range plan (Plan Bay Area), MTC works with stakeholders to inform LEP individuals of available services, including the availability of language assistance services.

- In October 2023, the Commission approved MTC's 2023 Title VI Compliance Report, and it was submitted to the FTA in November 2023 as required under FTA Title VI Circular 4702.1B. The Final Program along with all the appendices is posted on MTC's web site at: [https://mtc.ca.gov/sites/default/files/documents/2025-01/Title VI Triennial Report 2023 MTC FTA 0.pdf](https://mtc.ca.gov/sites/default/files/documents/2025-01/Title_VI_Triennial_Report_2023_MTC_FTA_0.pdf).
- MTC updated its analysis and outreach necessary to review and update the 2013 Language Assistance Plan (LAP), finalized the Revised LAP 2019 in June 2019. The 2019 Plan for Special Language Services to LEP Populations can be accessed by a link available at: https://mtc.ca.gov/sites/default/files/MTC_2019_Plan_for_Providing_Special_Language_Services_to_LEP_Population_-_Final.pdf.

Public Participation Plan (PPP)

MTC's current PPP was adopted in June 2023. This document informs interested residents on how to engage in the range of MTC's planning work and funding allocations and includes a framework for public outreach and involvement for Plan Bay Area 2050+ — the region's long-range plan for transportation, housing, economic development, and environmental resilience. Specific information about Plan Bay Area 2050 is also included as Appendix A to the 2018 Public Participation Plan. The Final 2023 PPP can be viewed at: <http://www.mtc.ca.gov/about-mtc/public-participation/public-participation-plan> (See also WE 1112).

Plan Bay Area 2050 Equity Analysis

- In collaboration with Bay Area residents, the Regional Equity Working Group, MTC's Policy Advisory Council and various partner agencies and working groups, MTC and ABAG developed Plan Bay Area 2050+ as an update to the current long-range plan, Plan Bay Area 2050, that is poised to accommodate future housing, transportation, environmental resilience, and employment growth over the next three decades and ensure that the Bay Area is affordable, connected, diverse, healthy and vibrant for all. The plan was designed to fulfill federal and state requirements and serves as the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the San Francisco Bay Area.
- The Equity Analysis Report for Plan Bay Area 2050 identifies the share of planned investments that directly benefit households with low incomes and analyzes forecasted outcomes of the plan and its impact on existing disparities in the region. The analysis also demonstrates MTC's compliance with federal requirements as of plan adoption in 2021. This included Title VI and environmental justice (EJ) in the regional transportation plan development process, by examining the benefits and burdens of proposed transportation investments and determining if the plan has any adverse impacts on historically underserved populations. The Equity Analysis report for Plan Bay Area 2050 can be viewed at https://planbayarea.org/sites/default/files/documents/Plan_Bay_Area_2050_Equity_Analysis_Report_October_2021.pdf.

Other Activities

- Implement regional programs that invest strategically to enhance mobility for communities of concern and transportation-disadvantaged populations.
- Pursue state and federal advocacy initiatives related to supporting and improving the region's affordable housing and transportation options.
- Integrated regional indicators related to affordability, employment and environmental justice as part of the region's broader performance monitoring program (Vital Signs), discussed further in WE 1212: <https://www.vitalsigns.mtc.ca.gov/>.
- Developed guidelines for Cycle 6 of MTC's Lifeline Transportation Program based on issues, needs, and priorities; discussed further in WE 1310: https://mtc.ca.gov/sites/default/files/1_LTP%20C6%20Guidelines.pdf
- Assisted county transportation agencies with data and analysis to support the development of Countywide Transportation Plans.
- Provided TA to FTA Section 5310 applicants from the Bay Area on Title VI program development. Caltrans is the direct recipient of Section 5310 funds, and MTC provides support and TA to 5310 sub recipients and program applicants; discussed further in WE 1310.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop and implement public outreach activities as appropriate that engage Title VI/EJ/LEP communities in Plan Bay Area implementation	Staff & Consultants	Plan Bay Area engagement program	General Fund	07/01/25	06/30/26
2	Continue to prepare federally-required Title VI and/or EJ reports and analyses	Staff & Consultants	Staff reports	General Fund	07/01/25	06/30/26
3	Continue to work with Policy Advisory Council, the Bay Area Partnership, and other stakeholder groups on actions that will advance equity and environmental justice in the region	Staff	Meeting agendas and notes Presentation Materials	General Fund	07/01/25	06/30/26
4	Update MTC's Language Assistance Plan	Staff & Consultant (TBD)	Final Language Assistance Plan including four factor analysis	General Fund	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

- As needed, develop Title VI/EJ reports and analyses.
- Continue to work with Policy Advisory Council and the Bay Area Partnership on actions that will advance environmental justice in the region.
- Continue to meet with the Title VI working group on a quarterly basis.

- Continue advance public outreach activities that engage Title VI, EJ and LEP communities in the implementation of the regional plan.
- Include appropriate Title VI/nondiscrimination language in all appropriate contracts.
- Continue to work with MTC Policy Advisory Council and other regional partners and stakeholders to advance MTC's Equity Platform (<https://mtc.ca.gov/about-mtc/what-mtc/mtc-abag-equity-platform>).

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Work Element 1514: Regional Assistance Program and Project Reviews

Project Manager: Raleigh Merrill

A. Budget

Expenses	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
Salaries	\$ 439,829	\$ 441,164	\$ 1,335
Benefits	193,525	194,112	587
Indirect	315,790	316,749	959
Consultants	944,316	944,316	-
Total Expenses	\$ 1,893,460	\$ 1,896,341	\$ 2,881
Revenues	FY 2025-26 Budget	FY 2025-26 Amendment No. 1	Change
State Transit Assistance (STA)	\$ 1,348,911	\$ 1,347,922	\$ (989)
General Fund	544,549	548,419	3,870
Total Revenues	\$ 1,893,460	\$ 1,896,341	\$ 2,881
Federal Share	0.00%	0.00%	

The 11.47% of toll credit match does not generate new money. Instead, it can be used as a "soft match" substitute for the non-federal share of most highway and public transportation projects, reducing the burden on states and freeing funding for other transportation projects.

B. Project Description

MTC allocates transportation assistance funds and administers and accounts for these funds, including Transportation Development Act (TDA) Local Transportation Fund, State Transit Assistance (STA), STA State of Good Repair, Regional Measure 2 (RM 2) and Regional Measure 3 (RM 3) operating funds. MTC also administers the 25% share of the one-half cent BART sales tax ("AB1107" funds) for AC Transit, BART and San Francisco Municipal Transportation Agency pursuant to Public Utilities Code Section 29142.2(b); and various toll bridge-related revenues to support public transportation programs and projects.

Administration of these funds requires development, maintenance and distribution of fund application forms and instructions; related financial accounting; evaluation of fund applications ("claims"); development of materials to support allocation recommendations to the Commission; assistance to applicants in compliance with procedural, regulatory and statutory requirements.

Pursuant to PUC Section 99246, administration of TDA and STA funds requires MTC's oversight of the Triennial Performance Audits of transit operators and MTC (independent audits are conducted annually on a rotating basis affecting a specified group of operators). MTC conducts audits of claimants to ensure compliance with laws, regulations, and administrative requirements. Pursuant to PUC Section 99244, MTC must annually identify, analyze and recommend potential productivity improvements. MTC annually adopts a Productivity Improvement Program (PIP) to comply with PUC Section 99244. The PIP requirement was suspended for FY 2020-21–FY 2022-23, resuming in FY 2023-24.

MTC has discretion over the population-based portion of STA funds (PUC Section 99313) and retains a portion of these funds pursuant to PUC Section 99313.6(d). These funds are used to implement projects that enhance transit coordination such as Clipper, the Clipper START means-based fare discount program, and 511. MTC annually adopts a program of projects for the use of these funds.

C. Project Products

- Allocations of TDA, STA, STA-SGR, RM 2 Operating and RM 3 Operating funds by resolution, amendments to the resolution, and Executive Director’s Delegation of Authority (DA): <https://mtc.legistar.com/LegislationDetail.aspx?ID=6854316&GUID=D3D28E9F-71A2-457D-95E3-D550B5C75F42>
- Quarterly report on the allocations through Executive Director’s DA: <https://mtc.legistar.com/LegislationDetail.aspx?ID=7082681&GUID=ABFD524E-6049-4801-9E43-3FA93D6E0CA0>
- Triennial Performance Audit of a portion of Bay Area operators on a rolling basis: <https://mtc.ca.gov/funding/regional-funding/tda-sta/allocation-requests-audits>
- PIP: <https://mtc.ca.gov/digital-library/5039232-mtc-resolution-no-4689-adoption-mtcs-fy2024-25-productivity-improvement-program-pip> STA Regional Coordination Program: <https://mtc.legistar.com/LegislationDetail.aspx?ID=6658291&GUID=263B0418-EC3A-44F5-8ED0-553533CCC4B0>

D. Previous Accomplishments and Links to Relevant Products

Project products under this work item are ongoing. Therefore, all the work products identified above have been or will be produced in FY 2025-26 and occur annually.

E. Work Plan (FY 2025-26)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Review and process ongoing requests for TDA, STA, RM 2 Operating and RM3 Operating funds	Staff	Allocation Resolutions and Amendments to Resolutions (as needed)	STA/General Fund	07/01/25	06/30/26
2	Develop Quarterly Report on allocations by DA	Staff	Quarterly Report of the DA (quarterly)	STA/General Fund	10/01/25	06/30/26
3	Conduct Triennial Audits for FY 2022-23 through FY 2024-25	Consultant (Pierlott & Associates, LLC)	Draft and Final Triennial Audit Report (ongoing)	General Fund	07/01/25	06/30/26
4	Develop and Adopt PIP	Staff	Resolution and PIP (ongoing)	General Fund	10/01/25	03/31/26
5	Update and distribution claim forms to request TDA and STA for FY 2026-27	Staff	FY 2026-27 Claim Forms (as needed)	STA/ General Fund	01/15/26	03/31/26
6	Adopt STA Regional Coordination Program of projects for FY 2026-27	Staff	Resolution and Program of Projects (once per year)	STA/ General Fund	01/01/26	05/24/26
7	Develop external-facing Transit Operating Allocations Portal	Consultant (TBD)	Web Portal (once)	STA	07/01/25	06/30/26

F. Anticipated Future Activities (FY 2026-27)

Tasks 1-6 are ongoing work, meaning that the same work products as anticipated as in FY 2025-26. Task 7 is a one-time effort, which may require multiple fiscal years to define the scope and implement.

G. Federal Planning Factors Addressed

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

H. Federal Planning Emphasis Areas Addressed

Planning Emphasis Areas are slated to be updated by FHWA and FTA later in calendar year 2025; alignment between OWP work elements and new PEAs will be determined at that time.

Metropolitan Transportation Commission

BUDGET SUMMARY

FY 2025–2026

Draft FY 2025-26 Overall Work Program (OWP) Amendment No. 1 - Expense Estimates

	Total Budget	Salaries, Benefits	Indirect	Other Operating	Consultants
1112 Implement Public Information Program and Tribal Government Coordination	7,820,800	3,586,573	1,788,265	-	2,445,962
1113 Support the Partnership Board	582,217	388,508	193,709	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	10,334,241	3,626,277	1,808,061	200,000	4,699,903
1122 Analyze Regional Data Using GIS and Planning Models	8,733,885	4,245,796	1,938,579	157,000	2,392,510
1124 Regional Goods Movement	80,108	53,455	26,653	-	-
1125 Active Transportation Planning	4,625,328	230,433	114,895	-	4,280,000
1127 Regional Trails	4,295,607	453,410	226,070	-	3,616,127
1128 Resilience and Hazards Planning	286,201	164,288	81,913	-	40,000
1212 Performance Measurement and Monitoring	769,151	303,260	151,206	-	314,685
1310 Equity, Access and Mobility Planning and Programs	5,099,046	376,382	187,664	-	4,535,000
1412 Transportation Conformity and Air Quality Planning	160,217	106,911	53,306	-	-
1413 Climate Initiatives	27,230,885	1,220,437	608,510	-	25,401,938
1511 Conduct Financial Analysis and Planning	2,738,698	593,019	295,679	-	1,850,000
1512 Federal Programming, Monitoring and TIP Management	12,538,194	2,022,017	1,008,177	-	9,508,000
1522 SFMTA Muni Metro Modernization Planning Study	1,389,162	-	-	-	1,389,162
1611 Regional Growth Framework Planning and Implementation	49,886,394	1,657,771	826,570	-	47,402,053
1621 Network Management - Planning for Implementation	10,754,337	2,469,403	1,231,244	-	7,053,690
1623 SFCTA Southbound US101/I-280 Managed Lane Program Study	585,131	-	-	-	585,131
1626 Paratransit One-Seat Ride Pilot Evaluation	395,752	30,530	15,222	-	350,000
1628 Mobility and Pricing Studies	293,053	195,551	97,502	-	-
Funded by the Consolidated Planning Grant (CPG)	148,598,407	21,724,021	10,653,225	357,000	115,864,161
1233 Transportation Asset Management (TAM) Program	23,815,525	587,714	293,034	-	22,934,777
1515 State Programming, Monitoring and STIP Development	1,194,239	719,898	358,941	-	115,400
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,275,625	591,301	294,824	34,500	355,000
Funded by Federal/State Grants and Local Sources	26,285,389	1,898,913	946,799	34,500	23,405,177
1114 Support Policy Advisory Council	360,483	240,547	119,936	-	-
1131 Develop an Effective Legislative Program	537,944	358,964	178,980	-	-
1132 Advocate Legislative Programs	736,342	158,710	79,132	-	498,500
1156 Library Services	320,435	213,823	106,612	-	-
1311 Means Based Fare Program	650,000	-	-	-	650,000
1312 Support Title VI and Environmental Justice	544,294	163,015	81,279	-	300,000
1514 Regional Assistance Programs and Project Reviews	1,896,341	635,276	316,749	-	944,316
Funded by State and Local Sources	5,045,839	1,770,335	882,688	-	2,392,816
Total Expense Estimates	179,929,635	25,393,269	12,482,712	391,500	141,662,154

Draft FY 2025-26 Overall Work Program (OWP) Amendment No. 1 - Revenue Estimates		(1) FHWA PL FY 25-26	(2) FHWA PL FY 24-25 (C/O)	(1) FHWA PL FY 25-26 CS BIL	(2) FHWA PL FY 24-25 (C/O) CS BIL	(3) FTA 5303 FY 25-26	(4) FTA 5303 FY 24-25 (C/O)	FHWA SP&R Part I FY 24-25	FTA 5304 FY 22-23 (C/O)	FTA 5304 FY 24-25	RMRA SB 1 Sustainable Communities Formula FY 25-26	RMRA SB 1 Sustainable Communities Formula FY 24-25
		Fund Sc# 1109	Fund Sc# 1109 CO	Fund Sc# 1116	Fund Sc# 1116 CO	Fund Sc# 1602	Fund Sc# 1602 CO	Fund Sc# 1307	Fund Sc# 1615	Fund Sc# 1696	Fund Sc# SB1 FY26	Fund Sc# 2224
Funded by the Consolidated Planning Grant (CPG)												
1112 Implement Public Information Program and Tribal Government Coordination	7,820,800	615,594	-	-	-	952,081	196,166	-	-	-	-	-
1113 Support the Partnership Board	582,217	209,284	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	10,334,241	790,628	1,742,871	-	-	392,332	-	-	-	-	1,525,830	341,563
1122 Analyze Regional Data Using GIS and Planning Models	8,733,885	4,173,612	203,476	-	-	1,648,981	139,930	-	-	-	-	-
1124 Regional Goods Movement	80,108	80,108	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	4,625,328	-	-	266,970	3,298	-	-	-	-	-	-	-
1127 Regional Trails	4,295,607	261,567	168,329	-	-	-	-	-	-	-	-	-
1128 Resilience and Hazards Planning	286,201	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	769,151	454,466	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	5,099,046	-	-	-	-	-	-	-	-	-	-	-
1412 Transportation Conformity and Air Quality Planning	160,217	160,217	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	27,230,885	196,166	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	2,738,698	386,675	-	-	-	1,185,736	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	12,538,194	1,775,300	-	-	-	436,492	-	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	1,389,162	-	-	-	-	-	-	-	37,269	-	-	-
1611 Regional Growth Framework Planning and Implementation	49,886,394	703,975	22,232	-	-	195,527	-	-	-	-	595,270	738,570
1621 Network Management - Planning for Implementation	10,754,337	394,647	-	-	-	245,207	-	-	-	-	-	-
1623 SFCTA Southbound US101/I-280 Managed Lane Program Study	585,131	-	-	-	-	-	-	460,131	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	395,752	-	-	-	-	-	-	-	-	350,000	-	-
1628 Mobility and Pricing Studies	293,053	209,578	-	-	-	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	148,598,407	10,411,817	2,136,908	266,970	3,298	5,056,356	336,096	460,131	37,269	350,000	2,121,100	1,080,133
Funded by Federal/State Grants and Local Sources												
1233 Transportation Asset Management (TAM) Program	23,815,525	-	-	-	-	-	-	-	-	-	-	-
1515 State Programming, Monitoring and STIP Development	1,194,239	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	1,275,625	-	-	-	-	-	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	26,285,389	-	-	-	-	-	-	-	-	-	-	-
Funded by State and Local Sources												
1114 Support Policy Advisory Council	360,483	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	537,944	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	736,342	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	320,435	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	650,000	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	544,294	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	1,896,341	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	5,045,839	-	-	-	-	-	-	-	-	-	-	-
Total Revenue Estimates	179,929,635	10,411,817	2,136,908	266,970	3,298	5,056,356	336,096	460,131	37,269	350,000	2,121,100	1,080,133

(1) : FHWA PL T.C. Match \$1,194,235

(2) : FHWA PL T.C. Match C/O \$245,103

(3) : FTA 5303 PL T.C. Match \$579,964

(4) : FTA 5303 PL T.C. Match C/O \$38,550

Total \$2,057,853

Draft FY 2025-26 Overall Work Program (OWP) Amendment No. 1 - Revenue Estimates													
	2% Transit Transfer	2% Transit Transfer - New	5% Transit Transfer	5% Transit Transfer - New	ABAG	ACTC	BAAQMD	BAIFA	BATA Marketing	BATA Reimbursement	RM3 Capital	AC Transit	Exchange Funds
Funded by the Consolidated Planning Grant (CPG)													
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	48,914	475,000	441,760	-	-	-
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	-	-	-	-	-	-
1122 Analyze Regional Data Using GIS and Planning Models	-	-	-	-	-	-	-	-	-	-	-	160,000	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	-	-	-	-	3,280,000
1127 Regional Trails	475,000	425,000	123,127	293,000	-	-	-	-	-	200,000	1,000,000	-	600,000
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	-	-	-	-	-	-	-	-	-	-	-	-	3,000,000
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	-	-	-	-	-	-	-
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	-	-	-	-	-	-
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	-	-	-	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	469,611	-	-	-	-	-	-	9,758,360
1621 Network Management - Planning for Implementation	-	-	-	-	-	-	-	-	300,000	-	-	-	-
1623 SFCTA Southbound US101/I-280 Managed Lane Program Study	-	-	-	-	-	-	-	-	-	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	-	-	-	-	-	-	-	-	-	-	-	-	-
1628 Mobility and Pricing Studies	-	-	-	-	-	-	-	83,475	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	475,000	425,000	123,127	293,000	-	469,611	-	132,389	775,000	641,760	1,000,000	160,000	16,638,360
Funded by Federal/State Grants and Local Sources													
1233 Transportation Asset Management (TAM) Program	-	-	-	-	-	-	-	-	-	-	-	-	3,683,885
1515 State Programming, Monitoring and STIP Development	-	-	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	-	-	-	-	204,029	-	451,087	-	-	-	-	-	-
Total Funded by Federal/State Grants and Local Sources	-	-	-	-	204,029	-	451,087	-	-	-	-	-	3,683,885
Funded by State and Local Sources													
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	-	-	-	-	-	73,500	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	-	-	-	-	-	-	-	-	-	73,500	-	-	-
Total Revenue Estimates	475,000	425,000	123,127	293,000	204,029	469,611	451,087	132,389	775,000	715,260	1,000,000	160,000	20,322,245

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(3) : FTA 5303 PL T.C. Match \$579,964
(4) : FTA 5303 PL T.C. Match C/O \$38,550
Total \$2,057,853

**Draft FY 2025-26 Overall Work Program (OWP)
Amendment No. 1 - Revenue Estimates**

	General Fund	HOV	PMP	PTAP LOCAL MATCH	RM2 Operating	RM2 Capital	SFMTA Local Funding (Local Match for SFMTA)	STA FY26	STA	State Transit Assistance (STA) Exchange Fund	STBG	STBG (New)
Funded by the Consolidated Planning Grant (CPG)												
1112 Implement Public Information Program and Tribal Government Coordination	5,091,285	-	-	-	-	-	-	-	-	-	-	-
1113 Support the Partnership Board	372,933	-	-	-	-	-	-	-	-	-	-	-
1121 Regional Transportation Plan/Sustainable Communities Strategy	2,618,667	-	-	-	-	-	-	-	-	-	2,922,350	-
1122 Analyze Regional Data Using GIS and Planning Models	1,688,964	461,922	-	-	-	-	-	-	-	-	-	-
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	-	-	-	-
1125 Active Transportation Planning	-	-	-	-	-	-	-	-	-	-	1,075,060	-
1127 Regional Trails	142,429	-	-	-	-	-	-	-	-	-	607,155	-
1128 Resilience and Hazards Planning	286,201	-	-	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	314,685	-	-	-	-	-	-	-	-	-	-	-
1310 Equity, Access and Mobility Planning and Programs	575,128	-	-	-	-	-	-	-	1,450,000	-	73,918	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	-	-	-	-
1413 Climate Initiatives	-	-	-	-	-	-	-	-	-	-	26,884,719	-
1511 Conduct Financial Analysis and Planning	1,166,287	-	-	-	-	-	-	-	-	-	-	-
1512 Federal Programming, Monitoring and TIP Management	409,028	-	-	-	-	-	-	-	-	-	9,917,374	-
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	-	700,000	-	-	-	-	-
1611 Regional Growth Framework Planning and Implementation	268,142	-	-	-	-	-	-	-	-	-	29,134,707	8,000,000
1621 Network Management - Planning for Implementation	912,460	-	-	-	324,560	989,258	-	829,000	2,998,572	1,952,354	1,302,234	-
1623 SFCTA Southbound US101/I-280 Managed Lane Program Study	-	-	-	-	-	-	-	-	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	45,752	-	-	-	-	-	-	-	-	-	-	-
1628 Mobility and Pricing Studies	-	-	-	-	-	-	-	-	-	-	-	-
Total Funded by the Consolidated Planning Grant (CPG)	13,891,961	461,922	-	-	324,560	989,258	700,000	829,000	4,448,572	1,952,354	71,917,517	8,000,000
Funded by Federal/State Grants and Local Sources												
1233 Transportation Asset Management (TAM) Program	950,748	-	2,000,000	730,669	-	-	-	-	-	-	4,510,223	1,940,000
1515 State Programming, Monitoring and STIP Development	499,708	-	-	-	-	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	416,480	-	-	-	-	-	-	-	-	-	204,029	-
Total Funded by Federal/State Grants and Local Sources	1,866,936	-	2,000,000	730,669	-	-	-	-	-	-	4,714,252	1,940,000
Funded by State and Local Sources												
1114 Support Policy Advisory Council	360,483	-	-	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	537,944	-	-	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	662,842	-	-	-	-	-	-	-	-	-	-	-
1156 Library Services	320,435	-	-	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	650,000	-	-	-
1312 Support Title VI and Environmental Justice	544,294	-	-	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	548,419	-	-	-	-	-	-	-	1,347,922	-	-	-
Total Funded by State and Local Sources	2,974,417	-	-	-	-	-	-	-	1,997,922	-	-	-
Total Revenue Estimates	18,733,314	461,922	2,000,000	730,669	324,560	989,258	700,000	829,000	6,446,494	1,952,354	76,631,769	9,940,000

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(3) : FTA 5303 PL T.C. Match \$579,964
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Total \$2,057,853

Draft FY 2025-26 Overall Work Program (OWP) Amendment No. 1 - Revenue Estimates	SS4A	STIP - PPM	U.S. National Science Foundation	SFCTA Prop L	TFCAs	TIRCP	SB125	STBG	FHWA PL & FTA 5303
								Toll Credit	Toll Credit
Funded by the Consolidated Planning Grant (CPG)									
1112 Implement Public Information Program and Tribal Government Coordination	-	-	-	-	-	-	-	-	202,313
1113 Support the Partnership Board	-	-	-	-	-	-	-	-	24,005
1121 Regional Transportation Plan/Sustainable Communities Strategy	-	-	-	-	-	-	-	335,194	335,593
1122 Analyze Regional Data Using GIS and Planning Models	-	-	257,000	-	-	-	-	-	707,240
1124 Regional Goods Movement	-	-	-	-	-	-	-	-	9,188
1125 Active Transportation Planning	-	-	-	-	-	-	-	123,309	-
1127 Regional Trails	-	-	-	-	-	-	-	69,641	49,309
1128 Resilience and Hazards Planning	-	-	-	-	-	-	-	-	-
1212 Performance Measurement and Monitoring	-	-	-	-	-	-	-	-	52,127
1310 Equity, Access and Mobility Planning and Programs	-	-	-	-	-	-	-	8,478	-
1412 Transportation Conformity and Air Quality Planning	-	-	-	-	-	-	-	-	18,377
1413 Climate Initiatives	-	-	-	-	150,000	-	-	3,083,677	22,500
1511 Conduct Financial Analysis and Planning	-	-	-	-	-	-	-	-	180,356
1512 Federal Programming, Monitoring and TIP Management	-	-	-	-	-	-	-	1,137,523	253,693
1522 SFMTA Muni Metro Modernization Planning Study	-	-	-	-	-	651,893	-	-	-
1611 Regional Growth Framework Planning and Implementation	-	-	-	-	-	-	-	2,055,038	105,723
1621 Network Management - Planning for Implementation	-	-	-	-	-	-	506,045	149,366	73,391
1623 SFCTA Southbound US101/I-280 Managed Lane Program Study	-	-	-	125,000	-	-	-	-	-
1626 Paratransit One-Seat Ride Pilot Evaluation	-	-	-	-	-	-	-	-	-
1628 Mobility and Pricing Studies	-	-	-	-	-	-	-	-	24,039
Total Funded by the Consolidated Planning Grant (CPG)	-	-	257,000	125,000	150,000	651,893	506,045	6,962,226	2,057,853
Funded by Federal/State Grants and Local Sources									
1233 Transportation Asset Management (TAM) Program	10,000,000	-	-	-	-	-	-	739,841	-
1515 State Programming, Monitoring and STIP Development	-	694,531	-	-	-	-	-	-	-
1612 Bay Area Regional Collaborative (BARC) Regional Climate Mitigation and Adaptation Planning	-	-	-	-	-	-	-	23,402	-
Total Funded by Federal/State Grants and Local Sources	10,000,000	694,531	-	-	-	-	-	763,243	-
Funded by State and Local Sources									
1114 Support Policy Advisory Council	-	-	-	-	-	-	-	-	-
1131 Develop an Effective Legislative Program	-	-	-	-	-	-	-	-	-
1132 Advocate Legislative Programs	-	-	-	-	-	-	-	-	-
1156 Library Services	-	-	-	-	-	-	-	-	-
1311 Means Based Fare Program	-	-	-	-	-	-	-	-	-
1312 Support Title VI and Environmental Justice	-	-	-	-	-	-	-	-	-
1514 Regional Assistance Programs and Project Reviews	-	-	-	-	-	-	-	-	-
Total Funded by State and Local Sources	-	-	-	-	-	-	-	-	-
Total Revenue Estimates	10,000,000	694,531	257,000	125,000	150,000	651,893	506,045	7,725,469	2,057,853

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 - (3): FTA 5303 PL T.C. Match \$579,964
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- Total \$2,057,853

Appendix A:
**STATE AND FEDERALLY FUNDED COMPETITIVE
GRANT PROJECTS**
Caltrans Sustainable Transportation Planning Grant Program

FY 2021/2022 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 29, 2024 (RGAs), except where noted

- **VTA Transit-Oriented Development Access Study (\$583,130)**
Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The VTA will prepare a Transit-Oriented Development (TOD) Access Study that identifies multimodal access needs and improvements at six high-priority sites for TOD in San Jose and Gilroy: Capitol Station, Branham Station, Berryessa BART, future BART stations at 28th Street and Downtown San José, and Gilroy Transit Center. These TOD sites will undergo major development and intensification with the coming of BART service to San José, Caltrain service enhancements, and future high-speed rail in Gilroy. Four TOD sites have been identified for affordable housing projects, which could generate approximately 550 affordable housing units. VTA will lead the Project with Cities of San José and Gilroy, County of Santa Clara, BART, Caltrain, Caltrans and Community-Based Organizations as key stakeholders. We will conduct robust outreach that empowers each community to identify multimodal access opportunities. The Project will result in a prioritized list of improvements that increases accessibility and connectivity to the TOD sites.

- **Sustainable Transit Oriented Development Master Plan (\$265,590)**
Applicant: City of San Pablo

Description: The City of San Pablo Sustainable Transit Oriented Development (TOD) Master Plan will support regional housing and local/statewide greenhouse-gas reduction goals by creating a strategy and guiding policies for future TOD in San Pablo. A citywide TOD priority area will be created based on analysis of citywide affordable and multi-unit housing, housing opportunity zones identified by the sixth cycle Regional Housing Needs Assessment-mandated Housing Element update, and existing and proposed bus routes, and bicycle facilities. The plan will create and implement a community engagement plan—with a range of bilingual outreach components—to develop the priority area and a community TOD vision, including concept designs for areas near transit. Recommended policies and strategies for TOD implementation will focus on reducing parking demand, ensuring transportation resilience in the face of climate risks (e.g., annual flooding), incorporating statewide legislative changes, and leveraging funding opportunities and regional partnerships.

- **Walk Safe San Jose** (\$398,400)
Applicant: City of San Jose
Description: Walk Safe San José focuses on the four council districts with a combined resident population just under 400,000 (as of the 2010 census) identified in the City's 2020 Vision Zero Action Plan with the most traffic fatalities and severe traffic injuries. Within this inner core of neighborhoods around downtown, the city proposes to work with a consultant on eight focus areas where bike and pedestrian injury data demonstrate that people walking and biking demand. Existing street design does not support safe pedestrian access; arterials are fast and wide, and fully signalized crosswalks are spaced far apart. This plan would address pedestrian safety deficiencies in San José's highest need areas.
- **King Road Complete Streets Plan** (\$399,270)
Applicant: City of San Jose
Description: The King Road Complete Street Project aims to make King Road, one of San Jose's highest bus ridership corridors, a safer and more inviting place to walk, bike and take transit. The project will also focus on improving transit access and reliability for historically under resourced East San Jose neighborhoods and improve connections to key regional transportation hubs. With stakeholder and community input, the project will culminate in a phased approach complete street plan for King Road outlining quick build, near and long-term improvements for the corridor. Project supports goals of San Jose's Better Bike Plan, Vision Zero Plan, Valley Transportation Authorities Pedestrian Access to Transit Plan as one of San Jose's top corridors in need of safety and transit reliability improvements and aligns with Caltrans District 4 Pedestrian Plan.
- **San Mateo Complete Streets Plan** (\$490,882)
Applicant: City of San Mateo
Description: The San Mateo Complete Streets Plan will provide an actionable plan to transform the existing vehicle-centric circulation network to one that is designed for safety and access for all modes. The project will evaluate existing local and regional plans and facilities using a rigorous data analysis and community engagement process to identify gaps and deficiencies. This assessment will lead to development of priority focus areas centered on safety and equity, and multimodal infrastructure projects prioritized based on the goals that will be developed to guide the Plan. This comprehensive project list will be supplemented by a Complete Streets design guideline manual, supporting programs, funding options, and concept designs for the highest priority projects. The final product of the project is anticipated to be a plan ready for implementation that is reflective of the community's vision.

- **North Fair Oaks Bicycle and Pedestrian Railroad Crossing and Community Connections Study** (\$356,163)

Applicant: County of San Mateo

Description: This Study focuses on overcoming barriers to active transportation in the disadvantaged community of North Fair Oaks by: (1) Assessing the viability of alternative locations and designs for a new bicycle and pedestrian grade-separated rail crossing of the Caltrain Corridor, and (2) Identifying specific bicycle and pedestrian enhancements linking the crossing site to key destinations within the neighborhoods on both sides bifurcated by the tracks. An interdisciplinary group of key stakeholders from public agencies, local community-based organizations, businesses, and residents will collaborate to achieve key deliverables including: the community engagement plan, existing conditions/community needs analysis, alternatives development, evaluation criteria to identify preferred alternative, and draft and final studies. This Study will build upon high-level recommendations from the adopted 2011 North Fair Oaks Community Plan and the 2021 Unincorporated San Mateo County Active Transportation Plan for a new rail crossing, bicycle boulevards and pedestrian improvements in the Study area.

- **Climate Action and Adaptation Plan** (\$434,682)

Applicant: Santa Clara Valley Transportation Authority (VTA)

Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

- **Active Communities Plan** (\$600,000)

Applicant: San Francisco Municipal Transportation Agency (SFMTA)

Sub Applicants: PODER; Tenderloin Community Benefit District; San Francisco Bicycle Coalition; Bayview Hunters Point Community Advocates; SoMa Filipinas

Description: The San Francisco Active Communities Plan (Plan) is a 2.5-year citywide equity-driven planning process to create the City's first comprehensive bike plan in 12 years. The scope of work was co-developed

with our sub-applicant community partners to highlight San Francisco's most disadvantaged neighborhoods within a citywide effort. The Plan will formalize the use of new tools like Quick-Build projects, personal mobility devices, and COVID-response Slow Streets. In addition to broad citywide engagement, the Plan will co-build outreach with our sub-applicant partners to explore cultural, policy-based, and programmatic barriers to bicycling, including funding, access, safety, policing, gentrification, anti-blackness, racism, representation, and cultural barriers. The Plan will result in bike network infrastructure investment, programmatic/policy reforms, and revised design/policy guidelines to capture the full range of mobility devices that can be expected to legally use bike facilities.

- **Chinatown Complete Streets Project** (\$500,000)

Applicant: City of Oakland Department of Transportation

Description: Chinatown is a bustling neighborhood that is a centerpiece of Oakland's cultural identity. The Plan will work with the community to identify a set of key corridors, conduct outreach to reach consensus on multimodal upgrades to those streets, and complete the conceptual designs necessary to advance capital projects. This plan will engage local non-profits, residents, and businesses in Chinatown to craft a set of approved projects that meet the State's GHG reduction goals, are coordinated with planned development and regional projects, and reflect community priorities.

- **Network Management -Planning for Implementation** (\$500,000)

Estimated Completion Date: June 30, 2024

Applicant: Metropolitan Transportation Commission

Description: The A robust transit system and strong transit ridership are essential to realize California's emission reduction targets. With 27 transit operators serving the region, inconsistent fares, wayfinding, and schedules make using transit challenging, especially for transit dependent riders. A regional Network Management approach is proposed to better coordinate transit and the customer experience for the benefit of riders. In collaboration with Blue Ribbon Transit Recovery Task Force (BRTF) stakeholders, MTC proposes to further develop the Network Management recommendations contained in the BRTF's Transformation Action Plan. This proposed plan will confirm the Network Management roles, refine the Network Management structure, and provide implementation recommendations, including cost ranges. The BRTF (comprised of local elected officials, representatives from the state Senate and Assembly, the California State Transportation Agency, transit operators, business and labor groups, and transit and social justice advocates) is anticipated to adopt a Transit Transformation Action Plan.

- **Next-Generation Bay Area Freeways Study** (\$500,000)
Estimated Completion Date: June 30, 2024
Applicant: Metropolitan Transportation Commission

Description: Toward modernizing the Bay Area's congested freeways into a next-generation multimodal network with improved mobility, environmental and equity outcomes, this study will explore "pathways" that pair freeway pricing mechanisms (such as alllane tolling) with complementary strategies (such as meansbased discounts, express buses, last-mile shuttles and bicycle programs). Consistent with the pricing strategy in Plan Bay Area 2050 and the California Transportation Plan, the study will build on past and ongoing pricing studies, produce materials to demonstrate benefits of pricing solutions, recommendations for optimal pathways and operational deployment of pricing, and recommendations for further analysis and implementation in prioritized sub-regions. A cross-functional team of MTC staff will lead the study, partnering with Caltrans, County Transportation Agencies, select transit agencies, outreach consultant(s) and community-based organizations.

FY 2022/2023 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2025 (RGAs), except where noted.

- **Countywide Active Transportation Plan for Sonoma County** (\$525,000)

Applicant: Sonoma County Transportation Authority (SCTA)

Description: The Countywide Plan will guide and prioritize expenditure of an estimated \$3.1M in annual revenues dedicated to bicycle and pedestrian facilities through Go Sonoma Act, plus other sources under the purview of SCTA. This project includes full updates to six jurisdiction-level plans, which will be included under the umbrella of the Countywide Plan and exist as stand-alone plans. Priorities will be developed through countywide engagement, ensuring inclusion of disadvantaged communities. SCTA will engage all jurisdictions within Sonoma County and other relevant community-based/non-governmental organizations in development of the Plan. The Plan will help advance and be consistent with regional and statewide plans including Sonoma Vision Zero Plan, Sonoma Climate Mobilization Strategy, Shift Sonoma County, Son. Travel Behavior Study, Comprehensive Transportation Plan, the Metropolitan Transportation Commission's Active Transportation Plan, Regional Trail Network, Great Redwood Trail, Caltrans District 4 Bike and Pedestrian plans, Caltrans 2020-2024 Strategic Plan, California Transportation Plan, and Climate Action Plan for Transportation Infrastructure.

- **Comprehensive Shuttle Program Evaluation** (\$153,00)

Applicant: City of Menlo Park

Description: The aim of the Menlo Park Shuttle Assessment is to determine how the City of Menlo Park's shuttle system can be reconfigured, enhanced, or augmented to better serve the needs of the Belle Haven neighborhood, which is a disadvantaged community, and to serve substantial new growth in the adjacent Bayfront Area residential and employment district. The Project is needed to help us enhance mobility as we are faced with competing demands and limited resources. More shuttle service is also needed to serve the development in the Bayfront Area, which contributes to a healthy regional jobs-housing balance and provides needed affordable housing. With our initial outreach, eleven community organizations will support the Project by hosting in-person sessions, paper and online surveys, and newsletters. Project tasks include travel analysis, efficiency review, service alternatives, development fee assessment, funding and partnerships, and plan development.

- Development of Vehicle Miles Traveled/Greenhouse Gas (VMT/GHG) Model Mitigation Program** (\$531,180)
Applicant: City/County Association of Governments of San Mateo County (C/CAG)
Description: This project will establish tools for a CEQA compliant VMT/GHG Model Mitigation Program for use by C/CAG for regional transportation projects and, potentially, other countywide VMT/GHG mitigation projects that other lead agencies could invest in. The major deliverables will include: an overview of the statutory and administrative framework for VMT/GHG mitigation programs; a technical analysis of VMT/GHG-reducing projects; a nexus between the costs and the VMT/GHG reduction; equity recommendations to maximize benefit to disadvantaged communities in San Mateo County; and templates that San Mateo County lead agencies will use for the adoption of a VMT/GHG Mitigation Program. The goal is to produce analysis and documents that are defensible, actionable, scalable, and replicable.
- Equitable Vehicle Miles Traveled (VMT) Mitigation Program for Santa Clara Count** (\$562,697)
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: Community members will help identify a range of potential VMT-reducing measures, determine a framework to enhance equity through the program, and help inform the program structure and administration. The project will include a review of existing best practices to ensure the program is built upon the latest efforts around the State, and an implementation plan to identify key actions, roles, and timing of next steps. VTA will work closely with its 16 local jurisdictions, Community-Based Organizations, State and regional agencies, and other stakeholders throughout and beyond the project duration. The team will conduct extensive engagement including in-person, virtual, and multi-lingual events to receive input from stakeholders and a diverse population, including disadvantaged communities. This project helps implement Senate Bill 743, California Transportation Plan 2050, Plan Bay Area 2050, Valley Transportation Plan 2040, and local goals for housing production, sustainable development, and climate protection.
- Oakland-Alameda Estuary Adaptation Project** (\$425,000)
Applicant: City of Alameda
Sub Applicants: City of Oakland – Planning and Building Division, Committee to House the Bay Area, and East Oakland Collective
Description: The purpose of this project is to develop a concept in coordination with community members, stakeholders and the City Councils of Oakland and Alameda to protect both the downtown Oakland shoreline and the northern shoreline of Alameda's Marina Village area - including the Posey/Webster

Tubes, which is Caltrans State Route 260 property, and the San Francisco Bay Trail - from expected sea level rise and to reduce the impacts of flooding. This project will serve as a proof of concept for multi-jurisdictional adaptation planning with community-based organizations for other estuary and San Leandro Bay area locations. The project will ensure long-term use of this multi-modal transportation system including the Caltrans' tubes, State Route 260, the San Francisco Bay Trail and the adjacent areas for these two diverse communities including disadvantaged populations in both west Alameda and Oakland Chinatown/Downtown Oakland.

- **Improvements to Bike and Pedestrian Access at Sunnyvale Caltrain Station**
(\$383,423)

Applicant: City of Sunnyvale

Description: The Study will identify bicycle and pedestrian access improvements in the vicinity of the Sunnyvale Caltrain Station. The improvements will include signage, bicycle and pedestrian access paths and curb ramps, and bicycle amenities such as bike lockers. The Study will also identify possible public art displays and green infrastructure opportunities. The improvements will be developed through public outreach input from stakeholders that include underrepresented communities. The city will be consulting a Stakeholder Advisory Committee and Technical Advisory Committee. The city will have ongoing Community and Stakeholder Meetings throughout the project. The key stakeholders for this project will include local agencies and community groups (see Scope of work for a detailed list of agencies, stakeholders, and community groups). The final deliverable will be a Final Study that summarizes the recommended improvements and a plan with conceptual improvements, funding and implementation recommendations, and data analysis that was used to develop the final design recommendations.

- **Richmond Parkway Environmental Justice and Regional Mobility Study**
(\$562,650)

Applicant: Western Contra Costa Technical Advisory Committee

Sub Applicants: Contra Costa County - Conservation and Development Department and City of Richmond - Public Works Department

Description: Richmond Parkway is a major arterial linking Interstate-80 and Interstate-580 (Richmond-San Rafael Bridge), a major goods movement (truck and rail) and commuter corridor, a critical segment of the San Francisco Bay Trail and includes the Richmond Parkway Transit Center at its north end. This plan will continue and expand the prior community-focused process to evaluate and make recommendations via a health equity lens for improving bicycle and pedestrian infrastructure, transportation safety, transit access, public health, and air quality. The plan will develop strategies for minimizing

negative impacts of speeding, collisions, neighborhood cut-through truck traffic and localized pollution. The plan will include a Parkway Strategies Toolkit, Evaluation Matrix and project list. The projects implemented because of this plan further the goals and priorities of the California Transportation Plan 2050, Caltrans District 4's Pedestrian and Bicycle Plans, and the region's Plan Bay Area 2050.

- **North San Jose Multimodal Transportation Improvement Plan** (\$409,451)

Applicant: City of San Jose

Description: The North San Jose Multimodal Transportation Improvement Plan (NSJ MTIP) will be a community-based plan for quick-build, near and long-term transportation improvements to be implemented in NSJ. This plan will identify a list of transportation programs and policies that promote and incentivize sustainable travel for people who live, work, and enjoy NSJ. The NSJ MTIP will capitalize on the recent retirement of an NSJ area planning document, "The North San Jose Area Development Policy". The former plan's focus on automobile improvements no longer aligns with City, regional, and states transportation goals. Per the Metropolitan Transportation Commission's Plan Bay Area 2050, NSJ is a Priority Development Area supporting the "focused growth" strategy to encourage infill development, job growth, and affordable housing near transit corridors. NSJ is expected to see the largest amount of housing growth in the city with 97,000 new jobs and 32,000 new housing units. The plan will positively impact mode shift and reduce vehicle miles traveled and greenhouse gas emissions.

- **Brotherhood Active Transportation and Open Space Plan** (\$641,812)

Applicant: San Francisco Transportation Authority

Description: This community driven planning process will develop concepts and conceptual designs for active transportation improvements that connect new recreational opportunities and housing near Lake Merced to the City's core active transportation network and nearby regional transit. The study will also engage community stakeholders to consider road realignment options which could create an opportunity for the creative re-use of up to 7 acres of land within an equity priority community with a documented deficiency of neighborhood open space. This study will coordinate and advance recommendations from existing plans including the San Francisco Bicycle Plan, Bay Area Regional Transit Station Access Plans, and the San Francisco Planning Department's Green Connections Network. The study aligns with needs, goals, and community feedback heard through ConnectSF, San Francisco's long range planning process and will help implement San Francisco's Vision Zero road safety policy as well as the adopted regional strategy in Plan Bay Area 2050 to create healthy and safe streets.

- **San Jose Decision Support System** (\$265,000)
Applicant: City of San Jose
Description: San Jose's Decision Support System (DSS) will provide the city with an integrated set of tools to manage and store projects and data, assess, and monitor Key Performance Indicators (KPIs), and visualize the outputs for these KPIs using graphs and mapping. The DSS will enable the city to define, evaluate, and prioritize projects based on the envisaged impact on KPIs. Three main deliverables will be 1) DSS Potential Impact Assessment Model, to assess how potential completion of project(s) might affect relevant KPIs and thus contribute to the identified goal; 2) DSS Effective Impact Assessment Model, to quantify the real impact of projects by comparing the effective KPI changes before and after each project's implementation; and 3) DSS Public Interface, to increase transparency and accountability.
- **SFMTA Muni Metro Modernization Planning Study** (\$500,000)
Estimated Completion Date: June 30, 2025
Applicant: Metropolitan Transportation Commission
Sub Applicants: City and County of San Francisco; San Francisco Municipal Transportation Agency (SMFTA)
Description: The Muni Metro Modernization Planning Study (Study) will identify infrastructure projects that provide critical capacity and reliability improvements for San Francisco's Muni Metro light-rail network. The outcome of the Study will be a package of projects to pursue that would be competitive for a Federal Transit Administration Core Capacity Grant, which could provide hundreds of millions of dollars to fund construction of identified projects. The Study's focus on improving transit capacity directly supports the California Transportation Plan recommendation to improve transit, rail, and shared mobility options. Study deliverables will include memos addressing: strategy identification and research, strategy capacity evaluation, feasible initial investments by corridor, a funding and implementation strategy, and summary of outreach activities

FY 2023/2024 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2026 (RGAs), except where noted.

- **Sebastopol Main Street State Highways Subregional Planning and Core Redesign** (\$230,178)

Applicant: City of Sebastopol

Description: A preferred plan for the downtown segments of State Route (SR) 116 and SR 12 will address multimodal transportation, safety, sustainability, accessibility, and economic development, while supporting the City's land use and housing goals. Sebastopol is one of the few incorporated cities in California where two State Highways intersect and serve as the downtown's two primary routes of travel. The high volume of regional traffic has negatively impacted the vitality of local businesses and the safety of pedestrians and bicyclists traversing the downtown area. The plan will engage disadvantaged residents to effectively address community-identified needs and inequities to develop a regional strategy for State, County and other local roadways to address capacity and freight movement to support the downtown corridor plan.

- **Vehicles Miles Traveled (VMT) Reduction and Mobility Enhancement Toolkit (TAM)** (\$518,931)

Applicant: Transportation Authority of Marin

Description: The project will produce a VMT Reduction/Mobility Enhancement Toolkit to assist local agencies in identifying and quantifying mitigations to VMT transportation impacts and improve multimodal transportation to serve Marin's residents, especially those in areas of equity focus. The toolkit would more precisely quantify VMT reductions in the local context and prioritize mitigations through local input, to maximize mode shift improve cost effectiveness for agencies, and offer affordability and convenience for users.

- **Active 101: U.S. 101 San Mateo County Corridor Crossings Improvement Implementation Plan (SMCTA)** (\$400,156)

Applicant: San Mateo County Transportation Authority

Description: The U.S. 101 San Mateo County Crossings Improvement Implementation Plan (Active 101) will identify, conceptualize, and prioritize infrastructure projects that improve mobility for people walking, biking and using transit at crossings and intersections within a quarter-mile of the U.S. 101 in San Mateo County to close active transportation gaps and foster enhanced mobility with priority for underserved communities. The plan will serve as a

roadmap for the San Mateo County Transportation Authority (TA), Caltrans, and U.S. 101 corridor cities to lead the closure of critical gaps in the countywide active transportation network. Projects such as intersection improvements and bikeway gap closures will be prioritized based on criteria that considers equity, cost, and safety among other factors and conceptual plans, cost estimates, and funding strategies will be developed to support future grants for construction. Active 101 will build on existing foundational planning documents and previous public engagement efforts for districtwide and countywide bike and pedestrian plans to work directly with community members, Caltrans, U.S. 101 corridor cities, and affected transit agencies and partners to obtain meaningful input on conceptual design alternatives and help garner local public support and consensus to move projects into implementation.

- **SMART Quality of Life and Economic Impact Assessment (\$400,000)**

Applicant: Sonoma-Marín Area Rail Transit District

Description: This project is a quality of life and economic impact assessment of the rail and pathway system, in order to quantify current and future impacts of the passenger and freight rail and parallel non-motorized pathway on land use and development, the economy, greenhouse gas emissions, mobility, health, and quality of life in Sonoma and Marin counties. The project is needed 1) to demonstrate the multiple objectives and benefits that result from past and continued investment; 2) to support community engagement and education around this new and growing passenger rail system in the North Bay; and 3) to establish a more nuanced picture of the return on multimodal investment, in order to understand what benefits have resulted from the investment to-date, what benefits are anticipated over a multi-decade planning horizon, and what benefits could be expected if capital funds are secured to complete the system and long-term operating funding to ensure robust service levels. Using current and forecasted data, vetted methodologies, and surveys, the project's main deliverable will include a quality of life and economic impact assessment that evaluates current and future impact as it relates to the grant program objectives. In alignment with the vision and network outlined in Caltrans' State Rail Plan and the state's Climate Action Plan for Transportation Infrastructure, the project will strengthen the case for multimodal transit, and help inform the next generation of multimodal transit investment in a way that further improves equity, economic, and accessibility benefits.

- **Sonoma County Vehicle Miles Traveled Mitigation Banking and Exchange Program (SCTA) (\$343,000)**

Applicant: Sonoma County Transportation Authority

Description: As Sonoma County jurisdictions implement Senate Bill 743 (Steinburg 2013) it has become apparent that many development projects will be unable to mitigate VMT related transportation impacts on site. The Governor's Office of Planning and Research has indicated that VMT mitigation fees, banking, or exchange programs could be implemented to allow project sponsors to offset VMT impacts off-site by contributing to transportation system improvements or programs that will reduce VMT. SCTA is seeking funding to secure consultant support to develop recommendations for one of these programs in Sonoma County.

FY 2024/2025 SUSTAINABLE TRANSPORTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: June 30, 2027 (RGAs), except where noted.

- **I-580/I-238/I-880 Safe Access and Community Resilience Plan** (\$564,000)

Applicant: Alameda County Transportation Commission

Description: The I-580/I-238/I-880 Safe Access and Community Resilience Plan will identify safety, access, and climate-adaptive improvements to support community resilience in communities adjacent to and disproportionately burdened by three heavily traveled interstates: I-880, I-238, and I-580. Building upon findings in the Caltrans District 4 Bicycle and Pedestrian Plan, the I-580 Comprehensive Multimodal Corridor Plan, and BART's assessment of gaps in multimodal access to stations, this plan will assess the barriers that major transportation infrastructure poses in this area and will develop recommendations that increase coverage of connected and safe, multimodal access to transit and planned development, encouraging mode-shift and more equitable outcomes for marginalized communities. The planning process will include a focused safety and access needs assessment, extensive stakeholder and community engagement to inform needs, priorities, and co-creation of recommendations that will include climate and community resilience elements such as greening and placemaking, leading to multi-benefit, community-enhancing recommendations. With an eye to implementation, the grant project will take recommendations further than in previous plans and develop concept designs, cost estimates and detailed funding plans for community-identified high-priority solutions. Alameda CTC will lead this collaborative effort with Caltrans, local jurisdictions (San Leandro, Hayward, Alameda County), Community-based Organizations, transit agencies (AC Transit, BART, Capitol Corridor), as well as special districts such as the Alameda County Flood Control District and the Hayward Area Recreational District.

- **Oakland-Alameda Estuary Waterway Study** (\$480,070)

Applicant: City of Alameda

Description: The Oakland-Alameda Estuary Waterway Study is a critical 16-month technical study of how vessels use the Oakland- Alameda Estuary (Estuary), a navigable waterway that separates the cities of Alameda and Oakland, in support of advancing a new proposed bicycle and pedestrian moveable bridge (Bridge) connecting the two cities. This study is necessary to move forward the Bridge project, which is included in 15 local, countywide, regional and state planning documents, and will create a sustainable, equitable and comfortable transportation option between the two cities

where none currently exists. The major deliverables of the Study include comprehensive data on the vessels using the Estuary, and desktop simulations of multiple potential bridge locations, which will allow the development of the height and width parameters for a potential bridge. The United States Coast Guard (USCG) and the commercial and recreational boating community will be key stakeholders. This study is a critical planning step and no feasible concepts or environmental analysis for the PAED phase can begin without the study results.

- **Campbell Multimodal Transportation Plan** (\$496,000)

Applicant: City of Campbell

Description: The City of Campbell will prepare its very first citywide Multimodal Transportation Plan that will improve mobility for all ages, provide greater connectivity, improve safety and accessibility for walking and bicycling, support new TOD projects (with 6,500 new housing units planned by 2031), support mode shifts to reduce VMT and greenhouse gas emissions, and improve the quality of life for Campbell residents and the surrounding communities of Los Gatos, San Jose, and Saratoga.

While Campbell has three regional VTA light rail stations and three VTA bus routes, many residents face the first/last mile connection issue, making public transportation a less viable and attractive option. Campbell's current infrastructure gaps are evident in the absence of crosswalks and dedicated bike paths, leaving intersections unsafe for pedestrians and limiting cycling options.

The absence of a comprehensive transportation planning effort has led to disjointed investments without a strong overarching vision or accountability mechanism. Investing in a community-led multimodal plan to help advance the goals of the Campbell General Plan and the Campbell Climate Action and Adaptation Plan (currently underway), as well as align with the goals of Plan Bay Area 2050, California Bicycle and Pedestrian Plan, and California Climate Action Plan for Transportation Infrastructure (CAPTI) will help further the safety, health, equity, environmental, and accessibility goals of each of these plans.

- **Gilroy VMT/GHG Reduction Program** (\$335,529)

Applicant: City of Gilroy

Description: The Gilroy VMT/GHG Reduction Program ("Program") will include a City-wide Greenhouse Reduction / Climate Action Plan and a City-wide VMT Reduction / Transportation Demand Management Policy. The Program is

necessary to ensure that VMT and GHG reduction measures are tailored to the unique needs of Gilroy, with an emphasis on mode shift, energy efficiency, and equity in Gilroy's disadvantaged communities. The City of Gilroy will work closely with Community-Based Organizations (CBOs), developers, State and regional agencies, and other stakeholders to identify GHG/VMT-reducing measures that will have the greatest impact on advancing equity, while also meeting California's mandate to reduce greenhouse gas emissions to 80 percent below 1990 levels by 2050. The project will include a review of existing tools and best practices at the County, regional and state level, and an implementation plan to identify key actions, roles, and timing of next steps. This Program can serve as a model for other suburban jurisdictions that have similar characteristics to Gilroy, will have cross-jurisdictional benefits by reducing VMT county-wide, and helps implement Senate Bill 743, Caltrans Strategic Plan, Plan Bay Area 2050, California Transportation Plan 2050, and City of Gilroy goals for sustainable development, environmental justice, and housing preservation outlined in the Gilroy 2040 General Plan and 2023-2031 Housing Element.

- **Rengstorff Avenue Complete Streets Study** (\$352,000)

Applicant: City of Mountain View

Description: The Rengstorff Avenue Complete Streets Study (Study) will consider ways to enhance safety, incorporate green street elements, and improve multimodal access for people walking, bicycling, using public transit, and driving the 1.7-mile corridor along and across Rengstorff Avenue between El Camino Real and Leghorn Street. The project is necessary because Rengstorff Avenue is on the City's high injury network and MTC's regional high injury network and was identified as the highest priority corridor in the City's Comprehensive Modal Plan ("AccessMV"), based on equity, mobility, walkability/bikeability, safety, sustainability, and consistency criteria. Major deliverables will include parking and traffic analysis, community and stakeholder engagement, preliminary concept development and feasibility analysis, and plan line drawings for a preferred concept.

- **San José Travel Models Update with Big Data** (\$221,325)

Applicant: City of San Jose

Description: The City of San José Department of Transportation (San José DOT) proposes in partnership with UC Berkeley/Lawrence Berkeley National Laboratory (UCB/LBNL) to update its Travel Forecasting Model (TFM) with post-pandemic data, including on-demand location-based geospatial transportation data (Big Data). San José's TFMs, which include a trip-based

travel demand model and a vehicle-miles traveled (VMT) Evaluation Tool, are effective tools for the City of San José to measure travel patterns and transportation impacts for a given land use and transportation network scenario. Historically, San José DOT has updated its TFM's every four years to remain consistent with the latest adopted Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). San José DOT last updated and recalibrated its transportation data and TFM in 2020 with pre-pandemic assumptions.

Big Data analytics in transportation models offer highly granular datasets that will enable San José DOT to calibrate and validate its TFM's to estimate and assess post-pandemic travel behaviors and transportation demand. Integrated with UCB/LBNL's Mobiliti, San José DOT will have greater precision in its ability to identify how changes in city infrastructure will impact citywide traffic dynamics, and leverage that toward its transportation and climate goals. Improving the City's TFM's with Big Data will comprise five main deliverables: 1) an updated trip-based travel demand model with regional and post-pandemic data that is consistent with the latest adopted RTP/SCS, Plan Bay Area 2050; 2) a refinement, validation, and calibration of the trip distribution, mode choice, and trip assignment modules within the trip-based travel demand model; 3) an updated 2040 General Plan horizon year to scenario; 4) an updated goal-based 2040 General Plan scenario and mode share goal analysis; and 5) an updated VMT Evaluation Tool.

- **Equitable EV Charging Plan for Sonoma County** (\$247,000)

Applicant: County of Sonoma Climate Action and Resiliency Division

Description: The County of Sonoma, along with its sub-applicants and project partners, is requesting funding to develop the first- ever Equitable EV Charging Regional Plan for Sonoma County. The Plan will provide an equitable approach to forwarding electric vehicle adoption throughout the County and will support a variety of State and regional efforts to achieve the State's greenhouse gas reduction target of 85% by 2045.

The project is necessary because (a) there are many "charging deserts" throughout Sonoma County, limiting EV adoption and infrastructure support (b) there is no comprehensive plan for the County or its jurisdictions to strategically plan for siting EV charging infrastructure (c) there have been no extensive or documented studies of involving our Spanish-speaking, Latinx or disadvantaged communities into the EV adoption/infrastructure conversation.

The primary deliverable of the project is the Equitable EV Charging Regional Plan for Sonoma County, which will feature a prioritized list of strategic locations, a replicable equity analysis and a comprehensive plan poised for

adoption, implementation and funding by the County and project partners.

Project partners include the County of Sonoma Climate Action & Resiliency Division as lead, sub-applicants Regional Climate Protection Authority (RCPA), Latino Service Providers (LSP) and the Stakeholder Advisory Group representing sectors as climate action and resiliency, transportation, energy, community development, housing, and business.

- **Bayview Street Safety and Truck Relief Study** (\$525,110)

Applicant: San Francisco County Transportation Authority

Description: The Bayview Neighborhood in San Francisco has multimodal corridors that serve as key freight routes. The Bayview is designated an Equity Priority Community by the MTC, and a disadvantaged, low income community by the CARB and the area has known safety challenges and air and noise impacts associated with freeway and freight traffic. The Study will collect and analyze new data sources while engaging a diverse group of stakeholders including community-based organizations, local agencies, and representatives of goods movement industry to recommend strategies that separate heavy truck traffic from sensitive land-uses and other road users, and improve freeway access, and general circulation through the study area. The study will ultimately recommend strategies for implementation to improve freight circulation and safety and advance the adoption of low- or zero-emission vehicles (LEV or ZEV), provide implementation guidance, develop cost estimates, and determine expected benefits. The research and findings will be a resource for other freight planning efforts in the city, region, and state and will advance the region's Sustainable Communities Strategy and Plan Bay Area 2050 goals, as well as local priorities defined in the Streets and Freeways Strategy (see attachments) and ConnectSF, the city's long range planning effort.

- **Across Barrier Connections Plan: Improving Pedestrian and Bicycle Connections Across Freeways** (\$695,200)

Applicant: Santa Clara Valley Transportation Authority

Description: The Across Barrier Connections Plan: Improving Pedestrian and Bicycle Connections Across Freeways (ABC Plan) will identify and prioritize locations in Santa Clara County where bicycle and pedestrian improvements along Caltrans' limited access freeways can significantly benefit neighboring communities and encourage walking and bicycling. Most of Santa Clara County's underserved communities are located within 1,000 feet of the freeway and experience more severe pedestrian and bicycle crashes, worse

pollution, and greater connectivity barriers than other parts of the county. The ABC Plan will evaluate conditions within 1,000 feet of freeways; research and evaluate the historical impacts of freeway construction on communities; evaluate the current impact of freeways on community connectivity, health, and safety; evaluate current and future land use and destinations; and develop the plan to meet community needs and desires. VTA will invite the community to identify barriers and develop recommendations through broad outreach to the entire county and through focused outreach to specific priority areas with assistance from local community-based organizations, neighborhood associations, and other groups. Recommendations will include safe-systems approach countermeasures, freeway ramp modifications, new or improved pedestrian and bicycle infrastructure through interchanges or along overpasses/underpasses, new or improved pedestrian/bicycle bridges across freeways, and interchange redesigns.

- **One-Seat Ride Pilot Evaluation** (\$350,000)

Applicant: Metropolitan Transportation Commission

Description:

This project will evaluate the ADA paratransit one-seat ride pilot program to determine the best methods of delivering a non-transfer, cross-jurisdictional ADA paratransit ride. MTC and the region's transit agencies have funded pilot programs to test various methods of non-transfer, cross-jurisdictional rides and this project seeks to evaluate each method to determine which models are most feasible for implementation.

This project will focus investments in providing a more seamless trip for disabled riders. The project partners for this work include MTC and all public transit providers in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

This work is supported by recommendations in statewide plans (Caltrans Strategic Plan; California Transportation Plan 2050; and California Master Plan for Aging), as well as local plans and planning efforts (SF Bay Area's Coordinated Public Transit-Human Services Transportation Plan; and the Transit Transformation Action Plan).

This project will provide vital information essential to MTC and transit operator decision-making in funding implementable projects that expand paratransit beyond the ADA and provide a more efficient and effective paratransit trip to riders with disabilities.

- **SF Network Management Study** (\$500,000)

Applicant: Metropolitan Transportation Commission

Sub Applicants: San Francisco County Transportation Agency (SFCTA)

Description:

The San Francisco Freeway Network Management Study will take a comprehensive look at San Francisco's Freeway Network (US-101, I-280, I-80, and Central Freeway) and use new travel data (collected through MTC's Bay Area Travel Study) to understand where a managed lane program will best support transportation goals, including a reduction in vehicle miles traveled. This project will result in conceptual designs and financial and operational analysis for a set of managed lane alternatives on freeway segments in San Francisco that do not increase the overall capacity of the freeway, as well as programmatic elements to increase transportation options, reduce transportation barriers, and ensure affordability for travelers.

The freeway network in San Francisco passes through many Equity Priority Communities (EPCs) including neighborhoods in the Mission, Bayview, and Hunters Point. EPCs have a high concentration of underserved populations, including low-income households and people of color, and have historically faced disadvantage and underinvestment.

Appendix B:
STBG FUNDED PROJECTS

**County Transportation Agencies and Regional Agencies: Planning and
Programming**

FY 2022–23 – 2025–26

BACKGROUND

MTC partners with County Transportation Agencies (CTAs), which are county-level organizations that aid in regional congestion management and transportation planning processes, to assist in the development and implementation of regional transportation plans and fund programs.

This project provides funding to countywide transportation planning agencies, whether a Congestion Management Agency or a substitute agency (referred herein as “County Transportation Agencies” or “CTAs”), through funding agreements, to play a major role in coordinating the efforts and interests of the constituent cities and transportation agencies within each county to assist MTC in meeting the requirements of federal legislation and related State and regional planning and programming policies and guidelines, including the development and implementation of the Regional Transportation Plan/Sustainable Communities Strategy (known as “Plan Bay Area”).

Plan Bay Area 2050 is the Bay Area’s long-range plan covering the four interrelated elements of housing, the economy, transportation, and the environment. Adopted in 2021, Plan Bay Area 2050 is composed of 35 strategies across the four interrelated elements that provide a blueprint for how the Bay Area can accommodate future growth and make the region more equitable and resilient in the face of unexpected challenges. Among other critical goals, Plan Bay Area 2050 demonstrates how the region can achieve regional GHG emissions reduction targets.

PROJECT DESCRIPTION

CTAs work cooperatively with MTC and the other regional agencies comprising the Bay Area Regional Collaborative (BARC) to implement our respective work programs.

Key objectives are for the CTAs to use this funding to:

- Support implementation of the One Bay Area Grant (OBAG) program, inclusive of OBAG 3 and 4, as per MTC Resolutions 4202 and 4505;
- Support successful project monitoring and delivery for transportation projects and programs included in the Transportation Improvement Program (TIP);
- Support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;
- Assist in the development of the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) through countywide planning and programming efforts;
- Establish and document a land use and travel forecasting process and set of procedures that are consistent with those of MTC and the Association of Bay Area Governments (ABAG), or develop and document appropriate alternative analytical approaches in cooperation with MTC;
- Support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;
- Support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP) or its successor program, Priority Development Area (PDA) Planning Grant Program, and adaptation planning

programs including the development of Resilience Improvement Plan(s) for transportation assets;
and

- Engage in public outreach and engagement as detailed in the most recent MTC Public Participation Plan and OBAG 3.

BUDGET

- This effort involves the development of specific funding agreements to provide planning funds based on the generalized work scopes included in the OWP.

Regional Total for CTA Planning and Programming Funding Agreements

FY 2022-23 through FY 2025-26

Funding Total

Funding Source	Federal Part	Total
STBG	100%	\$41,176,000
CRRSAA	100%	\$16,727,000
	Total:	\$57,903,000

Funding by Agency — Combined STBG & CRRSAA Total

County - CTA	Base Planning	Supplemental	CBTP	LRSP	Total
Alameda – Alameda CTC	\$4,905,000	\$2,600,000	\$600,000		\$8,105,000
Contra Costa – CCTA	\$4,087,000		\$450,000	\$630,000	\$5,167,000
Marin – TAM	\$3,446,000	\$400,000	\$150,000		\$3,996,000
Napa – NVTA	\$3,446,000		\$150,000	\$250,000	\$3,846,000
San Francisco – SFCTA	\$3,624,000	\$2,200,000	\$370,000		\$6,194,000
San Mateo – C/CAG	\$3,450,000	\$2,300,000	\$245,000	\$400,000	\$6,395,000
Santa Clara – VTA	\$5,307,000	\$4,693,000	\$600,000		\$10,600,000
Solano – STA	\$3,446,000	\$4,044,000	\$190,000		\$7,680,000
Sonoma – SCTA	\$3,446,000	\$2,229,000	\$245,000		\$5,920,000
CTAs	\$35,157,000	\$18,466,000	\$3,000,000	\$1,280,000	\$57,903,000

Note: Funding levels may change based on programming revisions and subsequent agreement amendments.

TASK SUMMARY & DETAILS

Task Summary	Task Deliverables* & Actions	Schedule**
To implement the One Bay Area Grant (OBAG) program, inclusive of OBAG 3 and OBAG 4, as per MTC Resolutions 4202 and 4505;	Monitor and report on project sponsors' completion of adopted OBAG program requirements within county	Annually, and as required by the respective program resolutions
To support successful project monitoring and delivery for all transportation projects and programs included in the Transportation Improvement Program (TIP); To support jurisdictions within the county to meet post-programming federal requirements, including meeting award deadlines, timely invoicing, minimizing and responding to inactive obligations, and timely project close-out;	Prepare and submit list of FHWA federal-aid projects for inclusion in the annual obligation plan development and annual obligation plan update	Two times per year
	Monitor and report on delivery status of FHWA federal-aid local projects within county	Quarterly, and as needed
	Monitor and report on post-programming status of FHWA federal-aid local projects within county	Quarterly, and as needed
To assist in the development of the Regional Transportation Plan (RTP)/ Sustainable Communities Strategy (SCS) through countywide planning efforts, such as the development of short-range Capital Improvement Programs, countywide Congestion Management Programs, or long-range Countywide Transportation Plans; To establish and document a land use and travel forecasting process and set of procedures that are consistent with those of ABAG and MTC, or develop and document appropriate alternative analytical approaches in cooperation with MTC; To support the implementation of regional policies and plans, including the Transit-Oriented Communities Policy (MTC Resolution 4530), Complete Streets Policy (MTC Resolution 4493), Regional Safety/Vision Zero (VZ) Policy (MTC Resolution 4400), Bay Area Coordinated Public Transit-Human Services Plan (Coordinated Plan), Bay Area Transit Transformation Action Plan, and the implementation actions in the Plan Bay Area 2050 Implementation Plan;	Prepare and submit countywide transportation priorities consistent with regional long-range vision and guidance	As Needed
	Provide project information, such as design concept, scope, cost and schedule, for regionally significant projects	Every other year, and as needed
	Submit CMP Modeling Consistency Checklist	Every other year
	Submit model documentation or other model consistency deliverables	As Needed
	Data share of travel model inputs, including baseline and future networks	Annually, and as needed
	Submit complete streets checklist for any project applying for regional discretionary funds or grant endorsements; and facilitating timely review of checklists prior to the CTA Board taking an action on the project	Ongoing

Task Summary	Task Deliverables* & Actions	Schedule**
<p>To support other regional planning and programming efforts, including the Community-Based Transportation Planning (CBTP) Program, Lifeline Transportation Program (LTP), Priority Development Area (PDA) Planning Grant Program, and adaptation planning programs including the development of Resilience Improvement Plan(s) for transportation assets; and</p>	<p>Submit status reports on implementation status of projects and programs identified through the CBTP program. List information on fund sources, lead, agency, and timeline for implementation.</p>	<p>Every other year</p>
	<p>For the CBTP program, update the assessment of needs, solutions and list of projects/programs for historically underserved communities in the county, including in EPCs identified in 2020.</p>	<p>Ongoing</p>
<p>To engage in public participation as detailed in the MTC Public Participation Plan and MTC Resolution 4505.</p>	<p>N/A</p>	<p>N/A</p>

* Potential deliverables may include checklists, status reports, invoices, lists of projects, adopted plans, etc.

** Task start dates will begin immediately following project authorization. All tasks will end on or before the Estimated Phase Completion Date of September 30, 2028.

Appendix C:
**STATE AND FEDERALLY FUNDED COMPETITIVE
GRANT PROJECTS**

Caltrans Adaptation Planning Grant Program

FY 2021/2022 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: March 30, 2024 (RGAs), except where noted.

- **Climate Action and Adaptation** (\$434,682)
Applicant: Santa Clara Valley Transportation Authority (VTA)
Description: The Project will prepare a Climate Action and Adaptation Plan (CAAP) that identifies specific actions VTA could take to minimize contributions to climate change, as well as to adapt and build resilience to long-term climate impacts. The CAAP will consist of three major deliverables. First, it will identify risks to transportation assets due to sea level rise, wildfire, extreme heat, and other climate change impacts, and ways to protect those assets for the public good. Second, it will identify actions to reduce VTA's contribution to climate change to meet State greenhouse gas (GHG) reduction goals. Lastly, it will identify actions VTA could take as Santa Clara County's Congestion Management Agency (CMA), in collaboration with others, to reduce countywide emissions from transportation. The Project will engage agencies and community stakeholders, particularly those who depend on transit and disproportionately bear the burden of impacts.

FY 2023/2024 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: February 28, 2026 (RGAs), except where noted.

- **Solano Countywide Climate Adaptation Plan for Transportation Infrastructure (Solano CCAP) (\$500,000)**

Applicant: Solano TA

Description: The objective of the Solano Countywide Climate Adaptation Plan (Plan) for Transportation Infrastructure is to comprehensively assess Solano County's transportation system by identifying transportation assets that are vulnerable or at risk to climate change impacts and identifying and recommending transportation infrastructure improvements to make them more adaptable to climate change. The Plan will also conduct a robust public engagement strategy, with a focus on underserved communities and priority populations, to ensure that the priorities and concerns of vulnerable populations are reflected in the plan. The Plan will improve accessibility and safety for the communities within Solano County, especially for underserved communities who often face the greatest climate risks with the least resources. The Plan will coordinate climate adaptation planning among the eight Solano jurisdictions, which include the cities of Benicia, Dixon, Fairfield, Rio Vista, Suisun City, Vacaville, Vallejo, and the unincorporated County, to identify current and future climate risks and priorities, and present a unified vision for climate adaptation for transportation infrastructure in Solano County.

- **BART Embarcadero Structure Long-term Adaptation (\$515,000)**

Applicant: SF Bart

Description: This project builds off the 2017-2018 Bay Area Rapid Transit (BART) Sea Level Rise and Flooding Resiliency Study, to advance additional technical feasibility and conceptual engineering for a BART Embarcadero structure. The goal is to provide a deeper understanding of how to implement long-term (2060-2100) adaptation for this structure. The structure is critical infrastructure to BART's operations. The prior study proposed elevating the structure, however it lacked enough detail to ensure feasibility. Key deliverables include owner project requirements, conceptual engineering report, and plans (up to 30% design). Work complements and supports the adaptation needs of San Francisco's Embarcadero Seawall Program and is aligned with Plan Bay Area 2050 in supporting reliability of local transit systems.

- **Embarcadero Mobility Resilience Plan (SFMTA) (\$1,322,832)**

Applicant: SFMTA / Port of SF

Description: The Embarcadero Mobility Resilience Plan will prioritize climate adaptation projects, mobility improvements, and investments for

transportation infrastructure along and adjacent to the Embarcadero 3-mile multi-modal corridor along San Francisco's northeastern waterfront. Comprehensive and inclusive transportation planning is needed to adapt this portion of the waterfront for projected sea level rise, inland flooding, and a major earthquake. The United States Army Corps of Engineers and San Francisco Port's San Francisco Waterfront Coastal Flood Study and Waterfront Resilience Program will produce a preferred waterfront adaptation strategy that likely proposes to raise the Embarcadero up to 7 feet. When those studies conclude later this year, the city will need funds to plan the future transportation system on top of and connecting to the elevated Embarcadero, selecting a preferred design concept for the corridor and the related public realm enhancements. Working with its partner, the Port of San Francisco, and federal, State, regional and local agencies, the San Francisco Municipal Transportation Agency will identify a prioritized list of projects to address not only disaster recovery, but to establish resilient flood defenses, protect and enhance local and regional multi-modal mobility, enable a strong economic recovery, advance travel choices that reduce greenhouse gas emissions, and provide enhanced waterfront access to create a vibrant, safe, connected, and resilient transportation system.

- **Climate Resilience Plan (AC Transit) (\$375,000)**

Applicant: AC Transit

Description: AC Transit will complete a Climate Resilience Plan because climate change and extreme weather have been negatively impacting AC Transit facilities and operations which covers a 364 square mile service area. Prior to March 2020, AC Transit carried approximately 189,000 weekday riders and more than 53 million riders annually. AC Transit has recently experienced flooding at its bus yards from heavy rain and the disruption of bus service due to incidents of where bus stops and routes were also flooded, trees felled by high winds and blown debris that blocked bus routes. This plan will deliver a climate vulnerability assessment on how current and future climate projections along with extreme weather patterns will impact assets and operations and develop adaptation strategies to reduce risks associated with potential asset damage and disruptions to service.

- **Caltrain Climate Change Vulnerability Study (\$474,000)**

Applicant: PCJPB

Description: The Peninsula Corridor Joint Powers Board operates Caltrain, a rail system that runs more than a hundred trains per day, connecting over 14,000 passengers to essentials between San Francisco and Silicon Valley. Caltrain's rail service is grappling with significant, year-round climate impacts; in 2022, high heat forced reductions in service, and extreme storms flooded track, brought down debris that damaged infrastructure, and disrupted service. The

Climate Change Vulnerability Study will gather community and stakeholder feedback by engaging representatives of disadvantaged communities and vulnerable demographics, community-based organization staff and leadership, agencies, labor, and more, and it will combine this feedback with a quantitative climate vulnerability analysis that will equip Caltrain with the data it needs to integrate adaptation strategies that improve the system's long term resilience into the capital improvement program and business operations. The project will analyze the vulnerability of Caltrain service, infrastructure, right-of-way, operations, and passengers to climate impacts such as high heat, wildfire and smoke impacts, storm damage, sea level rise and inundation per the Climate Goal of the 2050

California Transportation Plan, among others. The project advances adaptation planning that will help protect regional, state and federal investment in the Peninsula Corridor Electrification Project from climate change disruption, which aligns with the mission and goals of Safeguarding California, the State Rail Plan, and the California High-Speed Rail Business Plan.

- **Guadalupe River Trail Connections and Crossings Flooding Adaptation Plan (City of San Jose) (\$345,269)**

Applicant: City of San Jose

Description: The Guadalupe River Trail Connections and Crossings Climate Adaptation Plan is the first step towards adapting the San Jose's bike network for seasonal flooding by developing an outreach plan, conceptual designs, and supporting transportation analyses for low-stress on-street bikeways to serve as alternatives to, plus connections to and from, the Guadalupe River Trail (GRT). The GRT, used by 500 people per day, regularly experiences seasonal flooding, rendering the trail unusable and forcing travelers to drive, stay home, or bike and walk on inadequate on street facilities instead. The proposed improvements will allow pedestrians and bicyclists to cross roadways passing over commonly flooded sections of trail or to take an alternative route entirely by safely and comfortably connecting to existing pedestrian, bicycling, or transit infrastructure. The project works toward goals in San Jose's Better Bike Plan 2025, Vision Zero Action Plan, and Climate Smart San Jose; the Metropolitan Transportation Commission's Plan Bay Area 2050 and Santa Clara Valley Transportation Authority's Countywide Bicycle Master Plan, which also recognize the GRT as a critical regional bikeway. The project also aligns with goals adopted in the CALSTA Climate Action Plan for Transportation Infrastructure for safe, accessible, and sustainable transportation infrastructure.

FY 2024/2025 ADAPTATION PLANNING GRANT STUDIES

ESTIMATED COMPLETION DATE: June 30, 2027 (RGAs), except where noted.

- **Alviso Railroad Adaptation Planning Study** (\$831,534)

Applicant: Capitol Corridor Joint Powers Authority

Description: Capitol Corridor Joint Powers Authority (CCJPA) is proposing to continue critical climate adaptation planning efforts for railroad infrastructure in the Alviso wetland area of the San Francisco Bay with the next phase of pre-environmental planning work necessary to determine engineering feasibility of various adaptation alternatives and to conduct additional stakeholder outreach for adaptation solutions that benefit transit, the natural environment, and nearby communities. Adaptation of railroad infrastructure in this area will achieve multiple goals: increase rail infrastructure resilience, improve rail transportation capacity and redundancy, enhance natural habitat restoration, and provide additional flood protection for surrounding communities.

- **Brisbane Lagoon and U.S. Highway 101 Adaptation Planning** (\$259,920)

Applicant: City of Brisbane

Description: The City of Brisbane, nestled between the lower slopes of the San Bruno Mountain and the San Francisco Bayshore, is threatened by the impacts of climate change and sea level rise. Currently the Brisbane Lagoon, which was formed by the construction of the U.S. Highway 101, serves as a critical piece of flood control infrastructure. With a projected scenario of 6.6 feet of sea level rise within a 100-year floodplain, which is based on the modeling undertaken by the San Mateo County Flood and Sea Level Rise Resiliency District (One Shoreline), the U.S. Highway 101 will be inundated, and the Brisbane Lagoon will not have adequate flood control capacity to protect the highway and the surrounding wildlife and human habitats. The City of Brisbane will use the requested funding to complete a hydrological study to prepare project alternatives that address these critical vulnerabilities for the U.S. 101, addressing CTP 2050's climate resilience goals "by identifying infrastructure vulnerabilities and adapting our system to address them."

- **South San Francisco Shoreline Protection and Connectivity Project** (\$883,087)

Applicant: City of South San Francisco

Description: This feasibility study will explore conceptual solutions to simultaneously create a new multi-modal transportation connection, address

coastal flooding exacerbated by sea level rise and increased storm surge along San Francisco Bay near the outfalls of Colma Creek and San Bruno Creek, and provide other co-benefits to the surrounding disadvantaged communities. This Study will work collaboratively with multiple jurisdictional agencies to examine how new dual-purpose linear infrastructure could connect the US-101/I-380 interchange with Oyster Point while providing coastal flood protection to residences, businesses, critical transportation infrastructure (US-101, Caltrain, and SamTrans), and other key regional infrastructure such as SFO and the SSF-SB Water Quality Control Plant. The study will involve interagency coordination with Caltrans, SamTrans, One Shoreline, San Bruno, Caltrain, and SFO, and extensive outreach to community and environmental stakeholder groups. The Study will develop and apply feasibility criteria to analyze viability of the proposed solutions relative to technical, financial, environmental, and community- acceptance considerations, then a community-driven design process will develop and analyze solutions culminating in a preferred alternative, all of which will be documented in a report with 10% conceptual design documents and order-of-magnitude cost estimates.

- **Countywide Emergency Evacuation Plan** (\$1,490,000)

Applicant: Contra Costa Transportation Authority (CCTA)

Description: The Contra Costa Transportation Authority (CCTA) proposes to develop a new Countywide Emergency Evacuation Plan (Plan). This Plan will conduct local-level evacuation compliance assessments (per Senate Bill 99) and a high-level evacuation route capacity, safety, and viability analysis (per Assembly Bill 747) for the county that includes the 19 cities/towns and unincorporated County. The Plan builds upon the development of the Contra Costa County multi- jurisdictional Local Hazard Mitigation Plan. An outcome of this study, as identified by several agencies throughout Contra Costa County, is an understanding that typical climate and other hazard risks may result in multi-jurisdictional evacuations using routes that may span several jurisdictions.

- **San Mateo County Transportation Infrastructure Adaptation and Resilience Improvement Plan** (\$515,000)

Applicant: County of San Mateo

Description: The proposed San Mateo County Transportation Infrastructure Adaptation and Resilience Improvement Plan (Project) will build on the efforts of past and current climate adaptation planning to advance transportation infrastructure adaptation needs and strategies. This Project will directly

engage with County residents and businesses, including disadvantaged and low-income communities, and identify, prioritize, and plan infrastructure recommendations to improve access, safety and reliability on local roads and public transit assets within the project area. Extreme precipitation events, wildfires, and sea level rise are substantial threats in San Mateo County and are projected to continue to increase as a result of climate change. The increased probability of climate events requires planning and investments that can be prioritized and delivered to mitigate transportation impacts and enhance safety and accessibility. This process will be guided by the Caltrans Smart Mobility Framework, Complete Streets Strategies, Climate Action Plan for Transportation Infrastructure (CAPTI), Governor's Office of Planning and Research Planning and Investing for a Resilient California: A Guidebook for State Agencies, Governor's Office of Emergency Services Adaptation Planning Guide, and other design and policy principles.

- **Rising Seas and Oakland's Infrastructure and Frontline Communities: Climate Adaptation Planning for Neighborhood-led Resiliency** (\$3,000,000)

Applicant: Port Department of the City of Oakland

Description: The Port and City of Oakland's Rising Seas and Oakland's Infrastructure and Frontline Communities: Climate Adaptation Planning for Neighborhood-led Resiliency Project proposes to conduct a vulnerability assessment that focuses on modeling projected SLR and GWI levels for the Port and adjacent underserved communities. The vulnerability assessment will model future (2030, 2050, 2100) sea level rise, precipitation, storm surge, wave runup, tides, and areas of inundation. The GWI modeling will assess daily and seasonal fluctuations in the water table and analyze liquefaction potential. The Project will include the development and prioritization of strategies to mitigate tidal inundation and groundwater impact in an Adaptation Plan. At the inception and throughout the Project, the partnering entities will utilize an Advisory Committee and community stakeholder engagement (CSE) processes to guide and inform the Project.

- **SOMA Under Freeway Park** (\$626,000)

Applicant: San Francisco Public Works

Description: The SOMA Under Freeway Park will explore the potential of the underutilized right-of-way between 4th and 6th St. between Harrison and Bryant St. to rectify SOMA's (South of Market) flooding, unsafe pedestrian and bike routes, inequitable urban heat island and air pollution that significantly impacts this communities' health. The site area is in the Greening Priority Zone

per San Francisco's Heating and Air Quality Resilience Study (Attachment A) which illustrates that SOMA suffers from the highest heat, air pollution, and lowest tree canopy culminating in high rates of hospitalization for asthma and diabetes which are known comorbidities with extreme heat which will only increase with climate change. The construction of the I-80 expressway divided the community, increased air pollution, and created unsafe street conditions for pedestrians and cyclists due to its street design, ramps, and crossings. The project will not only right environmental inequities and make all modes of transportation in SOMA more resilient, but also provide access to recreation, improve biodiversity, expand the urban tree canopy, and celebrate cultural expression for this under-served neighborhood in transition.

- **Guadalupe Adaptation and Resilience Plan** (\$474,468)

Applicant: Santa Clara Valley Transportation Authority

Description: The purpose of the Guadalupe Adaptation and Resilience Plan (Plan) is to conduct a climate vulnerability assessment and feasibility study of VTA's Guadalupe Light Rail Division (Guadalupe Yard) located at 101 W Younger Avenue in San Jose, California. The Plan includes analysis of Guadalupe Yard's vulnerability to climate change and a feasibility study to determine where and how on-site renewable energy generation, battery storage, and/or microgrids could be implemented to provide more reliable and grid-independent energy for the Guadalupe Yard and entire light rail system. Together, the climate vulnerability assessment and feasibility study will provide the basis for adapting Guadalupe Yard and improving light rail system resilience as climate conditions change over time. This will benefit the community by reducing service disruptions and improving the health and safety of VTA riders and workers exposed to flooding, extreme heat, and other hazards.

- **Climate Adaptation Planning for Sea Level Rise and Stormwater Flooding** (\$554,500)

Applicant: The City of San Mateo

Description: Critical transportation assets within the boundary of the City of San Mateo include assets maintained by Caltrain, Caltrans (State Route 92, US 101), SamTrans, and the City of San Mateo. These transportation assets comprise local roads, highways, bus routes, and rail, and are vulnerable to climate change-related effects such as, but not limited to, sea level rise and

storms of increasing severity. In particular, coastal cities such as San Mateo face dual threats as storms of increasing severity lead to surface water flooding inland while sea level rise leads to inundation along the coast. Models based on the Ocean Protection Council's 2018 Updated California Sea Level Rise Guidance show that a 1 in 200 chance sea level rise projection for 2050, combined with a 1 in 5 chance storm, will lead to inundation impacting aforementioned transportation assets. The City of San Mateo is therefore seeking grant funding to support the following technical project activities: 1) preparing a climate adaptation plan specific to sea level rise and 2) updating its Stormwater Master Plan in an effort to plan for and implement projects to improve the aging stormwater infrastructure, which is seeing its capacity strained due to more frequent and higher intensity storms.

Appendix D:
FEDERALLY FUNDED COMPETITIVE GRANT PROJECTS

FY is 2021- 2022 Reconnecting Communities and Neighborhoods Grant Program

- **The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair**
(\$30,000,000)

Applicant: Alameda County Transportation Commission

Description: The East Bay Greenway Multimodal Project: Lake Merritt to Bayfair will construct a 10.6-milelong complete streets facility that is parallel to and connects to five San Francisco Bay Area Rapid Transit District (BART) stations in the cities of Oakland and San Leandro. The Project provides critical new safety improvements and multimodal access enhancements in historically redlined communities of color harmed by high levels of pollution and noise from adjacent freeways, freight rail and industrial land uses and displaced and disconnected from other communities as a result of past transportation infrastructure practices.

Due to its history of exclusion and environmental injustice, the corridor is mostly designated as a Federal Area of Persistent Poverty and has high rates of poverty, asthma, and traffic crashes. The Project will extend along a corridor comprised of wide, high-speed streets that are difficult to cross, uninviting, and frequently lack any walking or biking facilities. The project corridor overlaps significantly with the Alameda County High Injury Network (the streets with the highest rates of biking and walking crashes countywide), even as it traverses communities that have low levels of access to automobiles and a high need for affordable mobility options.

The Project will consist of Class I shared use paths, Class IV protected bikeways, protected intersection treatments, pedestrian crossing enhancements and accessibility improvements, bus stop upgrades, and placemaking features. It will transform the corridor from a wide, autocentric, expanse of asphalt into a safer, people-focused street, with continuous, separated facilities for walking and biking, safe and convenient opportunities to cross the street, lighting, urban greening, and other amenities.

ESTIMATED COMPLETION DATE: Winter 2027

- **Monterey Road Highway to Grand Boulevard Design Study**(\$2,000,000)

Applicant: City of San José

Description: The Project will assess the feasibility and conceptual designs for converting Monterey Road from a motor highway to a grand boulevard enjoyable and safe for all road users. The Project will undertake planning, design, conceptual engineering, and environmental review to reconstruct the road and intersections as a complete street through the project area. The Project is expected to include dedicated transit lanes, protected bike

lanes, and urban greening.

ESTIMATED COMPLETION DATE: December 2029

- **Geary-Fillmore Underpass Community Planning Study** (\$2,000,000)

Applicant: San Francisco County Transportation Authority

Description: The Geary-Fillmore Underpass Community Planning Study would develop transportation and land use concept designs that rethink the urban renewal-era Geary Expressway and advance a high-quality multimodal, mixed-use transit-oriented area to connect the Japantown and Fillmore/Western Addition neighborhoods and promote community stabilization.

The Study would focus on an approximate three-quarter mile stretch of Geary, between Laguna and Divisadero, and the neighborhoods immediately adjacent to the corridor. This segment of Geary has an underpass at Fillmore that was constructed in 1961 as an “urban renewal” expressway for commuters to bypass this area and quickly travel downtown. The expressway project widened Geary and decimated existing housing, displacing Black, Asian, and Jewish communities, and creating a division between the Japantown/Fillmore neighborhoods. At the center of the study area is the intersection of Geary and Fillmore, which is a major transit node in the city that connects the 22-Fillmore with the 38-Geary/38R-Geary Rapid, two of the busiest bus lines in San Francisco. The existing overpass has limited space to accommodate high levels of activity around this important transfer. The highway-like conditions on Geary create challenging crossings in communities with a high concentration of children, seniors, and people with disabilities.

The Study would envision a high-quality multimodal transportation-oriented neighborhood that would bring connectivity and economic benefits to the Japantown/Fillmore communities. Recommendations will include multimodal network connectivity and safety improvements, long-term transportation expansions and enhancements, development feasibility analyses for potential affordable housing sites and economic development strategies, anti-displacement strategies, and concept-level urban design guidance.

ESTIMATED COMPLETION DATE: Winter 2026

- **Vision 980 Study Phase 2 — Feasibility Study Planning Grant** (\$850,000)

Applicant: California Department of Transportation – District 4

Description: The Vision 980 Study Phase 2 (Feasibility Study) will explore alternatives for reconnecting communities along the I-980 corridor, with an

expanded focus on community integration and environmental justice. The I-980 freeway divides disadvantaged communities in West Oakland from downtown Oakland and is a barrier to travel and economic opportunities between these communities.

FY 2020/2021 American Rescue Plan Route Planning Discretionary Grant

- **FAST Operational System Evaluation and Recommendations Plan** (\$1,000,000)

Applicant: City of Fairfield

Description: The City of Fairfield will utilize its contracted Comprehensive Operational Analysis (COA) consultant, Innovate Mobility, to conduct an annual review of its original comprehensive annual evaluation and analysis of its services which includes fixed-route, microtransit, paratransit, and electrification initiatives. The goal of this grant award is to ensure FAST is providing sustainable quality transit service to Fairfield residents with a focus on maintaining or improving service to meet the needs of low-income residents and disadvantaged communities while maintaining all required funding rules and regulations.

FY 2022/2023 Areas of Persistent Poverty Program

- **Foothill Boulevard Transit Improvement Study** (\$450,000)

Applicant: Alameda-Contra Costa Transit District

Description: The transit improvement study along Foothill Boulevard in Oakland, California will assess needs, consider design alternatives, and recommend implementation strategies that will improve speed, reliability, and access to transit on AC Transit's Line 40, which is AC Transit's third-highest ridership bus route in the system. This study's process and outcome will take a context-sensitive approach and support community-led transportation enhancements. The primary objective of this study is to identify crucial capital improvements and service enhancements necessary to enhance transit service along the Foothill Boulevard corridor.

FY 2023/2024 Urbanized Area Formula Grant 5307*

*FHWA STP funds were awarded to CCCTA on 3/22/2023. The FHWA STP funds were transferred to FTA 5307 on 10/18/23.

- **CCCTA - Transit Corridors Study** (\$400,000)

Applicant: Central Contra Costa County Transit Authority

Description: These funds will be used to conduct a study of four major corridors within CCCTA's service area to plan and develop transit priority improvement projects. The corridors are Clayton Rd, Monument Blvd, Ygnacio Valley Rd, and Treat Blvd, and they serve County Connection's highest ridership areas and/or have good potential for increased transit use by making it more competitive to driving. The study would assess current conditions, including operations, existing infrastructure, and ridership, gather passenger and community feedback, and develop recommendations for capital improvements that would reduce delays and travel time and enhance the customer experience

ESTIMATED COMPLETION DATE: June 2026

Appendix E:
SENATE BILL 1 (SB 1)
SUSTAINABLE COMMUNITIES FORMULA FUNDS
PREVIOUS ACCOMPLISHMENTS

Work Element 1121: Plan Bay Area (Regional Transportation Plan/Sustainable Communities Strategy)

Project Manager: Chirag Rabari

FY 2024-25 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2024-25, SB 1 Planning Formula Funds will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to finalize off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB 1 funding will support any remaining technical clarifications for finalizing the Growth Geographies for Plan Bay Area 2050+.

B. Project Products

Presentations, memoranda, maps, data layers and approved Commission resolutions.

C. Previous Accomplishments

- Developed new Equity Priority Communities data layer using 2022 American Community Survey (ACS) data and existing approved methodology: <https://mtc.ca.gov/digital-library/5029661-equity-priority-communities-maps>
- Managed overall work plan and schedule for Plan Bay Area 2050+: <https://planbayarea.org/about/timeline-key-phases-plan-bay-area-2050>
- Completed initial off-model calculator updates to support Incremental Progress Analysis (IPA) for Plan Bay Area 2050+: https://planbayarea.org/sites/default/files/documents/8aii_24-0557_PowerPoint_Plan%20Bay%20Area%202050%2B%20Draft%20Blueprint%20Key%20Findings.pdf#page=11
- Received approval from policymakers to proceed with revised Growth Geographies as part of Plan Bay Area 2050+ Draft Blueprint action item: <https://mtc.ca.gov/digital-library/5026158-plan-bay-area-2050-draft-blueprint-growth-geographies-attachment-c>

D. Work Plan (FY 2024-25)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff & Consultant (TBD)	Memos, presentations, maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/24	06/30/25

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
2	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+	Staff	Memos, presentations	SB 1/ General Fund	07/01/24	06/30/25
3	Finalize off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff & Consultant (ICF)	Calculator spreadsheets, memos (as needed), presentations (as needed)	SB 1/ General Fund	07/01/24	06/30/25
4	Finalize Growth Geographies for Plan Bay Area 2050+	Staff	Memos (as needed), maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/24	01/30/25

FY 2023-24 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2023-24, SB 1 Planning Formula Funds will support staff efforts to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes. SB 1 Planning Formula Funds will also support overall project management duties for the long-range regional plan, as well as staff efforts to develop off-model calculators to calculate the emission-reduction benefits of key climate-related strategies included in Plan Bay Area 2050+ to achieve emissions reductions targets set by the state. Additionally, SB 1 will support updating the Growth Geographies for Plan Bay Area 2050+, which will include evaluating submissions from local jurisdictions to establish new, or modify the boundaries of existing, Priority Development Areas (PDAs). The new Growth Geographies will be presented to MTC/ABAG for adoption and incorporated into the Regional Growth Framework for Plan Bay Area 2050+.

Plan Bay Area is the long-range fiscally constrained regional plan for transportation, housing, the economy and the environment, updated every four years. Developed in compliance with federal and state regulations and guidelines, it satisfies RTP and SCS requirements for the nine-county San Francisco Bay Area. Plan Bay Area is updated in consultation with federal, state, regional, county, local and Tribal governments, as well as community organizations, stakeholders and the public. The Equity Priority Communities (EPC) refresh will explore potential revisions to the EPC methodology and framework, with a focus on producing a Phase 1 deliverable of updated EPC geographies.

B. Project Products

Presentations, memoranda, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

Began process of soliciting updates to PDAs and began updating Transit-Rich Areas (TRAs) and High-Resource Areas (HRAs) with latest available data.

D. Work Plan (FY 2023-24)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Develop options for future Equity Priority Communities framework and seek input from stakeholders.	Staff & Consultant	Memos, presentations, maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/23	06/30/25
2	Refine and adopt new geographies for Equity Priority Communities for Plan Bay Area 2050+ and future MTC/ABAG initiatives.	Staff & Consultant	Memos, presentations, maps and/or data analyses (as needed)	SB 1/ General Fund	07/01/23	06/30/24
3	Develop, manage, and monitor progress on the overall work plan and schedule for Plan Bay Area 2050+	Staff & Consultant (TBD)	Calculator spreadsheets, memos (as needed), presentations (as needed)	SB 1/ General Fund	07/01/23	06/30/24
4	Develop off-model calculators to calculate the emissions reduction benefits of key climate-related strategies in Plan Bay Area 2050+ Environment Element	Staff & Consultant (TBD)	Calculator spreadsheets, memos (as needed), presentations (as needed)	SB 1/ General Fund	07/01/23	06/30/25
5	Update Growth Geographies for Plan Bay Area 2050+	Staff	Adoption of new and/or modified Growth Geographies	SB 1/ General Fund	07/01/23	06/30/24

FY 2022-23 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds**A. Project Description**

In fiscal year 2022-23, SB 1 Planning Formula Funds will support staff efforts to solicit updates to the Regional Growth Geographies — PDAs, Priority Production Areas (PPAs), Priority Conservation Areas (PCAs), TRAs, and High Resource Areas (HRAs). These growth geographies help guide regional transportation and development decisions and play a vital role in informing numerous agency efforts, including long range planning, programming decisions around the One Bay Area Grant (OBAG) and Regional Early Action Planning (REAP) grant program, and the Transit-Oriented Communities (TOC) Policy. The Growth Geographies will also help inform future funding and financing decisions of the Bay Area Housing Finance Authority (BAHFA).

B. Project Products

Presentations, maps, data layers, and approved Commission resolutions.

C. Previous Accomplishments

No previous accomplishments using SB 1 funds.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to PDAs, PPAs, and if relevant, PCAs in advance of Plan Bay Area 2050 Update.	Staff	Staff memo, presentation, materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating TRAs and HRAs with latest available data in advance of Plan Bay Area 2050 Update.	Staff	Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

This project has been carried over into FY 2022-23.

In fiscal year 2021-22, SB 1 Planning Formula Funds will provide funding to make updates to the Equity Priority Communities (formerly referred to as Communities of Concern) framework used in current and future Plan Bay Area iterations, as well as by MTC/ABAG and partners for funding and operations purposes.

MTC/ABAG updated the nomenclature for these equity priority areas, which identify communities with above-average shares of low-income populations and/or communities of color. This was an important first step — to avoid terminology that may be viewed as outdated or patronizing — but there are also valid critiques about the quantitative framework used to identify these communities, which requires a longer process of deep data analyses and engagement. This project, envisioned to last throughout much of calendar year 2022, would explore potential revisions to the Equity Priority Communities methodology and framework and vet a revised approach with stakeholders and the public. Because the process will not kick off until spring or summer 2022, future tasks will be reflected in the FY23 work plan; FY22 tasks are focused on peer reviews, data analyses, and initial stakeholder engagement activities.

Initial stakeholder and public engagement feedback, received during the Plan Bay Area 2050 process in 2020 and 2021, can form an initial foundation for this project. When complete, the project is intended to feed into the next update to Plan Bay Area (Plan Bay Area 2050+), which is anticipated to begin in 2023.

B. Project Products

- Peer review memo and slides summarizing other agencies' approaches to identify equity communities
- Data analyses, including maps, data tables, slides and/or memos, to support discussions on equity communities
- Stakeholder materials to support discussions on how to move forward with re-envisioning Equity Priority Communities

C. Previous Accomplishments and Links to Relevant Products

No previous accomplishments using SB 1 funds.

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will work with consultants (TBD) to conduct a review of peer agencies' approaches to identify equity communities and assess tradeoffs.	Consultant	Presentation, memo	SB 1/ General Fund	03/01/22	06/30/23
2	Staff will work with consultants (TBD) to conduct data analyses to support discussions on equity communities.	Consultant	Maps, data tables, presentation, memo	SB 1/ General Fund	03/01/22	06/30/23
3	Staff will work with consultants (TBD) to engage with working groups and committees to begin discussions of key priorities in the redesign of Equity Priority Communities.	Consultant	Committee items, memos, presentations	SB 1/ General Fund	05/01/22	06/30/23

FY 2020-21 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds**A. Project Description**

In fiscal year 2020-21, SB 1 Planning Formula Funds will provide funding to enhance the digital tool – an online platform for seeking feedback on policy decisions related to Plan Bay Area 2050 – and to develop the Plan Bay Area 2050 Implementation Plan.

Plan Bay Area 2050 will expand upon the successful Action Plan from Plan Bay Area 2040 to create a wide-ranging Implementation Plan for transportation, housing, the economy, and the environment. The Implementation Plan will focus on the next four years of implementing actions that MTC/ABAG can lead or partner on to advance the bold 30-year strategies from the Final Plan Bay Area 2050.

B. Project Products

- Meeting materials for Implementation Plan development
- Implementation Plan for Plan Bay Area 2050

C. Previous Accomplishments and Links to Relevant Products

Final Implementation Plan and associated public engagement is now complete; final deliverables are available at: <https://www.planbayarea.org/2050-plan/final-implementation-plan>.

D. Work Plan (FY 2020-21)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff will develop an Implementation Plan focused on shorter-term actions to implement Plan Bay Area 2050.	Staff	Implementation Plan and annual updates Meeting agendas & notes	SB 1/ General Fund	07/01/20	11/30/22

Work Element 1212: Performance Measurement and Monitoring

Project Manager: Elliot Huang

Senate Bill 1 (SB 1) Sustainable Communities Formula Funds Section

SB 1 Funded Projects — Previous Accomplishments

FY 17-18 – fund source number 2210

- Identify vision and goals- complete (Guiding Principles of Horizon process)
- Identify measures and targets as well as associated methodologies- complete (measures established through Horizon Futures process).

FY 18-19 – fund source number 2211

- Update Vital Signs performance monitoring data portal including incorporation of federal targets- complete
- Publish temporary pages on Vital Signs (March-August 2019) to showcase Horizon model output data and provide an opportunity for a brief survey on Horizon strategies- complete

FY 19-20 through FY 21-22

- None (no funds remaining)

Work Element 1611: Regional Growth Framework Planning and Implementation

Project Manager: Cheryl Chi

FY 2024-25 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2024-25, SB 1 Planning Formula Funds supported implementation of MTC's Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region's transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. These funds will support staff and consultants to assess local compliance with the TOC Policy. This will involve one-on-one support to local government staff to ensure their understanding of the final Administrative Guidance and to support them in submitting documentation to demonstrate compliance, as well as staff/consultant review of the submitted documentation. The TOC portal that jurisdictions will use to submit compliance information will be launched and refined, as needed. A consultant will be procured to support TOC compliance assessment, assist jurisdictions in entering TOC compliance data, and provide other support for TOC implementation.

B. Project Products

- Meetings and meeting notes from one-on-one or small group support for local governments seeking to understand and submit documentation to verify compliance with the TOC Policy.
- Memoranda, presentations, summary reports, and informational materials or other collateral to communicate the details of TOC Policy requirements and status of local governments to achieve compliance
- TOC Policy compliance database, likely hosted via a web-based application through which each jurisdiction can submit necessary documentation and enable evaluation/verification by MTC staff
- RFP for consultant to support TOC compliance and implementation, Committee approval of consultant, and consultant contract

C. Previous Accomplishments

In FY 2021-22, MTC staff initiated an update to MTC's Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. In FY 2022-23, the Commission adopted the TOC Policy and staff begin implementation activities. In FY 2023-24, staff advanced implementation activities on several fronts, including (1) extensive outreach to local governments, County Transportation Agencies, and transit operators to communicate about the new policy standards and solicit additional feedback, (2) an amendment to the TOC Policy (adopted by the Commission in October 2023) to clarify the Policy's application to transit extension projects seeking regional discretionary funding, and (3) publication of three rounds of draft Administrative Guidance to enable local governments to better understand documentation and compliance verification requirements.

- Issued further guidance for the TOC policy in September 2024: <https://mtc.ca.gov/digital-library/5023804-mtc-administrative-guidance-transit-oriented-communities-policy>.

- In spring 2025, created a [webpage](#) for local jurisdiction staff with resources to facilitate TOC compliance.
- Approved consultant to support TOC policy implementation and assessment in February 2025. Work is expected to start in early Summer 2025.
- In Spring 2025, presenting proposed TOC compliance framework to stakeholders such as local jurisdictions and CTAs. A presentation will be made to the Commission in Summer 2025.

D. Work Plan (FY 2024-25)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Direct support to local governments (via one-on-one or small group meetings) to ensure understanding of TOC Policy requirements and support their submission of compliance documentation	Staff and/or Consultants	Agendas and meeting minutes Memoranda, as needed Presentations, as needed Informational materials and other collateral for local jurisdictions, as needed Jurisdiction-specific compliance action plans	SB 1/ General Fund	07/01/24	06/30/25 (ongoing)
2	Support documentation submittal by local governments to determine compliance with TOC Policy standards	Staff and/or Consultants	Compliance database (ongoing, perhaps organized via a web-based TOC Policy submission tool) Summary memoranda, reports, and presentations	SB 1/ General Fund	07/01/24	06/30/25 (ongoing)
3	Procure consultant to support TOC Compliance Assessment and further TOC guidance	Staff and/or Consultants	RFP Consultant contract approval memorandum Consultant contract	SB 1/ General Fund	07/01/24	06/30/25

FY 2022-23 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2022-23, SB 1 Planning Formula Funds will support implementation of MTC’s Transit Oriented Communities (TOC) Policy, which aims to better align land use to support the region’s transit investments, helping to reduce GHG and criteria pollutant emissions from the transportation sector. For Priority Development (PDA) and Transit Rich Areas (TRA) with fixed guideway transit, this involves first assessing jurisdiction compliance with meeting the (proposed) TOC Policy requirements related to residential and

commercial densities, housing policies that support production, preservation and tenant protections, parking and station access. Existing planning and TA programs will offer support to jurisdictions to come into compliance with the Policy. The TOC Policy, along with the supporting planning and TA programs, directly relate to achieving state-mandated GHG emissions reduction targets, as well as other goals associated with the region's Regional Transportation Plan/Sustainable Communities Strategy, or Plan Bay Area (PBA).

These funds will directly support staff to assess local compliance with the TOC Policy. Staff will initiate a baseline assessment of jurisdiction compliance and develop an internal approach for monitoring progress. Staff will also evaluate and assess the need for additional guidance documents to help jurisdictions to understand TOC Policy requirements. Finally, these funds will also support local planning and implementation activities in jurisdictions that need assistance to meet TOC Policy requirements and will include planning in PDAs and Transit Rich Areas (TRAs) as well as parking and station access and circulation efforts. Staff will coordinate internal review of planning and TA deliverables so that internal subject-matter experts review relevant deliverables for TOC Policy compliance.

Planning in PDAs is key to fully realizing and implementing PBA as PDAs serve as the framework for where the majority of development growth will occur over the time horizon of the Plan.

MTC has provided planning grants and TA to local jurisdictions for over 10 years to strengthen the connection between transportation and land use. MTC's TOC Policy also focuses on TRAs, ensuring that the land uses in these geographies are also supportive of the region's transit investments.

B. Project Products

Implementation of MTC's TOC Policy – assessment of policy compliance by examining local jurisdiction policies and programs as well as guidance and support through planning and TA.

C. Previous Accomplishments

In FY 2021-22, MTC staff led the update to MTC's Transit Oriented Development (TOD) Policy, or the TOC Policy. The policy focuses on achieving land uses that support transit ridership, including residential and commercial densities, transit access, as well as housing and parking policies that help to ensure equitable station areas and transit corridors. Staff anticipates adoption of the final policy in summer 2022.

D. Work Plan (FY 2022-23)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Solicit updates to PDAs, PPAs, and if relevant, PCAs in advance of Plan Bay Area 2050 Update.	Staff	Staff memo Presentation Materials for local jurisdictions	SB 1/ General Fund	03/01/23	06/30/23
2	Begin updating TRAs and HRAs with latest available data in advance of Plan Bay Area 2050 Update.	Staff	Maps/data layers (ongoing)	SB 1/ General Fund	04/01/23	06/30/23

FY 2021-22 Senate Bill 1 (SB 1) Sustainable Communities Formula Funds

A. Project Description

In fiscal year 2021-22, SB 1 Planning Formula Funds provided funding to update MTC's 2005 Transit-Oriented Development (TOD) Policy. Since its adoption, the TOD Policy has been successful in achieving planned housing thresholds in and around these transit stations and corridors. The next generation policy is exploring a broader range of funding sources, projects and eligibility criteria, and is assessing how to more broadly apply MTC's TOD Policy to incentivize housing. The outcome of the update is the Transit Oriented Communities Policy.

B. Project Products

- Technical Advisory Committee presentations and materials
- Draft Policy Alternatives
- MTC Committee materials
- Stakeholder presentations

C. Previous Accomplishments and Links to Relevant Products

- Initiated TOD Policy Update
- Completed the integrated OBAG/PDA Assessment (2021):
<https://mtc.legistar.com/View.ashx?M=F&ID=7748976&GUID=C425C9CB-EE1C-4480-8EFD-7E085AFA6737>

D. Work Plan (FY 2021-22)

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
1	Staff and consultant team will coordinate with agency staff, Technical Advisory Committee and stakeholders	Staff & Consultant (Strategic Economics)	Alignment with related MTC efforts, meeting agendas, presentations or summary notes (ongoing)	SB 1/ General Fund	07/01/21	Ongoing through project duration
2	Staff and consultant team will develop and deliver Policy Alternatives	Staff & Consultant (Strategic Economics)	Project deliverables (as needed)	SB 1/ General Fund	07/01/21	12/31/21
3	Staff will deliver a draft TOD Policy	Staff	Draft report (once)	SB 1/ General Fund	10/01/21	Ongoing through project duration – anticipated summer 2022

Task No.	Description	Responsible Party	Work Products	Fund Source	Start Date	End Date
4	Adopt TOC Policy	Staff	Final report, materials (once)	SB 1/ General Fund	12/01/21	Anticipated summer 2022